

Agenda Report

December 8, 2014

TO: Honorable Mayor and City Council
FROM: Planning & Community Development Department
SUBJECT: PREDEVELOPMENT PLAN REVIEW OF PROJECT LOCATED AT 245 SOUTH LOS ROBLES AVENUE

RECOMMENDATION:

This report is intended to provide information to the City Council, no action is required.

BACKGROUND:

The applicant, KW 245 Los Robles, LLC, has submitted a Predevelopment Plan Review (PPR) application to develop the southern portion of a property located at 245 South Los Robles Avenue with a three-story Multi-Family Housing use with 58 dwelling units and a subterranean parking garage with 241 parking spaces.

The subject site is currently improved with a two-story office building on the northern portion of the lot and a parking lot on the southern portion of the lot. The northern portion of the subject site, improved with the office building, is zoned Central District Specific Plan (CD-2). The southern portion of the site, improved with a 115 space surface parking lot, is zoned RM-48 HL-40 (Multi-Family Residential, 0-48 units per acre) with a Height Limit Overlay Zone of 40'. The proposed development will occur on the southern portion of the site currently improved with the surface parking lot. The office building on the northern portion will remain.

The PPR process is established in the City's Zoning Code as a process by which better projects can be achieved through early consultation between City staff and applicants. The process coordinates the review of projects among City staff, familiarizes applicants with the regulations and procedures that apply to the projects, and avoids significant investment in the design of a project without preliminary input from City staff. It also helps to identify issues that may arise during application processing such as community concerns and achieving consistency with City regulations and policies.

Projects that meet the threshold of "community-wide significance" (greater than 50,000 square feet in size with at least one discretionary action, 50 or more housing units, or any project that is deemed by the Director of Planning & Community Development

Department to be of major importance to the City) are presented to the City Council as way to inform them and the public of significant projects.

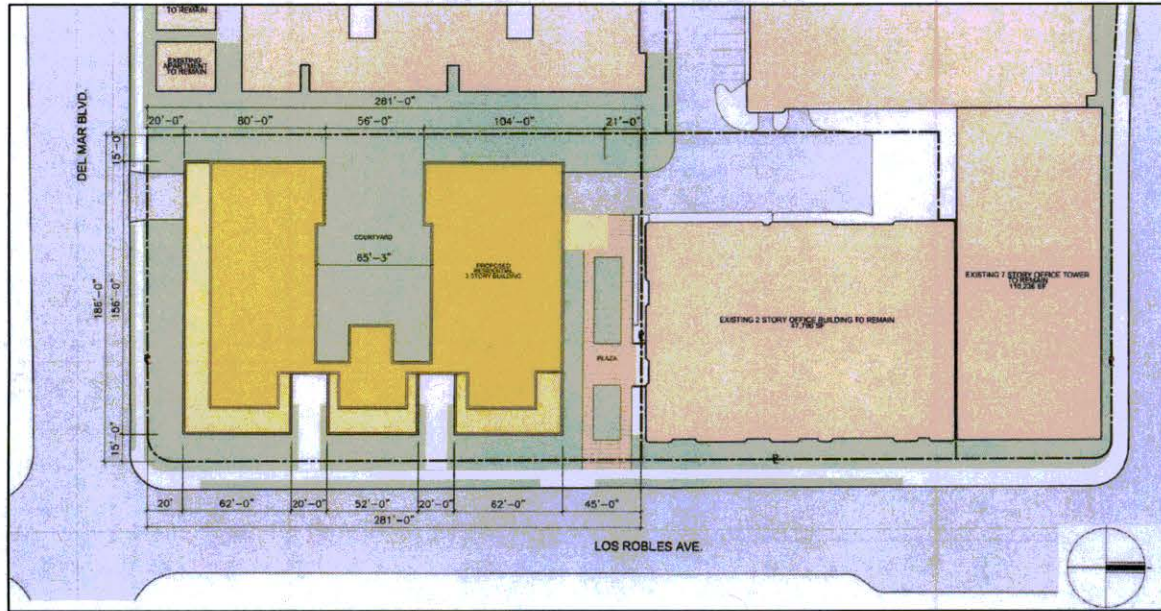
This report provides a project description, identifies the entitlement and environmental review processes, and some topic areas that staff will focus on during case processing.

