



PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

STAFF REPORT

DATE: JANUARY 27, 2026

TO: DESIGN COMMISSION

FROM: JENNIFER PAIGE, AICP DIRECTOR OF PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

ADDRESS: 1364 EAST GREEN STREET

SUBJECT: APPLICATION FOR CONCEPT DESIGN REVIEW (DHP2025-00258)
NEW FOUR-STORY, 93,539 SQUARE-FOOT RESEARCH AND DEVELOPMENT PROJECT WITH 260 AT-GRADE AND SUBTERRANEAN PARKING SPACES

RECOMMENDATION:

It is recommended that the Design Commission:

Environmental Determination

1. Find that the proposed project is consistent with the General Plan designation, with the General Plan goals and policies for the site, and with the applicable zoning designation and regulations; and that the project site has no value as habitat for endangered or threatened species, and can be served by utilities and public services.
2. Find that approval of the project will not result in any significant effects relating to traffic, noise, air quality, water quality or cultural resources.

Conclude, therefore, that the project is categorically exempt from the California Environmental Quality Act under §15332, (Class 32) "in-fill development projects" and that there are no features that distinguish this project from others in the exempt class and, therefore, there are no unusual circumstances.

Findings for Compliance with the Tree Protection Ordinance

Acknowledge that there are no protected trees on the project site.

Findings for Concept Design Approval

Find that the project, upon implementation of the conditions of approval, will comply with the purposes of design review, the design-related goals and policies of the Land Use Element of the General Plan, the Design Guidelines in the East Colorado Specific Plan (ECSP), and the Design Guidelines for Neighborhood Commercial and Multi-family Districts.

Based on these findings, approve the application for Concept Design Review subject to the conditions in Attachment A, which shall be further reviewed during Final Design Review.

BACKGROUND:

On December 9, 2025, the Design Commission reviewed the application for Concept Design Review. The staff report for that hearing is in Attachment D for reference. The Commission provided comments on the design and continued the public hearing to allow the applicant an opportunity to revise the design to address the comments provided. In responding to the Commission's design comments, the overall scope of the project has not changed, but refinements to various design components were addressed and are discussed in the Analysis section.

Project Overview

- General Plan Designation: Medium Mixed Use (0 – 2.25 FAR; 0-87 du/acre)
- Zoning: EC-MU-N (East Colorado Specific Plan, Mixed-Use Neighborhood)
- Design Guidelines: The applicable design guidelines are the design-related goals and policies in the Land Use Element of the General Plan, the Design Guidelines in the 2022 ECSP, and the Design Guidelines for Neighborhood Commercial and Multi-family Residential Districts.
- Site: The project site is 41,573 square feet, is located at the southeast corner of Green Street and Holliston Avenue, and is currently improved with a surface parking lot with 115 spaces. The project site is square in shape with a relatively flat topography and is located one block south of East Colorado Boulevard. There are no trees located on the project site, but a tree inventory submitted with the application identifies four street trees located along the South Holliston Avenue frontage and 11 trees on the adjoining St. Philip the Apostle Church property along the east and south property lines in close proximity to the project site. These trees include eight African Fern Pine trees (*Afrocarpus falcatus*), one Mexican Fan Palm tree (*Washingtonia robusta*), one Crape Myrtle tree (*Lagerstroemia indica*) and one Queen Palm tree (*Syagrus romanzoffianum*), none of which are protected trees. The project site adjoins the PS (Public/Semi-Public) zoning district on the south and east sides of the property.
- Surroundings: The surrounding properties include a mix of multi-family residential, religious and educational buildings ranging from one- to three-stories with varying construction dates and architectural styles. Adjoining the east and south property lines is St. Philip the Apostle Church and School (the closest building to the project site is the St. Philip the Apostle Church rectory building, which is located near the northeast corner of the project site, along

Green Street.), across East Green Street and directly north of the project site is a surface parking lot, and to the west, across South Holliston Ave is the Pasadena City College (PCC) Child Development Center. The project site is also situated in close proximity to PCC and Caltech which are located directly one-half block east and two blocks south of the site, respectively. The majority of the nearby buildings are designed in contemporary or vernacular architectural styles. Additionally, there are a number of nearby designated historic resources including:

- Hill Avenue Branch Library (1925, Marston, Van Pelt & Maybury) at 55 S. Hill Avenue
- Early automobile-oriented milestone sign (1906) in the parkway in front of 1304 E. Colorado Boulevard
- Early automobile-oriented property (1929, Pacific Steel Building Company) at 1271 E. Green Street
- Burns R. Eastman Building (1926, Glenn Elwood Smith) at 1275 E. Green Street

The closest historic and landmark districts to the site include Rose Villa-Oakdale Landmark District, located approximately two blocks southeast of the site and the Green Street Village landmark district, located about 3.5 blocks west of the project site.

