

AGENDA MEMO

MOCK PLANNING COMMISSION MEETING DATE: APRIL 29, 2008

DEPARTMENT: PLANNING AND DEVELOPMENT

**ITEM DESCRIPTION: SDR-10770 - APPLICANT: JMA ARCHITECTURE STUDIOS -
OWNER: GREAT WASH PARK LLC**

**** CONDITIONS ****

STAFF RECOMMENDATION: DENIAL. If Approved, subject to:

Planning and Development

1. A Variance (VAR-10773) to allow Mixed-Use development, approved by the City Council.
2. The applicant shall comply with all conditions listed within Rezoning (ZON-5653) and Special Use Permit (SUP-5853).
3. This Site Development Plan Review shall expire two years from the date of final approval unless it is exercised or an Extension of Time is granted by the City Council.
4. All development shall be in conformance with the updated site plan dated stamped 3/16/06 and floor plan dated stamped 1/31/06, and the building elevations and colored presentation material, dated stamped 3/16/06 with a maximum number of 340 units, except as amended by conditions herein.
5. Agreement for any adjustments to the eastern property line shall be submitted to the City of Las Vegas for review and approval.
6. The applicant shall incorporate the Multi-Use Transportation Trail, as required by the Master Plan Transportation Trails Element, located along the western boundary of the property unless eliminated by a General Plan Amendment, subject to review and approval of the Planning and Development Department.
7. The applicant shall comply with all parking, loading and traffic standards of Title 19 (Zoning Ordinance), except as modified herein, subject to review and approval by the Planning and Development Department.
8. A technical landscape plan, signed and sealed by a Registered Architect, Landscape Architect, Residential Designer or Civil Engineer, must be submitted prior to or at the same time application is made for a building permit. The landscape plan shall include irrigation specifications. Landscape islands shall be provided in the surface parking lot in accordance with the requirements listed in Title 19.12.040. Trees shall be provided at a ratio of one tree for every six spaces in the surface parking lot.

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9. All required perimeter landscape buffers shall comply with the minimum requirements listed in Title 19.12. Tree spacing within the buffer areas and the width of all buffers shall conform to the minimum requirements listed in Title 19.12.
10. No turf shall be permitted in the non-recreational common areas, such as medians and amenity zones in this development. Turf in other areas shall be limited to 12.5% of the total landscape area. The landscape plan shall be revised and approved by Planning and Development Department staff, prior to the time application is made for a building permit, to incorporate the required changes demonstrating conformance with Code.
11. The landscaping and a permanent underground sprinkler system shall be installed as required by the Planning Commission or City Council and shall be permanently maintained in a satisfactory manner. Failure to properly maintain required landscaping and underground sprinkler systems shall be cause for revocation of a business license.
12. All structures shall conform to the Residential Adjacency Standards listed in Title 19.08.060.
13. All glazing shall conform to the requirements listed in Title 19.08.045.
14. Any property line wall shall be a decorative block wall, with at least 20 percent contrasting materials along the exterior of the wall.
15. All mechanical equipment, air conditioners and trash areas shall be fully screened in views from the abutting streets and properties.
16. Loading spaces and services areas shall be screened from view of abutting streets and properties by a screen wall or dense landscaping. An additional sound wall shall be provided in front of the loading area on the east side of the site to buffer the area from the abutting residential properties, subject to review and approval by the Planning Department.
17. Parking lot lighting standards shall be no more than 20 feet in height and shall utilize shoe-box fixtures and downward-directed lights. Wallpack lighting shall utilize shoe-box fixtures and downward-directed lights on the proposed buildings. Non-residential property lighting shall be directed away from residential property or screened, and shall not create fugitive lighting on adjacent properties in accordance with the Residential Adjacency Standards.
18. A Master Sign Plan shall be submitted for approval of the Planning Commission prior to the issuance of a Certificate of Occupancy for any building on the site.
19. All utility boxes exceeding 27 cubic feet in size shall meet the standards of Municipal Code Section 19.12.050.

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20. Prior to the submittal of a building permit, the applicant shall meet with Planning and Development Department staff to develop a comprehensive address plan for the subject site. A copy of the approved address plan shall be submitted with any future building permit applications related to the site.
21. No access shall be allowed from the subject site to Venetian Strada.
22. No trash pick-up service or deliveries shall be allowed to the loading area on the east side of the property between the hours of 10:00 p.m. and 7:00 a.m. Failure to comply with this requirement shall result in action by the Code Enforcement Division.
23. The emergency access road on the east side of the development site shall be limited to emergency vehicles only, and shall not be used by residents or guests of the development.
24. A fully operational fire protection system, including fire apparatus roads, fire hydrants and water supply, shall be installed and shall be functioning prior to construction of any combustible structures.
25. All City Code requirements and design standards of all City departments must be satisfied.