PROJECT SUMMARY:

The subject site is a rectangular-shaped parcel of land, located on the northwest corner of South Los Robles Avenue and Del Mar Boulevard with street frontage of approximately 446.66 feet along South Los Robles Avenue and 171.42 feet along Del Mar Boulevard. The subject site abuts a mix of single family and multi-family residential uses to the west and south, commercial uses to the north, and a church use to the east. The 85,377 square foot (1.96 acre) site is currently improved with a two-story office building on the northern portion of the subject site and a parking lot on the southern portion of the lot. The northern portion of the subject site, improved with the office building, is zoned Central District Specific Plan (CD-2). The southern portion of the site, improved with a surface parking lot, is zoned RM-48 HL-40 (Multi-Family Residential, 0-48 units per acre) with a Height Limit Overlay Zone of 40'.

The proposal is to subdivide the existing parcel from one lot to two lots at the boundary of the CD-2 zone and the RM-48 zone. The existing office building will remain in the CD-2 zone portion of the project site on a 33,111 square foot parcel. The southern portion of the lot will remain zoned RM-48 HL-40 and the applicant proposes to construct the three-story Multi-Family Housing use, with 58 dwelling units, on a 52,266 square foot parcel. The existing improvements related to the surface parking lot are proposed for removal.

As proposed in the PPR application and plans, the southern portion of the site would have a 35-foot tall, three-story residential building over a two level subterranean parking garage. The existing 115 parking spaces on the surface parking lot, serving the existing office building, would be relocated to the first level of the subterranean parking garage once constructed. The second level of the parking garage will provide the required parking for the residential project. Access to the site would occur from Del Mar Boulevard along a private driveway. There would be no vehicular access to/from Los Robles Avenue. The proposed site plan is shown below:



Project Statistics

Zoning Designation:	
RM-48 HL-40(45) (Multi-Family Residential, 0-48 units per acre) with a Height Limit Overlay Zone of 40'	
General Plan Designation:	
Central District Specific Plan	
Lot Size:	
Net: 85,377 sq. ft. (1.96 acre); Gross (Project Site): 52,266 sq. ft. (1.19 acres)	
Proposed Building Size:	
67,128 square feet	
Floor Area Ratio:	
Maximum Permitted	Proposed
Not Applicable	1.29 or 67,128 square feet
Residential Density:	
Maximum Allowed	Proposed
48 du/acre or 57 units	58 units
Parking Requirement:	
Required	Proposed
Unit smaller than 650 sq. ft.: 1 space	No Unit smaller than 650 sq. ft.: 0 spaces
Unit larger than 650 sq. ft.: 2 spaces	58 Unit larger than 650 sq. ft.: 116 spaces
Guest Parking : 1 space per 10 units	8 Guest Parking
Total Required: 118 spaces	Total Proposed: 126 spaces
Building Height :	
Maximum Permitted	Proposed
40'	40' (in original PPR development plans) 45'* (revised plans submitted for Design Review)

*Subject to Section 17.30.050.B (Height Averaging), as discussed in page 6 of this report.

Setbacks:	
Required	Proposed (Further analysis and information needed to determine compliance)
Along Del Mar Ave average of the front yards of the developed lots on the blockface within the same zoning district, but not less than 20 feet.	20'
Along Los Robles Ave: min 15' required	15'
Interior Side: five foot for the first 40 feet behind the front setback line, and a possible zero foot setback thereafter.	15'
Rear: five foot for the first 40 feet behind the corner side yard setback line and a possible zero foot setback thereafter.	45'
Gardens:	
Required	Proposed
Main Garden: 10,453 square feet (20% of the lot size)	(Further analysis and information needed to determine compliance)
Total Garden: 19,338 square feet (37% of the lot size)	

DISCRETIONARY ENTITLEMENTS

Based on the information submitted to-date, the proposed project would require the following discretionary entitlements:

1. Design Review for a project that exceeds 25,000 square feet in size;
2. Height Averaging for a project that exceeds 40-feet in height;
3. Private Tree Removal to remove two protected trees; and
4. Tentative Tract Map for subdivision and condominium purposes.

The Design Commission is the review authority for the Design Review, Height Averaging and Private Tree Removal entitlements, along with the appropriate environmental review documentation. The Tentative Tract Map would be presented to the Hearing Officer for his/her consideration.

