Architectural Review Board Report

Architectural Review Board Meeting: February 3, 2014

Agenda Item: 7.10

To: Architectural Review Board

From: Steve Traeger, Principal Urban Designer
Scott Albright, ARB Liaison

Subject: ARB 13-451 to approve the design, colors, and materials for the construction of a mixed-use project consisting of 377 residential rental units and up to 24,940 square feet of ground floor neighborhood-serving retail of which up to 4,250 square feet could be converted to production space.

Address: 2930 Colorado Avenue
Applicant: Village Trailer Park LLC

Recommended Action

It is recommended that the Architectural Review Board approve ARB application 13-451 subject to the conditions and findings contained with the report.

Executive Summary

The proposed project involves the closure of the existing Village Trailer Park at 2930 Colorado Avenue and redevelopment into a new mixed-use project consisting of 377 residential rental units and up to 24,940 square feet of ground floor neighborhood-serving retail of which up to 4,250 square feet could be converted to production space. The easternmost portion of the park with ten mobilehome spaces will be retained as a mobilehome park and is identified in the development agreement as the Residual Parcel. The project would have a two-level subterranean parking garage with 705 parking spaces. The proposed buildings are designed in a Contemporary style based on the concept of a speeding train with use of materials that reference the industrial character of the Bergamot area. As contemplated by the Land Use and Circulation Element and Bergamot Area Plan, the project includes two new streets – the proportional extension of Pennsylvania Avenue between Stewart Street and Stanford Street and a north-south connection (New Road) that provides project access from Colorado Avenue. The project consists of three buildings – Building A – a four-story building surrounded by a five-story Building B and Building C, a rent-controlled apartment building south of the new Pennsylvania Avenue. The buildings are oriented around a network of courtyards and pedestrian passageways. The streets will be dedicated to the City as surface easements and the courtyards and passageways are required to be publicly accessible, per the terms of the approved development agreement.

The development agreement specifies a number of areas for which the Architectural Review Board shall pay particular attention:

- The interior elevations of Buildings A and B to ensure that the pedestrian pathway remains inviting and is designed at a human-scale.
- The use of ground floor commercial space to ensure that it promotes a pedestrian oriented design consistent with the strategies for creating the Bergamot Transit Village.
- The ground floor residential units throughout the project to ensure that they are designed in a pedestrian-oriented manner consistent with the strategies for creating the Bergamot Transit Village.
- The east elevation of Building B to ensure that there are sufficient building stepbacks and building articulation.
- The scale and amount of applied building color and materials to reduce the appearance of repetitive elevations and horizontal masses such as the east elevation of Building B.
- The scale of the buildings adjacent to Pennsylvania Avenue to ensure a human-scale environment.
- The scale and design of the buildings adjacent to Colorado Avenue to ensure a human-scale environment.
- Openness of the south lobby of Building B to reinforce the sense of an open connection between the Building B residential courtyard and Pennsylvania Avenue.
- Treatments for the long interior hallway of Building B in order to introduce natural light.
- Ensure pedestrian orientation and clear access despite the change in grade between the Colorado-facing retail space and the east side of Building B and the sidewalk and the change in grade on the walkway on the east side of Building B between Pennsylvania Avenue and the sidewalk on Colorado Avenue.
- Ensure that the residential courtyards function as usable open space that is sufficient in bringing in light with use of landscaping and materials to activate the area.
- The materials and form of Building B to ensure that it is represented as an individual building from Building A and does not overwhelm Building A.
- Ensure that the Residual Parcel is incorporated into the landscape design for the Project through the use of landscaping to transition between the Residual Parcel and the Project Property.

Staff is generally supportive of the location and form of the proposed buildings but retains concern regarding the use of materials that emphasize the extensive horizontal elevations in the project, particularly in Building B. Staff would also like the applicant to address solar access to ensure that the ground floor public spaces in the project are open and inviting. The successful use of vertical bays on Building A should be used as a reference point for creating a pedestrian-oriented environment through the treatment of mass and scale for the remainder of the project.