Public Works

26. Coordinate with the Collection System Planning Section of the Department of Public Works to determine an appropriate down stream relief system for the public sewer connection to this site, prior to the issuance of any permits. Provide public sewer easements for all public sewers not located within existing public street right-of-way prior to the issuance of any permits. Comply with the recommendations of the Collection System Planning Section of the Department of Public Works.
27. Driveways shall be designed, located and constructed in accordance with Standard Drawing #222A.
28. A Homeowners Association shall be established to maintain all perimeter walls, private roadways, landscaping and common areas created with this development. All landscaping shall be situated and maintained so as to not create sight visibility obstructions for vehicular traffic at all development access drives and abutting street intersections.
29. Meet with the Clark County School District to discuss the impact this site plan has on the Districts schools, and to identify possible methods to mitigate the impacts.
30. The design and layout of all onsite private circulation and access drives shall meet the approval of the Department of Fire Services.

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31. All landscaping installed with this project shall be situated and maintained so as not to create sight visibility obstructions for vehicular traffic at all development access drives and abutting street intersections.
32. Landscape and maintain all unimproved rights-of-way adjacent to this site.
33. Submit an Encroachment Agreement for all landscaping and private improvements, located within the public rights-of-way adjacent to this site prior to occupancy of this site.
34. An update to the previously approved Traffic Impact Analysis [TIA #T5604] must be submitted to and approved by the Department of Public Works prior to the issuance of any building or grading permits, submittal of any construction drawings or the recordation of a Map subdividing this site. Comply with the recommendations of the approved Traffic Impact Analysis prior to occupancy of the site. The Traffic Impact Analysis shall also include a section addressing Standard Drawings #234.1 #234.2 and #234.3 to determine additional right-of-way requirements for bus turnouts adjacent to this site, if any; dedicate all areas recommended by the approved Traffic Impact Analysis. All additional rightsofway required by Standard Drawing #201.1 for exclusive right turn lanes and dual left turn lanes shall be dedicated prior to or concurrent with the commencement of onsite development activities unless specifically noted as not required in the approved Traffic Impact Analysis. If additional rightsofway are not required and Traffic Control devices are or may be proposed at this site outside of the public rightofway, all necessary easements for the location and/or access of such devices shall be granted prior to the issuance of permits for this site. Phased compliance will be allowed if recommended by the approved Traffic Impact Analysis. No recommendation of the approved Traffic Impact Analysis, nor compliance therewith, shall be deemed to modify or eliminate any condition of approval imposed by the Planning Commission or the City Council on the development of this site.
35. Site development to comply with all applicable conditions of approval for Zoning Reclassification ZON5653 and all other subsequent siterelated actions.
36. The developer of this site shall post a bond in the amount of \$350,000 to cover the cost of a traffic signal system at the intersection of Durango Drive and Venetian Strada/Lunsford Avenue, and the developer shall design and construct the signal within 1 year after issuance of the certificate of occupancy and/or final inspection for the final condominium building proposed on this site if and only if a signal warrant study, to be performed by the City at or about that same time warrants the signal. Said bond amount shall be included with the overall bond for off-site improvements associated with this project, and will not be released until the signal is accepted for maintenance by the city. Should the signal not meet warrants upon review of the study, this additional bond will be released as soon as possible.

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37. The approval of all Public Works related improvements shown on this Site Development Plan Review is in concept only. Specific design and construction details relating to size, type and/or alignment of improvements, including but not limited to street, sewer and drainage improvements, shall be resolved prior to submittal of a Tentative Map or construction drawings, whichever may occur first. No deviations from adopted City Standards shall be allowed unless specific written approval for such is received from the City Engineer prior to the submittal of a Tentative Map or construction drawings, whichever may occur first.

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**** STAFF REPORT ****

ACTION REQUESTED

This is a request for a Site Development Plan Review for a mixed-use development consisting of 699,000 net square feet (787,329 Gross Square Feet) of commercial space and 340 residential units on 28.69 acres at the northeast corner of Rampart Boulevard and Alta Drive.

EXECUTIVE SUMMARY

The proposed Site Development Plan Review includes 18 commercial buildings, which includes three (3) residential towers ranging from five (5) to ten (10) stories in height. There will be 300 residential units within the residential tower area located on the northern portion of the site. The commercial area located on the far western portion of the site includes 15 commercial buildings, which will include a new loop road system and 40 residential units within building 17 of the proposed site plan. The applicant complies with most development standards except for parking. A companion item, Variance (VAR-10773), is also included to address the allowance of 3,955 parking spaces where 4,961 parking spaces is the minimum number of parking spaces required for the mixed use development project.

Staff cannot support the proposed Variance because positive findings of approval could not be met. Therefore, the proposed Site Development Plan is also recommended for denial.