- Project Description: The project involves the construction of a new four-story, 93,539 square-foot research and development building with 260 parking spaces located at-grade and within a three-level subterranean parking garage. Additionally, two (of four) protected street trees (trees no. 3 and 4), which are a California Fan Palm Tree and an Incense Cedar Tree, respectively, are proposed to be removed to facilitate the proposed project. The request to remove both trees was reviewed by the Urban Forestry Advisory Committee (UFAC) on September 10, 2025 and was approved by the City Manager on September 22, 2025. The remaining two street trees (trees no. 1 and 2), which are also a California Fan Palm and Incense Cedar, will be retained and protected during construction.
- Site Design: The proposed building is designed to encompass the entire site with the exception of the required setbacks, which are provided as follows: 8'-0" on the west side (South Holliston Avenue frontage), 15'-0" along the east and south interior lot lines, and 8'-0" on the north side (East Green Street frontage). The setback areas will also accommodate publicly accessible open spaces (PAOS), landscaping, and two driveway portals. The building exhibits a strong northward and westward orientation towards the street frontages; however, the primary façade is oriented towards East Green Street and will accommodate the main pedestrian entry into the building. Vehicular access will enter and exit the site and parking structure through two dedicated driveways at the southwest and northeast corners of the building, respectively. The site design also incorporates PAOS adjoining the sidewalk along both street frontages. The primary PAOS is located along East Green Street that will be integrated with the design of the main building entrance that features benches/seatings as well as an enhanced hardscape design. The second and smaller PAOS is captured in the building/façade break along Holliston Avenue and will also incorporate seating and a decorative hardscape design. Although not programmed or intended as a PAOS, another landscaped area is identified just south of the driveway at the southwest corner of the site. Additionally, a bike parking area is also provided just east of the building entrance along Green Street.
- Architectural Style: Contemporary

- Developer: TC LA Development, Inc.
- Architects: Gensler
- Landscape Architect: Gensler

ANALYSIS:

Recommended Conditions of Approval

At the December 9, 2025 Design Commission Hearing, Staff recommended approval of the proposed project subject to eight design-related conditions of approval. The revised proposal has addressed one of the previously recommended conditions of approval. Below is a disposition of each of the previously proposed conditions:

1. The project shall comply with all Zoning Code requirements except as modified during the design review process.

Still applicable as condition no. 1 in Attachment A. While the project has been reviewed and determined to be in compliance with Zoning Code requirements, this condition will ensure this remains the case as the project continues through the design review process.

2. Roof drainage shall be routed within the building walls rather than in exposed downspouts.

Still applicable as condition no. 2 in Attachment A. The more detailed Final Design Review submittal will require details of the building's drainage features.

3. Show vents/vent caps and their arrangement on the elevations, which shall be routed to the roof or, if infeasible, located on secondary elevations to the degree possible and arranged in a logical pattern. If vents are required to penetrate the building walls, provide specifications and details of the vent caps for staff review and approval.

Still applicable as condition no. 3 in Attachment A. The more detailed Final Design Review submittal will require details of the building's venting.

4. Further study the height and extent of the rooftop mechanical screen to reduce it to the degree possible and consider whether it can be maintained at a height lower than the three floors below it. If the height and extent cannot be further reduced, study ways to visually reduce its prominence through materiality, color or other means.

Condition satisfied: The further studies that have been conducted, as detailed in the response to comment no. 1 below, have resulted in an additional one-foot height reduction in the mechanical screening.

5. If proposed, show the location of driveway security gates on the site and landscape plans and include drawings depicting their design.

Still Applicable as condition no. 4 in Attachment A. The more detailed Final Design Review

submittal will require details of any proposed gates and fencing.

6. A final landscape and irrigation plan, in compliance with Chapter 17.44 (Landscaping) of the Zoning Code, identifying all remaining and proposed vegetation and trees shall be submitted along with plans for Final Design Review. The plan shall include a mix of plant size and materials. Plant materials shall emphasize drought-tolerant and/or native species.

Still applicable as condition no. 5 in Attachment A. The more detailed Final Design Review submittal will require more detailed landscape and irrigation plans.