PREDEVELOPMENT PLAN REVIEW SUMMARY

On July 16, 2014 comments were provided to the applicant in response to the PPR project that was submitted. As an alternative to having a meeting to discuss the contents of the PPR comments, the applicant team elected to directly contact and discuss specific questions with staff from City departments/divisions, including Zoning Administration, Design & Historic Preservation, Fire, Public Works, Transportation, and Water. The applicant team asked a number of specific questions to clarify some of the

PPR comments, as well as the processes for entitlements and building permits. Based on the PPR comments, the applicant team indicated that portions of the project would be redesigned to comply with all applicable zoning regulations; no variances would be sought. However, the applicant has indicated that they will be submitting an application to utilize height averaging to provide a 45 foot tall building, subject to Section 17.30.050.B (Height Averaging) of the Zoning Code; the maximum allowable building height for this site is 40 feet. Below is a summary of the notable PPR comments:

Major Issues for Study

Several of the major issues that will require further study if a formal application is submitted include:

- Location of interim parking for the existing two-story office building during construction of the new subterranean parking garage;
- Maximum height and height averaging; and
- Potential traffic impacts generated by the residential use.

Zoning Code

As shown below (Figure 1: *Site and Surrounding Zoning*), the northern portion of the subject site is zoned Central District Specific Plan (CD-2). The southern portion of the site, currently improved with a surface parking lot, is zoned RM-48 HL-40(45) (Multi-Family Residential, 0-48 units per acre) with a Height Limit Overlay Zone of 40'. Therefore, the proposed project development is subject to Section 17.22 (Residential Zoning Districts) of the Zoning Code.

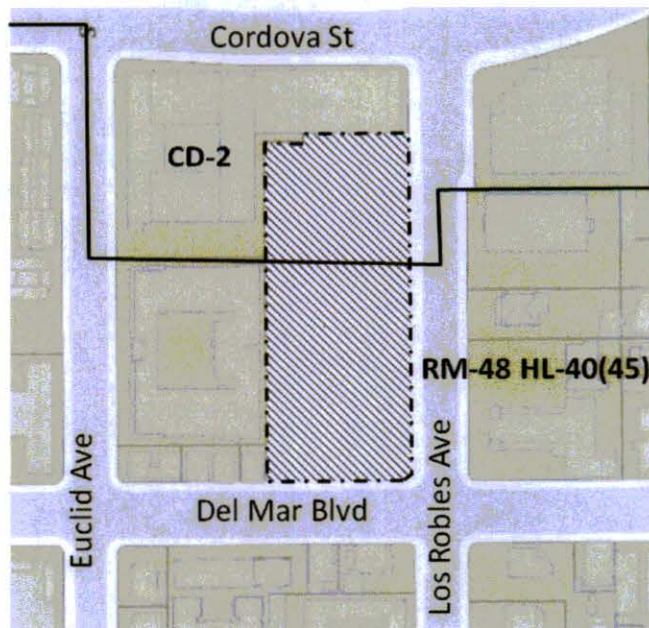


Figure 1: *Site and Surrounding Zoning*

Residential Density: Within the RM-48 zoning district, the maximum allowed residential density is 48 units per acre. Based on that maximum density and an area of 1.19 acres, the maximum allowable density for the project site is 57 units. As proposed, the project provides 58 units and does not comply with the maximum allowed residential density requirement. The applicant has indicated that they intend to redesign to comply with the requirement.

Setbacks: Per Section 17.22.060 (RM District General Development Standards), the minimum required front setback is the average of the front yards of the developed lots on the blockface within the same zoning district, but not less than 20 feet. A five foot rear yard setback is required for the first 40 feet behind the corner side yard setback line and a possible zero foot setback thereafter. A five foot interior side yard setback is required for the first 40 feet behind the front setback line, and a possible zero foot setback thereafter upon compliance with the light and air requirements for buildings on adjacent properties, as contained in the City of Gardens development standards, Chapter 17.22.060. Also, a minimum building separation of 15'-0" from buildings on adjacent properties must be provided along the interior side property line for a distance of 40 feet behind the front setback line. A 15 foot corner side yard setback is required along Los Robles Avenue.

From the preliminary plans submitted to the City, it appears that the project is in compliance with the setback requirements applicable to projects in the RM-48 zoning district. However, further analysis will need to be provided as the project proceeds, demonstrating that the project complies with the minimum setback requirement along all property lines, specifically the front yard setback.