BACKGROUND INFORMATION

A) Related Actions

- 01/26/98 The City Council approved a General Plan Amendment (GPA-0067-97) from M (Medium Density Residential) and SC (Service Commercial) to GC (General Commercial) on the subject property. An associated Rezoning (Z-0127-97) to allow a 40,000 square-foot three-story non-gaming resort with 576 guest rooms was also approved at that time. The Planning Commission recommended approval of the requests on 12/18/97.
- 04/04/01 The City Council approved a Rezoning (Z-0003-01) from U (Undeveloped) [GC (General Commercial) General Plan Designation] to C-1 (Limited Commercial). An associated request for a Special Use Permit (U-0017-01) for a restaurant service bar in conjunction with a proposed athletic club and tennis club was also approved. The Planning Commission recommended approval of both requests on 02/22/01.

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- 11/30/04 The applicant filed a General Plan Amendment (GPA-5652) and a second Rezoning application (ZON-5655) in order to permit the mixed-use development as currently proposed. With the adoption of the amendment to the City's Mixed-Use Ordinance (Ordinance #5738, adopted 12/15/04) the applicant withdrew the General Plan Amendment and Rezone applications, as they were no longer necessary.
- 03/02/05 The City Council approved a Rezoning (ZON-5653) application from U (Undeveloped) to C-2 (General Commercial). Staff and Planning Commission recommended approval.
- 03/02/05 The City Council approved a Site Development Plan Review (SDR-5657) to allow a mixed use development consisting of 700,000 square feet of commercial space and 375 residential condominium units in (1) 10-story and (2) 5-story residential condominium buildings. Staff and Planning Commission recommended approval.
- 03/02/05 The City Council approved a Special Use Permit (SUP-5853) for a mixed use commercial and residential development. Staff and Planning Commission recommended approval.
- 01/26/06 The Planning Commission voted to abey this item and companion Variance (VAR-10773) with this application in order to re-notify the Variance (VAR-10773) with correct number of parking spaces proposed to be provided.
- 02/23/06 The Planning Commission voted to abey this item and companion Variance (VAR-140773) in order to clarify and renotice if necessary Variance (VAR-10773) with the correct number of parking spaces required.
- 3/23/06 The Planning Commission will be considering companion item Variance (VAR-10773) concurrently with this application.

B) Pre-Application Meeting

- 11/15/05 The applicant presented new site development plan that included additional buildings and relocation of 40 residential units over proposed commercial. Staff went over the issues with parking and possible variance requirement if parking could not be met. Discussion ensued related to providing a parking analysis by a registered Traffic Engineer to justify parking requirement. However, staff may not be able to support project as findings for approval may be difficult to justify. Review of application requirements was provided.

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C) *Neighborhood Meetings*

01/12/06 A neighborhood meeting is not required for the proposed project. Several have been held by the Developer and one neighborhood meeting was held for the 1/26/06 Planning Commission meeting.

Approximately 45 persons were in attendance.
 522 properties were notified for the Neighborhood Meeting.

- Circulation at the Alta/Rampart intersection was discussed. The applicant explained the improvements that will be made and discussed the results of the traffic study, which showed that with all area improvements, traffic will be reduced and at build out of the area traffic will be at 90% of capacity.
- Residents in attendance were curious to know if parking was sufficient. The applicant explained the parking plan.
- The applicant explained that the site plan was slightly modified to include more restaurants, less office which changed the parking needs.
- There was a question about how long it would take to complete the project, the response was about 30 months.
- There was a question about work hours. The applicant responded that they will be working six days per week, during whatever hours are allowed per city ordinance.
- The attendees were in favor of the project.

DETAILS OF APPLICATION REQUEST

A) *Site Area*

Gross Acres: 28.78 Acres

B) *Existing Land Use*

Subject Property: Undeveloped
 North: Golf Course
 South: Undeveloped
 Shopping Center Use
 East: Single-Family Residential Use
 West: Gaming Use
 Hotel Use

C) *Planned Land Use*

Subject Property: GC (General Commercial)
 North: PR (Parks/Recreation/Open Space)
 South: SC (Service Commercial)
 East: L (Low Density Residential)
 West: SC (Service Commercial)

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D) Existing Zoning

Subject Property: Undeveloped (General Commercial) under ROI to C-2 (General Commercial)

- North: C-V (Civic)
- South: PD (Planned Development)
- East: R-1 (Single-Family Residential)
- West: C-1 (Service Commercial)

E) General Plan Compliance

The subject site is currently designated GC (General Commercial) on the Southwest Sector Plan of the General Plan. The existing zoning Under Resolution of Intent to C-2 (General Commercial) zoning is consistent with the GC (General Commercial) General Plan designation. Mixed-use development is permitted in the C-2 (General Commercial) zoning district upon approval of a Special Use Permit.