7. The project shall comply with the Model Water Efficient Landscape Ordinance and any changes to the proposed landscape design that may be required shall be reviewed and approved by staff prior to issuance of a building permit.

Still applicable as condition no. 6 in Attachment A. Review for compliance with MWELo requirements will be required during building plan check.

8. The project shall demonstrate compliance with Climate Action Plan (CAP) requirements.

Still applicable as condition no. 7 in Attachment A. Review for compliance with the CAP will be required during building plan check.

The updated list of recommended conditions of approval, based on the revised proposal, is provided in Attachment A.

Design Commission Comments from December 9, 2025 Concept Design Review Hearing

The Design Commission's comments from the December 9, 2025 Concept Design Review, along with responses from the design team and staff, are detailed in the chart below. The applicant's full written and graphic responses are in Attachment B and the full revised plans and elevations are in Attachment C.

Commission Continuation Comment: 1
Continue to explore and restudy the design and treatment of the south elevation in order to reduce its mass and scale and height/size of the roof top mechanical screen due to the project's proximity to the adjacent school and playground/parking.
Applicant Response
<i>The rooftop mechanical screen has been reduced by an additional 1'-0", from 18'-0" tall at Preliminary Consultation to 15'-0" currently, for a total reduction of 3'-0". In addition, the roof edge has been tapered at every elevation to reduce the project's visual weight towards its neighbors. The project's design provides natural shading at the 4th floor to avoid unnecessary light glare into the neighboring school and playground parking. The outdoor spaces at the south and east elevations are accessible for maintenance only. The windows are non-operable and the shading elements reduce the amount of full-height glass, in direct response to the neighbor's request to incorporate a heightened level of security throughout the design. A photographic collage has been included to show an approximate representation of the project in context, from the point of view of the parking lot to the south. The existing row of trees helps to screen the building's south elevation from its neighbors. Project construction will protect these trees in place. Furthermore, the required minimum interior setbacks at the east and south are 15'-0" from the property line. The project's south facade is currently set back 16'-0", while its east facade is set back nearly 23'-0," when measured from the primary facade plane.</i>

Staff Analysis: <i>Comment satisfactorily addressed.</i>
The applicant has considered the Commission's comment and has made slight modifications to the building to reduce its scale to the extent possible, without compromising allowable square footage and ensuring compliance with Zoning Code requirements for stepping back the fourth floor 50 feet from Green Street. In addition, the photo-simulations provided demonstrate that the existing landscaped buffer that will be retained on the shared south property line will adequately screen the majority of the south façade of the building from the adjacent church/school parking lot to the south.
Commission Continuation Comment: 2
The treatment of the facades shall be further refined to achieve a stronger relationship to the design precedent found in buildings on the PCC campus, from which the project draws influence.
Applicant Response
<i>Pasadena City College (PCC) is comprised of buildings with distinct architectural identities. 1364 E Green St draws influence from several of these notable buildings. The buildings facing Colorado Blvd - PCC's primary axis - feature restrained art deco architecture characterized by symmetry, rhythm, and a strong sense of mass. Their material palette is minimal, composed primarily of stucco, glass, and bluegreen metal. The campus also features highly contemporary buildings that diverge from classic symmetry and repetition, instead featuring irregularly layered massing, broad canopies, and a finer articulation of components. The minimal material palette, however, is maintained. At Preliminary Consultation, the team was directed to reference the proposed mixed-use development at 1336 E Colorado Blvd. At a much larger scale, this project incorporates rhythm and repetition but introduces several balconies and terraces to break down its mass. It also adds a dark green metal accent to the material palette found at PCC. 1364 E Green St draws influence from the buildings at PCC not by copying their architecture, but by identifying specific architectural qualities and translating them to the project's unique site at the end of Green Street. The project aims to pay homage to PCC while creating its own identity - both architecturally and for its intended building type - as a cutting-edge lab facility for Caltech. The project strongly references PCC in its material palette, featuring an emphasis on light stucco accented by green and dark green metal panels</i>
Staff Analysis: <i>Comment satisfactorily addressed.</i>
The applicant has provided diagrams and analysis to demonstrate the building's response to its context, specifically for the buildings at PCC and the Colorado/Hill PD approved designs. Staff finds that the rational grid design of the proposed building and the application of materials respond well to these reference contextual buildings of similar scale to the proposed project.
Commission Continuation Comment: 3
Reconsider and modify the design treatment of the north elevation and south and west elevations that achieves a better and more appropriate response to the amount of sunlight/solar orientation along these facades.
Applicant Response
<i>The facade design for 1364 E Green St utilizes a rational grid where openings feature a modular design that responds specifically to the daylight/solar conditions at each elevation. The north elevation, which typically receives less direct sunlight throughout the day, is composed of Module A, which is 65% opaque and 35% clear. The west elevation, which typically receives significant direct sunlight in the afternoon, is composed of both Module A, which is 65% opaque and 35% clear, and Module B, which is 75% opaque and 25% clear. This leads to an overall reduction of direct sunlight and solar heat gain. The south elevation, which typically receives the most direct sunlight throughout the day, is composed of Module C, which is 65% opaque and 35% clear, and also includes a shade device to further reduce heat gain. The east elevation, which typically receives more direct sunlight in the morning, is designed similar to the west elevation, composed of both Modules A and B. This not only manages daylight and heat gain but also serves to offer a measure of privacy to the neighbors to the east, while maintaining the design symmetry holistic to the project. By designing the facade modules to respond specifically to the unique daylight and solar conditions at each elevation, the project is able</i>