Background

The project was reviewed by the Planning Commission on May 23, May 30, and June 20, 2012 and voted 5-0 to recommend that the City Council approve the development

agreement subject to a number of modifications to the relocation plan, project design, and community benefits. The City Council voted on November 27, 2012 to adopt an Ordinance, on second reading, approving a development agreement for 377 residential units (161 apartments, 216 condominiums) and up to 24,940 square feet of ground floor neighborhood-serving retail of which up to 4,250 could be converted to production space at 2930 Colorado Avenue (Village Trailer Park). On December 11, 2012, the City Council voted to reconsider and rescind its November 27th adoption on second reading of the ordinance approving the development agreement with direction to staff to continue negotiation with the developer on issues including affordable housing replacement production and return to the Council at a future date. On March 19, 2013, the City Council voted to approve the development agreement 07DEV005.

The site is located south of Colorado Avenue between Stewart and Stanford Streets. The project site is currently occupied by a 109-space mobilehome park, of which 10 spaces will remain on the Residual Parcel. The subject property is surrounded by a mix of uses including an existing multi-family neighborhood to the north, a church and warehouse to the east, the Southern California Gas Company's maintenance yard to the south, and a business park to the east. There are two adjacent sites to the west that have approved or pending development agreement applications. The property owners of all three sites have coordinated on an overall landscape concept for all three projects.

Analysis

Development Agreement requirements

Article 6, Section 6.1 of the development agreement states the following:

The Project shall be subject to review and approval or conditional approval by the ARB in accordance with design review procedures in effect under the Existing Regulations. The ARB cannot require modifications to the building design which negates the fundamental development standards established by this Agreement. For example, the ARB cannot require reduction in the overall height of the buildings, reduction in the number of stories in a building, reduction in density, or reduction in floor area greater than two and one-half percent (2.5%) in the aggregate from both buildings. Decisions of the ARB are appealable to the Planning Commission in accordance with the Existing Regulations.

Project Design, Scale & Pedestrian Orientation

The subject property is located adjacent to two other development agreement proposals presenting a unique opportunity for these projects to work in concert and provide meaningful community benefits related to transportation, circulation, and site planning. The City Council approved the site design, location and general building form of the project and was supportive of the residential courtyard that is surrounded by Building C and the publicly-oriented ground floor open space at Pennsylvania Avenue and New Road, both spaces being approximately 3,000 square feet. The project has three distinct courtyards or gathering places that are accessible to the public. Additional rooftop open space for use by all residents of Building A, B, and C has also been included. The location of open space on the rooftop of Building C also serves to reduce

the mass of the east side of Building C, where it is adjacent to the 10 retained trailer spaces.

The subject property is located within the Bergamot Area Plan boundaries, which consists of the Bergamot Transit Village and Mixed Use Creative Districts. The Bergamot Area Plan is the tool to guide the transformation of the former industrial lands into a walkable and human-scaled mixed-use, transit-oriented neighborhood described in the Plan. The Bergamot Area Plan requires that development on Colorado Avenue across from the multi-family residential neighborhood to the north should provide a buffer and act as a transition zone where activity and building mass is scaled down. In this respect, the project, with a setback of 17' from the property line abutting Colorado Avenue (30' from the curb) and additional upper floor stepbacks of 40', is consistent with that requirement.

The consensus concept defined the new streets within the proposed project and adjacent projects as "shared streets", with the idea that they will be designed and paved in a way that slows and alerts drivers, bicyclists and pedestrians to an area that is shared for all modes. The project supports the LUCE goal to establish a street grid within the area by providing space for the Pennsylvania Avenue extension between Stewart and Stanford Streets along with sharing a road between the project and the adjacent proposed Roberts Center Development Agreement. The streets are proposed at the staff-recommended width of 62 feet. Streetscape design will be determined through the Bergamot Area Plan with consideration for lower-intensity character and anticipated traffic volumes.