Height: Per Section 17.22.060 (RM District General Development Standards), the maximum allowable building height for this site is 40 feet. Utilizing Section 17.30.050.B (Height Averaging) of the Zoning Code the building may be as tall as 45 feet if no more than 30 percent of the building footprint exceeds the height limit and the average height of the entire footprint does not exceed the height limit of 40 feet. In the original plans reviewed by staff, the applicant provided a design that complied with the 40 foot allowable building height requirement. After the PPR comments were provided, the applicant indicated that, as part of their Design Review process, they would be submitting an application to utilize height averaging to provide a building as tall as 45 feet in subject to Section 17.30.050.B (Height Averaging).

The purpose of height averaging is to:

- Allow additional building height that is counterbalanced by lower heights across or elsewhere on a development site to achieve an economically viable project that also protects view corridors and/or historically or architecturally significant building, structures, or landscapes; a visual transition in height and massing may be achieved through height averaging.
- Allow additional building height that is counterbalanced by lower heights across or elsewhere on a development site to punctuate important intersections or other prominent locations; this will contribute to a more visually compelling skyline.

Height averaging is a discretionary approval and requires approval of the Design Commission, provided the following findings are met:

1. The additional height allows for preservation of vistas and view corridors, and/or a more sensitive transition to an adjacent historic structure, and/or provides for a more interesting skyline;
2. The additional height will not be injurious to adjacent properties or uses, or detrimental to environmental quality, quality of life, or the health, safety and welfare of the public;
3. The additional height will promote a superior design solution that enhances the property and its surroundings, without detrimental impacts on views and sight lines; and
4. The additional height is consistent with the objectives and policies of the Central District Specific Plan and the General Plan.

From the submitted information, staff is not able to confirm that no more than 30 percent of the building footprint exceeds the height limit of 40 feet. As the project proceeds, the applicant will be required to provide more detailed information to ensure height averaging is complied with in order to request this approval of the Design Commission. Additionally, the Design Commission may impose additional conditions related to site planning, architectural design, as well as requiring public amenities, including public outdoor space and pedestrian paths.

Parking: Per Section 17.46.040 - Number of Off-Street Parking Spaces Required, Table 4-6, Multi-family projects are required to provide 2 covered spaces per unit 650 sq. ft. or larger; 1 covered space per unit less than 650 sq. ft. of net floor area. Developments with 10 units or more shall also provide 1 guest parking space for each 10 units. The guest spaces shall be clearly marked for "Guest Parking Only."

The applicant will be providing a two level subterranean parking garage with 241 parking spaces. The top level (P1) will contain 115 parking spaces for the existing two-story office building. These 115 parking spaces are a one-for-one replacement of the parking spaces that will be removed from the existing surface parking lot as part of this project. The lower level (P2) of the parking garage will provide 126 parking spaces for resident and residential guest parking.

From the preliminary plans submitted to the City, it appears that the project is in compliance with the parking requirements. All 58 dwelling units are larger than 650 square feet, therefore, a total of 116 parking spaces are required and 6 guest parking spaces are required for a total of 122 parking spaces.

As previously discussed, the scope of the project includes the office building utilizing a level of subterranean parking with 115 parking spaces. As a result, the parking will be on a different parcel and considered off-site parking. Per Section 17.46.020.I (Location and Ownership), parking may be located off-site from the use which it serves, subject to the approval of the Zoning Administrator of a lease agreement providing that the off-

site parking shall be available when the use commences and continuing so long as the use is in effect. Per Section 17.46.020.I.3, parking required to serve a nonresidential use may be on the same or a different site under the same or different ownership as the use served, provided the parking shall be within the maximum distances identified in Table 4-4 (Maximum Distances for Off-Site Parking) of the use served measured from the nearest corner of the parking facility to the entrance of the use served via the shortest pedestrian route. In this case, as proposed, the distance measured is approximately 60 feet and within the 1,000 foot minimum distance requirement for customers and visitors and 1,500 foot minimum distance requirement for employees of the office building.

Garden Requirement: Requirements regulating the size and configuration of yards and gardens are a central feature of the City of Garden provisions. Each multi-family project is required to have a landscaped open space as its central focus. This space may take the form of a main garden. The main garden shall be a well-defined, coherent area that is an essential component of the project design, not merely space left over after the building mass is placed.