to achieve a 50% overall reduction of direct solar radiation when compared to the design at Preliminary Consultation.

Staff Analysis: Comment satisfactorily addressed.

The applicant team has provided additional explanation and diagrams to demonstrate how each façade responds to its solar exposure through its materiality and inclusion of shading canopies. Staff finds that the project has demonstrated an appropriate response to the solar orientation of the building.

ENVIRONMENTAL ANALYSIS:

Staff recommends that the Commission determine the project to be exempt from environmental review pursuant to the California Environmental Quality Act (CEQA), §15332, Class 32, In-Fill Development Projects. Based on the technical studies prepared by EcoTierra Consulting and Fehr & Peers (Attachments E and F, no changes to these studies have been made since the previous hearing), environmental consulting firms under contract to the City, the project would not have the potential to result in significant impacts related to air quality, noise or traffic. The project is consistent with the General Plan, the 2022 ECSP and the site's Zoning designation and applicable development standards. The project site is 41,573 square feet (less than five acres) and surrounded by other commercial and residential uses. The project site has been previously developed and graded and is currently improved with a 115-space surface parking lot. The project site is located in an urban area where utilities and public services can be adequately provided. Furthermore, there are no unusual circumstances that distinguish this project from others in the exempt class.

Responses to Previous Public Comments:

Public comment was submitted related to the project's environmental review pursuant to CEQA. As the project is exempt from CEQA, formal responses to comments are not required. However, the Design Commission requested that staff provide responses to the main points raised by the commenters. These comments and responses are provided below.

Comments regarding CEQA transportation impacts related to traffic safety

Comment: Commenters expressed concerns about the project driveways potentially conflicting with school pick-up/drop offs or with pedestrians or cross-country runners.

Response: The transportation safety metric under CEQA is whether the Project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment). The addition of vehicle trips to the City's street network does not inherently result in a traffic safety impact. The City also has driveway design standards in the Pasadena Municipal Code to improve visibility and reduce potential conflicts with vehicles using the driveways for access.

There are no transportation safety impacts under CEQA as there are no increased hazards due to a geometric design feature (the roadways are straight and the intersections are standard) or incompatible use (the project driveways will be used by standard vehicles, including delivery vehicles). The driveways are designed according to the City's standards, which would reduce potential conflicts between vehicles using the Project driveway and other vehicles and pedestrians in the area. Also, the Project proposes one inbound driveway on Holliston Avenue and one outbound driveway on Green Street. In general, due to the R&D land use nature of the

Project, most of the morning trips would be inbound trips using the Holliston Avenue driveway and most of the afternoon trips would be outbound trips using the Green Street driveway (all turning right onto Green Street since it is a one-way street eastbound). The inbound driveway on Holliston Avenue may be temporarily blocked by the southbound queuing of vehicles on Holliston Avenue for school drop-off (which would affect the Project more than it affects the school) and there would likely be minimal interaction between the Project driveways and the school pick-up in the afternoon since the school pick-up hour occurs between the AM and PM peak periods for the Project.

Comments regarding CEQA transportation impacts related to Vehicle Miles Traveled (VMT)

Comment: Commenters expressed concerns that the CEQA transportation analysis did not accurately represent the transportation impact.