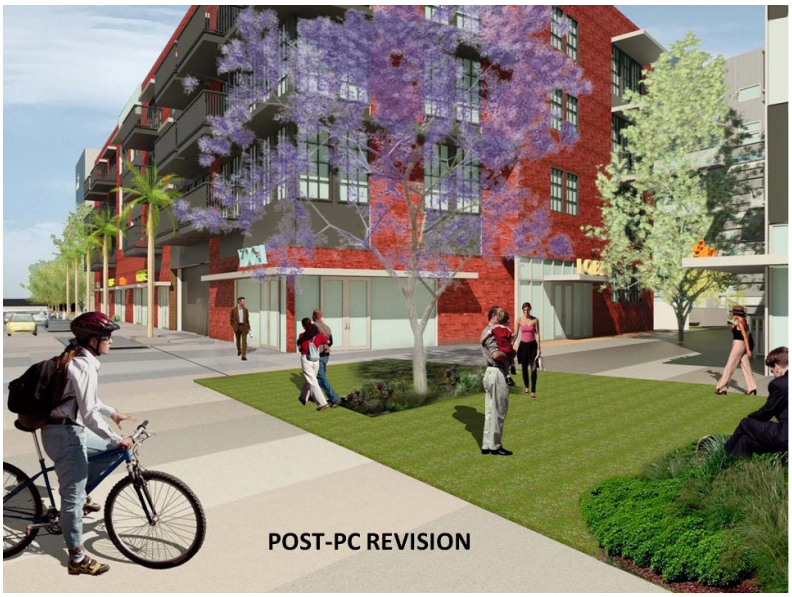
Overall, the project design responds favorably to the LUCE with further design refinements anticipated to occur as part of the Architectural Review Board process. The project includes a significant setback of 15' from the property line adjacent to Colorado Avenue and a further 20' stepback at the fourth story, achieving compliance with Policy B12.1 which states, in part, "…locating local-serving retail and residential uses along the avenue and stepping the mass of the buildings down to provide effective transitions to the adjacent lower-scale residential area." The project also provides skyline variation across the site with maximum heights generally pushed towards the middle of the project and gradual reductions in height on the edges and the western side of the project site where an adjacent development is proposed.

Mixed Use and Active Ground Level – A Pedestrian Oriented Neighborhood

GROUND FLOOR HEIGHT PROVIDES FOR VARIETY OF RETAIL

The project provides 15' ceilings for the ground floor retail spaces. This ground floor height is appropriate to scale and type of smaller-scale, neighborhood commercial uses that are contemplated for the project. The retail is strategically placed at areas where the greatest amount of pedestrian activity is anticipated to occur, namely, Colorado Avenue, New Road across from a potential future plaza on the adjacent property, and the intersection of Pennsylvania Avenue and New Road.

Figure 5: Ground Floor Retail and Open Space on New Road



The project also includes a significant amount of ground floor residential units that include townhomes and flats. The concepts presented in the project plans demonstrate intent to create ground floor units that are pedestrian-oriented with features such as patios, stoops, and front-facing doors.

Figure 6: Ground Floor Residential Units

<u>Open Space – A Center of Community Life and Activity</u>

INVITING AND ACCESSIBLE OPEN SPACES

Being a predominantly residential project, the project appropriately provides a variety of open space experiences complimented by the relocation of existing, mature trees and the introduction of new landscaping. The main activity on the project occurs on Colorado Avenue, where the sidewalk would be expanded an additional 20 feet from the property line to allow for outdoor dining. A pedestrian pathway is between Buildings A and B, where ground floor residential units are located with the intent of creating a walkstreet for passive recreational activity. This is an area that will require more attention from the ARB with respect to ensuring a successful pedestrian experience at the ground floor. The applicant has also been working with two adjacent property

owners to the west to share in a landscape plan that would provide an integrated landscaping and pedestrian experience at the ground level. One of the possible outcomes of that collaboration is providing the opportunity for pathways and streets to be used for recreational purposes, consistent with some of the open space concepts in the Bergamot Area Plan for a "green necklace" of open spaces.