Per Section 17.22.080 (City of Garden Requirements), the amount of main garden area required for this project site is 10,453 square feet (20% of the lot size) and the amount of total garden area required for this project site is 19,338 square feet (37% of the lot size). When the required main garden area is 2,500 square feet or greater, 50 percent of the required main garden area shall be provided as a main garden meeting one of the location requirements described in Section 17.22.080.A.1 a through f, including the required minimum dimension. The balance of the required main garden area may be provided in the form of ancillary gardens throughout the project site (not including the required front setback), and shall meet the minimum dimension of 20 feet in both directions. A minimum of 80 percent of the ancillary garden shall be landscaped. It appears that the project site is providing a centrally located main garden and a plaza adjacent to the northern boundary of the site. This plaza area may be counted towards the main garden area; however, a minimum of 80 percent of the plaza (ancillary garden) shall be landscaped.

From the preliminary plans submitted to the City, as part of the PPR process, staff was not able to determine the projects compliance with the applicable garden requirements. Further information will need to be provided, as the project proceeds, demonstrating that the project complies with various garden standards including, but not limited, location, size, paving, planting, views and encroachment.

Building Design- Massing: Pursuant to Section 17.22.070.E.1(a) of the Zoning Code, no façade along a street may be longer than 60 feet.

Del Mar Boulevard is considered the front of the lot, since it is the shortest line of the lot abutting a street. The façade along Del Mar Boulevard has a length of 156'. The building facades along Los Robles Avenue, facing the corner side yard, have a width of

62'. To comply with the façade length requirement, the lengths of the façades need to be reduced to a length not to exceed 60'.

From the preliminary plans submitted to the City, as part of the PPR process, staff concluded that the project did not comply with the 60-foot façade length requirement. However, the applicant has indicated that they would use a Zoning Administrator Interpretation related to massing, dated September 20, 2012, that provides some flexibility in allowing a building façade with a length longer than 60', while meeting prescribed building modulation, along the corner side yard setback. Further information will need to be provided, as the project proceeds, demonstrating that the project complies with the Zoning Administrator Interpretation.

Design Review

Design Review is required as the project proposes ten or more dwelling units and is located along South Los Robles Avenue, a designated Major Corridor. Because the number of dwelling units for the project is greater than ten the Design Commission is the review authority. The applicable design guidelines for the project are the Citywide Design Principles, the Central District Design Guidelines and the Design Guidelines for Windows in Multi-Unit Residential Projects.

Below are some of the design-related topic areas that were highlighted:

- *Massing:* Although a specific design narrative has not been including in this submission, a well-crafted design concept could help to give further meaning and depth to the massing presented. Creating a carefully laid out plan that deftly analyzes pedestrian circulation in conjunction with well-planned open space can help to ensure the success of the future development at this site. Consider preparing a series of design studies to present to the Design Commission that explore alternate design scenarios or architectural studies that have led to the proposed design as presented to the Commission. Height Averaging is allowed at this site in the Central District and future studies should also evaluate the possible benefits of incorporating Height Averaging that can allow the massing to emphasize the corner location and redistribute the massing for greater articulation overall along the roofline. In addition, close review of the location of the pedestrian bridge components and access stair/elevator core should be closely studied, as these elements interrupt views into the central courtyard space from the public right-of-way and may be more advantageously sited along the western internal edge of the courtyard space in conjunction with a redistribution of the massing at this location.
- *Siting:* The siting of the building is appropriate to the surrounding context and the anticipated level of development for this area. The context includes a number of large-scale office buildings of similar size or larger than the proposed building and an eclectic mix of multi-family residential structures.
- *Compatibility:* The City of Pasadena's objective is to achieve architectural and design excellence. Buildings should improve the environment for the public, respond to their context and be compatible to the surroundings. A unique and

creative proposal which references its specific urban site conditions can add vitality to this location. In addition, the new building should attempt to reference some Old Pasadena conventions, e.g., regulating lines, materials, window openings, transition from the ground level to the upper stories, the design for residential stoops along the ground-floor, etc., albeit re-interpreted using a design aesthetic and materials that respond to the more contemporary styling proposed.