Response: Under CEQA, transportation impacts are measured using vehicle-miles-traveled (VMT) per capita, which takes into account the number of daily vehicle trips generated by the project and the distance of those trips. This analysis is done using the City's travel demand model and the inputs for the project are land use (the model does not have an R&D land use, so the analysis used the office land use instead, which is the closest to R&D), size (square foot) and location. The threshold for a VMT impact is 29.6 VMT per capita as is stated in the City's transportation study guidelines.

The study found that the Project would not result in a VMT impact. The Project VMT was estimated to be 28.0 VMT per capita, which is below the City's threshold of 29.6 VMT per capita.

Comments regarding non-CEQA traffic/congestion concerns

Comment: Commenters expressed concerns that the Project would result in congestion on the nearby streets and intersections.

Response: While intersection operations are not a CEQA performance metric, the City requires most projects to conduct a Local Mobility Analysis (LMA) to understand the transportation impact of the project on the nearby streets and intersections. An LMA was conducted for the Project that estimated the peak hour and daily trip generations of the Project based on the R&D land use and did not apply any transit reduction credit. The LMA studied seven intersections to forecast the delay and level-of-service (LOS) as well as the queuing with the addition of the Project traffic. The thresholds for the intersection analysis are in the City's transportation study guidelines.

The LMA found that there would be no local impacts identified at the seven study intersections, meaning that the addition of the Project traffic would not result in the seven intersections operating at a level below the City's acceptable threshold. These results can be found in Table 8 on page 23 of the LMA, and supported by Appendix A (traffic counts) and Appendix B (LOS calculation sheets).

Comments regarding hazardous materials

Comment: Commenters noted that Project site is listed by the U.S. Environmental Protection Agency (EPA) as a RCRA Small Quantity Generator of hazardous material and that Pasadena City College's (PCC) Master Plan Environmental Impact Report (EIR) indicates that the site required remediation.

Response: The Resource Conservation and Recovery Act (RCRA) is a federal law under which the U.S. EPA tracks the use and storage of certain types and quantities of hazardous materials. In the U.S. EPA's RCRA database, "Pasadena City College Shops" was listed as a "Small Quantity Generator" with a date of 11/12/1996. There is no other information provided on EPA website about this listing, including no report of any spills or contamination and no record of any corrective action needed. See:

<https://rcrapublic.epa.gov/rcra-hwip/search/results/site/CAR000016402>.

PCC prepared an EIR for their Master Plan 2010. On p. 3-50 of the EIR is Table 3-16: Database Results within One-Quarter Mile of the Pasadena City College Campus.

See: <https://pasadena.edu/measure-p/docs/environmental-impact/SettingsImpac-B85B5.pdf>.

The first two rows in this table identify the 1364 E. Green Site as a "GEN" and state, "This site has been remediated and is now used as a parking lot." The EIR provides no further information and there is no mention of any contamination. It is unclear what remediation this table is referring to but, in describing the site as "remediated," the EIR indicates that there was no remaining contamination of concern related to that listing.

The historical listing of the site as a RCRA Small Quantity Generator and the identification of the site in the PCC Master Plan 2010 EIR do not preclude the use of the Class 32 categorical exemption for this Project. A RCRA listing does not mean that there is a concern, but rather only indicates that PCC had registered the site with the EPA as a facility that was generating a small quantity of a regulated substance. The fact that the EPA listing for the site does not identify any other records for the site indicates that there were no documented spills, incidents, releases, or contamination as a result of the use. Moreover, the site is not listed on either the Department of Toxic Substances Control's (DTSC's) Envirostor website or the State Water Resources Control Board's (SWRCB's) Geotracker website, which are California's comprehensive hazardous material databases that include all hazardous waste sites listed pursuant to Government Code Section 65962.5.

Comments regarding air quality

Comment: Commenters expressed concern that sensitive receptors, including children attending the St. Philip the Apostle School, could be exposed to dust and air pollution from the project, during both construction and operation of the Project.

Response: An Air Quality Analysis was prepared for the Project in December of 2025 by the consulting firm EcoTierra under contract to the City of Pasadena. The methodology for this study followed the South Coast Air Quality Management District's (SCAQMD's) Air Quality Analysis Handbook (see: <https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>) and applied the SCAQMD's thresholds for regional significance, localized significance, and toxic air contaminants. The Project's Air Quality Analysis evaluated emissions from both Project construction and Project operation and considered all nearby sensitive

receptors, including but not limited to the rectory of the St. Philip the Apostle Catholic Church, located adjacent to the northeastern corner of the project site; the Pasadena City College Child Development Center Day Care, located approximately 60 feet west of the site; the St. Philip the Apostle Newman Center (a Catholic community center), located approximately 64 feet east of the site; various nearby apartment buildings; and the St. Philip the Apostle School located approximately 150 feet southwest of the site.