Figure 7: Landscape concepts showing Project with adjacent projects to the west

The other residential courtyards within Buildings C and D are intended to create a sense of discovery with smaller entrances that open up to larger courtyards. This is another area where ARB will need to pay particular attention to ensure that those spaces are designed to be open and inviting to the public.

When the new project is completed, VTP residents will have right of first refusal to move into the rent-controlled apartments, 44 of which will be deed-restricted affordable units. The park-like green space at Stanford Street is intended to provide a semblance of the current residents' experience of accessibility to green open space from ground floor trailers. The ground floor location of the units would also be particularly appropriate for seniors. The new green space at the intersection of Pennsylvania Avenue and New Road is a compliment to the adjacent retail space and also as a transition point to the large plaza that has been proposed as part of the adjacent Roberts Center project.

Figure 8: Park-like setting on Stanford Street and new green space on New Road/Pennsylvania Avenue

Buildings – Human-Scale and Animated

REDUCED TOP FLOOR MASS ON PUBLIC STREETS

The project has a maximum street façade of 3 stories on Colorado Avenue where the building is setback 15-20' from the property line. The 4th and 5th stories are setback a further 27' from the face of the building in order to encourage a pedestrian-oriented, human-scale environment on Colorado Avenue. This is consistent with the project's overall massing and building articulation strategy of a three-story base with the two upper floors stepped back. Along New Road, the street is framed by the four-story Building A and along Pennsylvania Avenue, significant stepbacks have been provided on the fifth floor while Building B has been pulled back from the intersection of Pennsylvania Avenue and New Road in order to include a greater amount of green open space.

Figure 9: Colorado Avenue streetscape

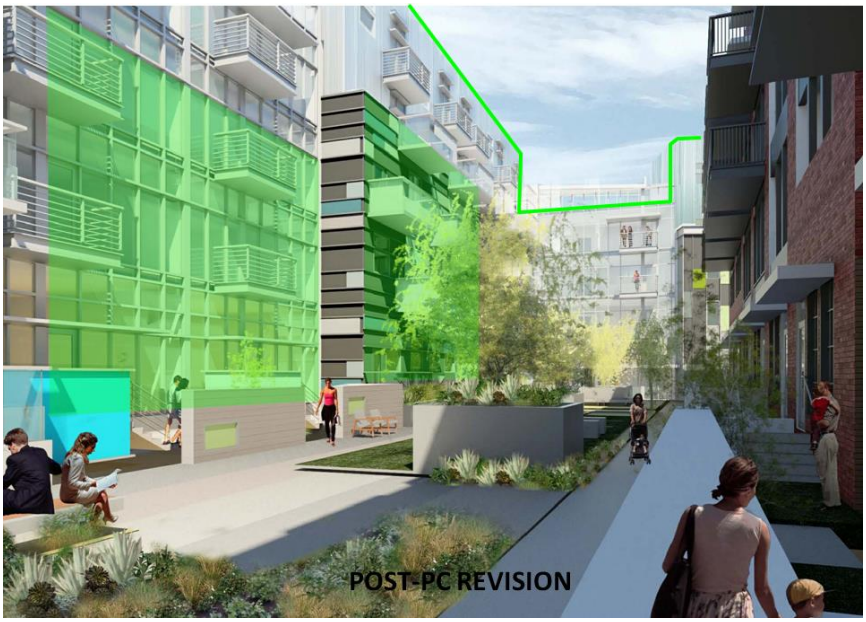
PROVIDES SKYLINE VARIATION

The project includes a range of building heights that generally is lowest on Colorado Avenue and Stanford Street, increasing slightly towards the middle of the site in anticipation of a future plaza on the adjacent property, and is highest towards the southern portion of the site and against the east property line. The skyline variation is more pronounced along the public streets where the project will be most visible, including reducing the number of floors (Building A) and removing the upper floors of each building to provide visual relief in the building mass. Additional skyline variation also occurs within Building B where portions of the 5th floor have been removed to provide visual relief at the upper levels. Along Pennsylvania Avenue, Buildings C and D step down gradually towards the street to provide a variety of roof heights along the streetscape.