- *Landscaping:* The landscape architect is encouraged to prepare landscape plans for the project at an early stage in consultation with the applicable design guidelines. We encourage this early discussion of site plantings and open space configuration in order for the landscape to integrate more fully with the design of the buildings. The planning for the open space, a key component for this project, is critical in creating useable, interconnected landscaped and hardscaped areas that add to the project in a way that encourages an activated combination of programmed interior and exterior spaces. To this end, creating a pedestrian connection to the plaza space to the north should be reviewed to engage this open space with the central courtyard space for the project should be considered. In addition, mitigation for a number of trees that may be protected under the City's Tree Ordinance may be required in conjunction with development at this site. A close review of the proposed tree removals and the incorporation of the replacement trees required at this site should be clearly understood and preliminary studies undertaken as the project moves forward.
- *Materials:* Materials are reviewed at the Final Design review stage; however an early examination of the materiality of the proposed building is highly advisable. The Citywide Design Principles call for durable, high-quality materials. The specification for materials and finishes and the details of their application will be of critical importance in developing a high caliber structure at this location within the city.

General Plan and Specific Plan

General Plan: The General Plan Land Use Policies and Objectives that the proposed project supports include:

Land Use Element -

OBJECTIVE 1 - TARGETED DEVELOPMENT: Direct higher density development away from Pasadena's residential neighborhoods and into targeted areas, creating an exciting urban core with diverse economic, housing, cultural and entertainment opportunities

- Policy 1.3 – Transit-Oriented and Pedestrian-Oriented Development: Within targeted development areas, cluster development near light rail stations and along major transportation corridors thereby creating transit oriented development “nodes” and encouraging pedestrian access.
- Policy 15.2 – Increase Supply: Increase the total number of market rate and affordable housing units within the City.
- Policy 21.8 – In-fill and Revitalization Sites: Transit-oriented developments on in-fill and revitalization sites should redevelop underutilized parcels and incorporate

existing surrounding uses into the form and function of the transit-oriented development.

Housing Element -

Policy HE-2.2 Strategic Growth. Direct new residential development into the Central District, neighborhood, and transit villages to create neighborhoods where people can live and work, shop, and benefit from access to a Gold Line station or public transit.

The proposed project would direct new residential development into the CDSP in an area targeted for growth, and benefit from access to the Del Mar Rail Station.

Staff has identified the following objectives and policies for further consideration:

- Multimodal Corridors: Develop and implement appropriate traffic management measures and improved directional signage to keep traffic on designated major multimodal corridors and to accommodate the needs of users along the corridor and the needs of multimodal and peak-hour travelers. *The Mobility Element identifies Los Robles Ave, north of Del Bar Blvd as a multi-modular street.*
- Bicycles/Pedestrians: Promote the use of non-motorized modes of transportation, such as bicycles and walking within the City.
- Consultation: Encourage project applicants to contact the surrounding neighborhood prior to submitting a formal application for the project. Applicants will be encouraged to seek comments from neighboring residents and work with them to resolve conflicts on design, traffic, noise, use of the site and other impacts specifically related to the project.

General Plan Caps: The 1994 General Plan established caps for residential and non-residential development in each of the specific plan areas. Below is a table that demonstrates the caps for the Central District.

	Original Allocation in Existing General Plan	Balance of Allocation in Existing General Plan*
Residential (dwelling units)	5,095	1,035
Non-Residential (square feet)	6,217,000	4,540,333

* As of December 31, 2013

The proposed 58 units are within the remaining development intensity of 1,035 residential units in the CDSP.

Specific Plan: The proposed project is located within the Central District Specific Plan. The northern portion of the subject property is located in the CD2 – Civic Center/Midtown sub-district and the southern portion of the subject property is in the In-Town Housing sub-district. The project site is subject to Multi-Family, City of Gardens - 48 dwelling units per acre (RM-48) maximum residential density. The Specific Plan contains the following relevant objectives:

OBJECTIVE 2 – IDENTIFY GROWTH AREAS. Downtown growth and development will be directed toward the most appropriate locations, with the intention of 1) protecting existing residential neighborhoods; 2) supporting transit usage; 3) and revitalizing underutilized areas.

The proposed project is located within the CDSP, in an area designated for RM-48 and within 1/2 mile from the Del Mar Rail Station.

OBJECTIVE 5 – BUILD HOUSING DOWNTOWN. Downtown will offer a range of housing opportunities, with provisions for the construction of new market-rate and affordable housing units, as well as non-traditional forms of housing, such as work-live accommodations.

The proposed project is a multiple-family residential development project consisting of one- and two-bedrooms units. The project proposes 58 market rate units in the CDSP area and in close proximity to jobs, shopping and entertainment opportunities.