The analysis of Project construction evaluated all phases of construction, including demolition of the existing asphalt parking lot (including exporting an anticipated 950 tons of material), grading/excavation of the approximately 1-acre site (including excavation for three underground levels with export of an estimated 60,000 cubic yards of earth), construction of a 93,539-square-foot, four-story R & D building on top of three levels of underground parking (with 260 parking spaces), and application of architectural coatings. Construction emissions were found to be below all SCAQMD thresholds, including those established for the protection of nearby sensitive receptors (e.g., localized significance thresholds).

The air quality analysis of Project operation evaluated all potential long-term sources of air pollution, including mobile sources (e.g., vehicles), area sources (e.g., emissions from consumer products, landscape equipment, and reapplication of architectural coatings), and energy usage (e.g., emissions from the generation of electricity and natural gas used onsite). The Project's operational emissions were found to be below all SCAQMD thresholds.

Comments regarding noise and vibration

Comment: Commenters expressed concern that sensitive receptors, including children attending the St. Philip the Apostle School, could be exposed to noise and vibration from the Project.

Response: A Noise Analysis was prepared for the Project in December of 2025 by the consulting firm EcoTierra under contract to the City of Pasadena. The methodology for this study considered regulations and guidance from various local, state, and federal agencies, including the City of Pasadena (Noise Restrictions Ordinance and General Plan Noise Element) and the Federal Transit Administration (Transit Noise and Vibration Impact Assessment Manual). The project's Noise Analysis evaluated noise generated from both Project construction and Project operation as well as vibration generated by construction (no measurable vibration is anticipated from Project operation). The analysis considered all nearby sensitive receptors, including but not limited to the rectory of the St. Philip the Apostle Catholic Church, located adjacent to the northeastern corner of the Project site; the St. Philip the Apostle Church located approximately 43 feet southeast of the site; the Pasadena City College Child Development Center Day Care, located approximately 60 feet west of the site; the St. Philip the Apostle Newman Center (a Catholic community center), located approximately 64 feet east of the site; various nearby apartment buildings; and the St. Philip the Apostle School located approximately 150 feet southwest of the site.

The analysis of project construction evaluated all phases of construction, including demolition of the existing asphalt parking lot (including exporting an anticipated 950 tons of material), grading/excavation of the approximately one-acre site (including excavation for three underground levels with export of an estimated 60,000 cubic yards of earth), construction of a 93,539-square-foot, four-story R & D building on top of three levels of underground parking (with

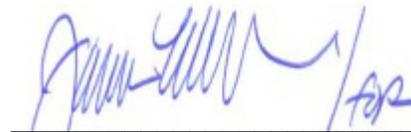
260 parking spaces), and application of architectural coatings. Construction noise levels were found to be within the levels allowed by the City's Noise Restrictions Ordinance and construction-induced vibrations were found to be below all relevant criteria published by the Federal Transit Administration. Vibration levels are not expected to be perceptible at the St. Philip the Apostle School.

The noise analysis of Project operation evaluated all potential long-term sources of noise, including parking noise, stationary noise sources (e.g., mechanical equipment), and traffic noise. The Project's operational noise levels were found to be within the levels allowed by the City's Noise Restrictions Ordinance and/or below a perceptible change in existing ambient noise levels.

CONCLUSION:

The revised project design has satisfactorily addressed the comments provided during the previous Concept Design Review hearing and, upon implementation of the recommended conditions of approval, will be consistent with the design guidelines in the 2022 East Colorado Specific Plan and the Design Guidelines for Neighborhood Commercial & Multi-Family Residential Districts. Staff recommends approval of the application for Concept Design Review for the project with conditions included in Attachment A.

Respectfully Submitted,



Jennifer Paige, AICP
Director of Planning and
Community Development

Prepared by:



Kevin Johnson
Principal Planner

Attachments:

- A. Recommended conditions of approval
- B. Applicant's graphic and narrative responses to previous Design Commission Comments
- C. Revised Concept Design Review plans and elevations
- D. Staff report from December 9, 2025 Design Commission meeting (without attachments)
- E. Local Mobility Analysis
- F. Environmental Documentation