MASSING AND BUILDING ARTICULATION STRATEGY

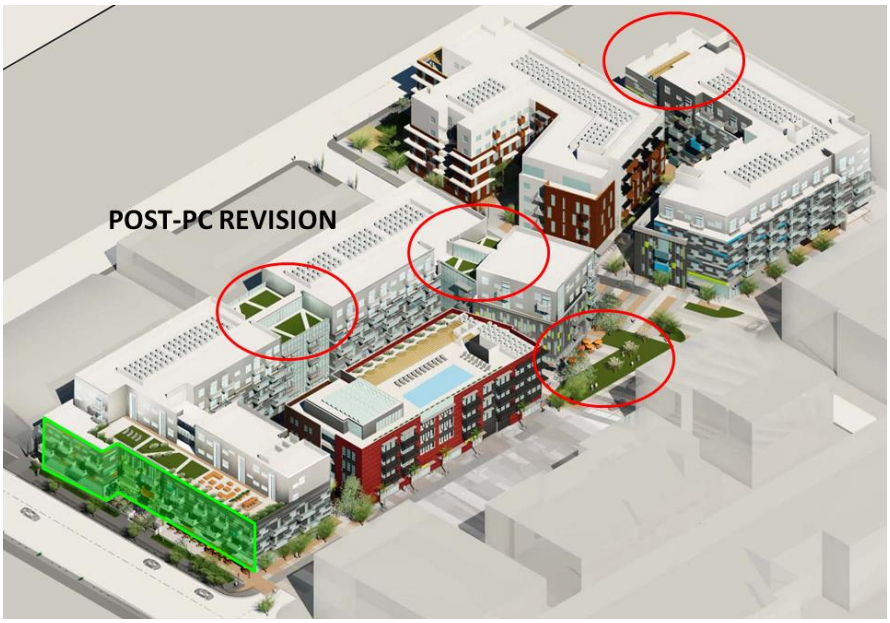
While the elevations presented in the plans will require further review by the Architectural Review Board, the stepping back of upper floors and modulating vertical elements of the building in combination serve to reduce the mass and scale of the project. Elevations of each building demonstrate modulation in order to avoid long expanses of co-planar surfaces. This is particularly evident on the east elevation, which is approximately 300' long but introduces a 3' return in the middle of the building. Combined with a defined ground floor base with outdoor patios and entrances for each unit and varied stepbacks at the third and fourth story, the articulation on Building B has the effect of breaking down the building into several distinctive masses. The significant articulation now present in Building B was made in response to the Planning Commission's recommendations. On the 5th floor, 48-foot wide gaps provide for skyline variation to create a more human-scaled pedestrian pathway between Buildings A and B.

Figure 10: View of paseo between Building A and B demonstrating additional skyline variation and increased building articulation



The south elevation of Building B includes greater stepbacks on the fifth floor along with the north elevations of Buildings C and D. A narrow separation between Buildings C and D towards the southern portion of the project was an area of concern identified by staff and the applicant has responded by removing a portion of the fifth floor of Building C, eliminating the condition of facing units across and introducing natural light into south-facing units in Building D.

Figure 11: Oblique Elevation of Project demonstrating massing strategy with upper level stepbacks and additional building articulation, skyline variation, and green space



Staff has worked cooperatively with the project design team on refinements to improve the the overall building and site design, pedestrian orientation, and landscape elements of the project. In its review of the latest plan iteration, staff has offered the following comments; the response of the development team is also noted.