OBJECTIVE 8 – CONSERVE IN-TOWN NEIGHBORHOODS. Downtown's residential neighborhoods will continue to provide a desirable living environment. Sound residential dwellings will be retained and new residential development will respect the character and scale of existing residences.

The proposed project is in an area designated for RM-48, Multi-Family Residential City of Gardens development and adjacent to an existing multi-family structure. The proposed development would be reviewed for compatibility with the existing character and scale of the surrounding neighborhood (See Design & Historic Preservation Comments).

OBJECTIVE 19 – OFFER SUITABLE HOUSING. Downtown housing will meet property standards of maintenance, and accommodate a variety of income levels and lifestyles.

The proposed project is a multiple-family residential development project consisting of one- and two-bedrooms units. The project proposes 58 market rate units and will contribute to a range of housing type for different income levels and lifestyles.

Public Works Department

In addition to various infrastructure improvements such as installing new sidewalks and drive approaches to meet current City standards, Public Works informed the applicant of a number of other topics related to the proposed project, several of which are detailed below.

Street Trees: The applicant will be required to plant four *Quercus virginiana*, Southern live oaks on Los Robles Avenue frontage and a maximum of four *Lagerstroemia indica*, Crape myrtles on Del Mar Boulevard.

Wheelchair Ramps: The applicant will be required to install a wheelchair ramp that complies with the regulations of the American with Disabilities Act (ADA) at the northwest corner of Del Mar Boulevard and Los Robles Avenue.

Transportation/Traffic

The thresholds identified in the City's Traffic Impact Review Guidelines require that a Traffic Impact Study be conducted for the project. The Study will be considered as part of the environmental review of the project. The following site comments were provided:

Driveway Configuration: The driveway and apron shall have a minimum width of 18-feet to accommodate 2-way traffic. To improve the safety of pedestrians crossing the driveway, the design plans shall indicate a slope of 2 percent or less from the property line to 20-feet into the property to improve vehicular sight distance, or include the installation of an exit arm.

Gate Location: If proposed, the location of a new driveway gate shall be setback a minimum of 20 feet from the property line. The specific location shall be included on the site plan and reviewed and approved by the Department of Transportation.

Environmental Review

Pursuant to the requirements of the California Environmental Quality Act (CEQA), an environmental review of the project will occur in order to analyze the project's potential to result in significant impacts, as identified by State and local environmental guidelines. At this time it is not known what level of review will be required.

NEXT STEPS

This project will require approvals involving public hearings before the Design Commission and Hearing Officer. In addition, an environmental review will occur consistent with the requirements of the CEQA. The following identifies the steps in the review process:

- Environmental Review;
- Design Commission Meetings;
 - Preliminary Consultation (application submitted on October 6, 2014);
 - Concept Review (design, height averaging, private tree removal and environmental review);
 - Final Review; and
- Hearing Officer Public Hearing to consider approval of the Tentative Tract Map.

In preparation for the Design Review process, the applicant has provided revised plans (Attachment B) to include as part of Council's information. The comments in this report are based on the original plans submitted for the PPR process (Attachment A); the

various departments/divisions have not reviewed the revised plans for compliance and consistency with the original comments at this time.

FISCAL IMPACT:

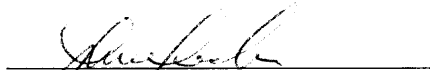
The project has the potential to generate revenue through the collection of Residential Impact fees as well as Transportation Improvement fees. The exact amount of these fees will be determined during the plan check process.

Respectfully submitted,

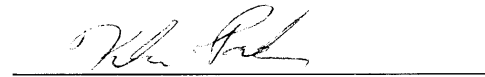


VINCENT P. BERTONI, AICP
Director of Planning & Community
Development Department

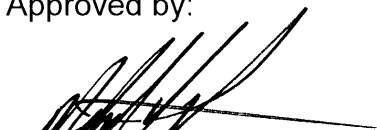
Prepared by:


Luis Rocha
Planner

Concurred by:


Kelvin Parker
Principal Planner

Approved by:


MICHAEL J. BECK
City Manager

Attachments: (2)

- Attachment A – Predevelopment Plan Review Plans, dated June 9, 2014
- Attachment B – Revised Plans for Design Review, dated October 3, 2014