Landscape Plans

a. Overall, the landscape plans appear to have hard edge. Consider use of treatments such as berming and semi-subterranean planters to allow for better integration between the landscaping and open spaces potentially resulting in less formal open spaces.

> *Planters at the buildings are planned to treat stormwater run-off from the building, in accordance with code and LEED requirements. This impacts some technical requirements regarding size and volume, although the design team has attempted to mitigate this size by stepping down the height of the planter to 18", nearest to the pedestrian zone of the courtyard. A section of this stepped planter may be found on Sheet L331.A.*

b. Landscape plans and the renderings do not match, particularly courtyard between Building A and B. This should be corrected for accuracy in the submittal.

> *Renderings that feature the North courtyard have been updated accordingly to match the Landscape Plans. Renderings of this area may be found on Sheets B372 & B372.1.*

c. The landscape elevations suggest that there are landscape planters and trees in planters of approximately 3 feet in height. Trees located within the Pennsylvania Avenue extension and New Road easements are required to be flush with the sidewalk.

It appears that trees on Pennsylvania do not meet this requirement.

The Landscape Plan has been revised to show street trees along Pennsylvania Ave in tree well depressions, and flush with the sidewalk. These tree locations overlap with planned tree wells, shown on Level B1 Parking Plan (Sheet 221) to allow room for roots to grow. Low shrubs are planned to now be flush with the sidewalk, as well, and in line with the Bergamot Area Plan standards. See Sheet L311.

d. Staff has concerns about the longterm survivability of trees located in planters. Demonstrate how roots will have room to spread.

Tree wells have been placed on the Level B1 Parking Level (in lieu of parking stalls) to allow ample room for root development and growth. See Landscape Plan and Level B1 Floor Plan.

2. The residential stoops on the ground floor of Buildings A and B were intended to allow for daily interaction in the residential courtyard space. The location and size of the landscaped planters appear to negate the intent of having ground floor entries act as pedestrian-oriented and ground-floor activation elements by essentially privatizing the entries.

The stoops have been realigned to be perpendicular to the pedestrian pathway through the North Courtyard. Please refer to Sheets 201, B372, B372.1, & L331.

Building Elevations

a. Staff has concerns that the number of design elements, sizing, and shapes create very busy elevations on the first 3 levels. It is not clear how the building transitions between the horizontal elements of the lower levels to the vertical elements on the 4th and 5th floors.

The building design has significant stepbacks (3-6ft) and returns where the building transitions between different patterns and materials. These massing concerns had been discussed and addressed with the Planning Commission.

In the context of an integrated discussion of the design concept of the building as a whole, the applicant welcomes feedback from the Board on this issue. The build-up diagram on Sheet B322 explains our approach to adding motion and movement to an otherwise regularly patterned façade.

b. While the ground floor features are successful in creating pedestrianscale amenities (e.g. awnings, seating areas, storefronts), the middle section of the building immediately above is not as successful in achieving a human-scale. The strong horizontal shapes work to emphasize the size and scale of the building.

We believe that the residential balconies and residential window sizes at the middle sections do give this portion of the building a human scale, while not

interfering with the overall concept of the façade, as a whole. The composition of these smaller-scaled elements, work together to reinforce the overall design concept.

c. The renderings appear to show different colored glass for each balcony – is this the case or is that a rendering error?

As noted on enlarged elevation detail (Sheet B321), this style of balcony will have infill panels of painted cementitious board and glass panel.

d. The exterior elevations of the Building B lobby facing the courtyard and Pennsylvania Avenue seem to suggest an open atrium instead of units behind the glass. It is not clear how those individual units are expressed on the exterior of the building.

We believe that the transition from the more solid elevation pattern to a storefront window system highlights these individual units, as well as marks the location of the residential lobby.

4. The specific direction from City Council regarding the Building B interior corridor was to introduce natural light into the long interior hallway. The proposed solution regarding include interior design is an insufficient response to the direction from Council

We have added an exhibit describing the use of transom windows above unit entry doors for the units at lower levels of the interior portion of Building B. This section and interior door elevation may be found on Sheet B201.7.

5. In the response to the condition regarding resolution of the grade difference between Colorado and the project entry, it is not clear where the ramp referenced in the response is located. Is that intended to refer to the sidewalk sloping down towards New Road or is there a separate proposed ramp closer to the staircase?

A ramp has been added in front of the Retail at the northeast corner of the site. This feature was added to address staff's concern of the pedestrian connection to this area of the site and to the paseo. It is now annotated on the Site Plan (201) and Enlarged Landscape Plan of this area (Sheet L333).

<u>Parking and Circulation</u>

CIRCULATION – CREATING NEIGHBORHOOD-SIZED GRID
The LUCE vision for the Mixed Use Creative District is for a mixed-use commercial and residential neighborhood that places housing in close proximity to jobs and within walking distance of local-serving retail and usable, recreational open space. Neighborhood-scale blocks will enable residents to have easier pedestrian and bicycle access to daily needs and also provide more options in the vehicle circulation network. This vision is part of an overall transportation strategy that could potentially result in a significant reduction in vehicle trips.

The extension of Pennsylvania Avenue from Stanford Street to the subject property's western property line is derived from the LUCE goals and policies that call for introducing the neighborhood-sized grid to the former industrial lands. The effect of introducing new streets is the creation of neighborhood-block sizes that invite public access to the property but also in turn ensure that the scale of buildings is compatible with a transit-oriented, human-scaled environment that supports walkability. The smaller development parcels created by the introduction of streets increases the amount of project frontage on public streets resulting in an opportunity to create a more varied building form. Another by-product of the new streets is the potential to provide additional options for the movement of vehicles, pedestrians, and bicycles throughout the area. Both streets are designed as slow streets that may be designed as shared or mixed-flow streets. As part of a shared landscape plan, the Developer has also been working with adjacent properties on a recreational exercise path that would span all properties, thereby creating the opportunity for active recreational use of the public streets.

PROJECT PARKING

The project proposes 799 parking spaces, 32 spaces less than the 831 spaces that would be required by Code. 571 of the spaces would be reserved for the residential condominiums with much of those spaces being tandem spaces. 148 spaces would be reserved for the residential apartments leaving 80 unreserved spaces to be shared by commercial tenants and residential visitors. Should any of the rental apartment residents choose to relinquish their parking space in exchange for a subsidized transit pass, their parking space would be added to the pool of excess parking spaces, which may be leased at market rates to on-site and off-site users and visitors.

The applicant submitted a shared parking study that was peer reviewed by the City (see Attachment 8). The peer review concluded that it would be appropriate to consider shared parking for the project given the compatibility of uses on the project site. The shared parking analysis relied on peak parking demand ratios from an Urban Land Institute/International Council of Shopping Centers national study on shared parking with the exception of the retail component, which used the Code parking requirements in order to better reflect the nature of the neighborhood-serving retail as opposed to the national average for larger shopping centers. The shared parking model estimated that the highest demand for parking during the year would occur at 7PM on a December weekday, which amounts to a retail demand of 29 spaces, residential demand of 720 spaces, and creative office demand of 1 space. The total peak demand was estimated to be 750 spaces, which is less than the project's proposed 799 spaces.

The shared parking model assumed that the residential units in the project would provide the code-required parking of 656 spaces. This approach is conservative given that the models typically assume that one space is reserved for residential units. However, the approach is partially due to the amount of tandem spaces that are proposed in the project and the practical difficulty in creating shared parking without a valet operation in a residential environment.

Nevertheless, even without the parking reserved for the residential units, the project still provides more parking than would theoretically be necessary for the remaining uses, which are anticipated to have a peak demand of 56 spaces at 3:00PM on a December weekday (less than the unreserved 80 spaces). The applicant has also agreed to share parking with off-site users if excess spaces are available within the parking garage. Having the potential to share parking with off-site users is consistent with LUCE Goal D26 to, "Establish the Mixed-Use Creative District as a model for the creation of new shared parking facilities and Transit Demand Management strategies," and LUCE Policy D26.1 which calls for, "…a parking district to accommodate centralized, shared parking to serve both new and existing uses in the area." LUCE Policy D26.2 further speaks to the creation of a TDM district for the area to capitalize on the new transit assets, such as the Expo Light Rail, to reduce overall vehicle trips. Providing the opportunity for shared parking would also provide flexibility while circulation and parking issues are being studied as part of the Bergamot Area Plan.

In order to provide some assurance that the project's parking needs do not spill over into the adjacent residential neighborhood, Section 2.6(l)(1)(vii) of the DA includes a provision that does not allow the issuance of preferential parking permits for the project. Future project residents may only be allowed to purchase one-day guest passes.

CEQA Status

In accordance with the California Environmental Quality Act (CEQA) an Environmental Impact Report (EIR) was prepared to ascertain the level of significant environmental impacts. This analysis has resulted in a finding that significant and unavoidable impacts were identified in the areas of Construction Effects (Localized Construction Emissions and Groundborne Vibration) and Transportation/Traffic.

Code Compliance

Project development shall be consistent with the plans approved pursuant to the development agreement.

FINDINGS

A. The plan for the proposed building or structure is expressive of good taste, good design, and in general contributes to the image of Santa Monica as a place of beauty, creativity and individually in that

B. The proposed building or structure is not of inferior quality such as to cause the nature of the local neighborhood or environment to materially depreciate in appearance and value in that high quality materials as detailed in the application submittal and as presented to the Architectural Review Board will be used.

C. The proposed design of the buildings is compatible with developments on land in the general area in that

D. The proposed development conforms to the effective guidelines and standards

adopted pursuant to Chapter 9.32 – Architectural Review Board, and all other applicable ordinances insofar as the location and appearance of the buildings and structures are involved. Specifically…

CONDITIONS

1. This approval shall expire when the administrative or discretionary entitlements previously granted by an associated approval have lapsed. If not such permit has been issued, this approval shall expire eighteen months from its effective date, unless appealed or otherwise implemented pursuant to applicable municipal regulations.

2. Prior to issuance of a building permit, the applicant shall demonstrate that the plans are consistent with the plans approved pursuant to Development Agreement 07DEV005. Significant changes to the project's design within the Board's purview shall require review and approval of the Architectural Review Board. Minor changes may be approved administratively pursuant to all applicable guidelines.

3. Sign plans are not included in this proposal and shall be subject to review and approval prior to installation.

4. Prior to issuance of a building permit, the applicant shall demonstrate landscape and irrigation plan compliance with the City's Green Building Ordinance standards (SMMC 8.108) subject to staff approval. Modifications to the landscape plan that effect less than 150 square feet of area may be reviewed and approved by the Staff Liaison to the Board.

5. Prior to the issuance of a building permit a hydrozone matrix shall be included in the landscape and irrigation plans that describes for each hydrozone the following: the square footage, percentage of total landscaped area, plant type and plant form, hydrozone basis, hydrozone description, exposure or micro-climate, irrigation method, irrigation devices (including manufacturer, make and model), zone pressure, precipitation rates, zone galllons per minute and controller station numbers.

The Architectural Review Board's approval, conditions of approval, or denial of this application may be appealed to the Planning Commission if the appeal if filed with the Zoning Administrator within ten consecutive days following the date of the Architectural Review Board's determination in the manner provided in Chapter 9.32, Section 9.32.160.

Prepared by: Jing Yeo, Special Projects Manager
Scott Albright, ARB Liaison

Attachments

A. Project Specific Community Benefits
B. Excerpts from Development Agreement – ARB Purview and Design Conditions
C. Applicant's Submittal Material