<i>SPECIAL DISTRICTS/ZONES</i>	Yes	No
Special Area Plan		X
Special Overlay District		X
Trails: Multi-Use Transportation Trail	X	
Rural Preservation Neighborhood		X
Development Impact Notification Assessment	X	
Project of Regional Significance	X	

Multi-Use Transportation Trail

A transportation trail intended to be used and shared by bicyclists and persons on other non-motorized vehicles and for pedestrians. The proposed Multi-Use Transportation Trail is located along the northern boundary of the property is part of the golf course property and will not need to be installed as part of the proposed mixed use development project. The proposed along Rampart Boulevard is being considered to be removed by staff. A condition of approval is recommended indicating that the applicant shall incorporate the Multi-Use Transportation Trail, as required by the Master Plan Transportation Trails Element, located along the western boundary of the property unless eliminated by a General Plan Amendment, subject to review and approval of the Planning and Development Department.

INTERAGENCY ISSUES

On 03/02/05, the City Council approved the original Site Development Plan Review (SDR-5657) to allow a mixed use development consisting of 700,000 square feet of commercial space and 375 residential condominium units in (1) 10-story and (2) 5-story residential condominium buildings and Special Use Permit for Mixed Use Project for proposed mixed-use development

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project. The approval included the review of Project of Regional Significance forms because the project generated more than 6,270 ADT (Average Daily Trips). The additional area allocated for restaurant purposes to require an increase in parking spaces for the project. However, the requested changes are less than 50% increase to the original Average Daily Trips to require a new PRS form to be completed and routed. Therefore, the proposed changes are considered to be less than significant. The proposed traffic trip rates have increased about 20% from the original Daily Primary External Trips. The original PRS form has been updated clarifying any changes to the project and are on file with the Planning Department. New mitigation measures have been included as a condition of approval. The following comments were provided for the original SDR-5657 that included the circulation of an Environmental Impact Assessment questionnaire to affected agencies and entities:

- 1) The Regional Transportation Commission (RTC) has determined that the projects proximity to major arterial streets and transit services obviates any potentially negative regional impacts.
- 2) The Las Vegas Metropolitan Police Department has noted that existing staffing levels are currently below national averages, and that additional residential units in the area will further burden the department in providing adequate police services and protection. No mitigation measures are proposed.
- 3) The Clark County School District has determined that the project will not have any impact to School District facilities.
- 4) The Las Vegas Valley Water District has reviewed the project and determined that it will not have a significant impact on the capacity of the Districts water supply system.

PROJECT DESCRIPTION

The proposed mixed use development includes two major areas. The first area consists of 699,000 net square feet (787,329 Gross Square Feet) of commercial uses with 40 residential units located within Building 17 of the proposed project. The second area of the project includes three tower buildings with 300 residential units. The overall project includes 18 main buildings. The buildings will be grouped around internal streets and exterior pedestrian passageways. The applicant has provided an approximately 36-foot wide landscaped buffer along the entire eastern portion of the project.

The residential portion of the development will include (2) five-story buildings and (1) ten-story building, and will be located over a subterranean parking structure. The main residential component is gated from the commercial component of the project. The commercial area will also be located above a two story parking structure. The buildings within the commercial area or the first area of the project range from one (1) to four (4) stories in height above the two story parking structure below the overall project.

ANALYSIS

A) *Zoning Code Compliance*

A1) Development Standards

Pursuant to Title 19.08, the following Development Standards apply to the subject proposal:

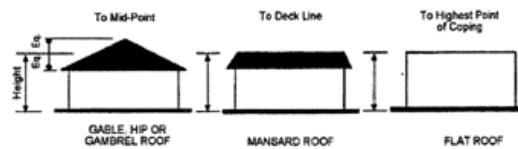
Standards	Required	Provided	Compliance
Min. Lot Size	N/A	28.78 Acres	N/A
Min. Lot Width	100 Feet	720 Feet	Y
Min. Setbacks			
• Front (Alta)	20 Feet	20 Feet	Y
• Side	10 Feet	114.67 Feet	Y
• Corner (Rampart)	15 Feet	20-44 Feet	Y
• Rear	20 Feet	38 Feet	Y
Max. Lot Coverage	50%	47%	Y
Max. Building Height	N/A	117 Feet	N/A
Floor Area Ratio (F.A.R.)	N/A	0.86	N/A
Trash Enclosure	Walled & roofed	Walled & roofed	Y
Loading Spaces	10	Not Indicated	Conditioned
Mech. Equipment	Screened	Screened	Y

The overall project includes 18 retail/restaurant/office/residential buildings. However, the overall lot coverage remains the same as previously approved Site Development Plan Review (SDR-5657).

Building Height. Building height refers to the vertical distance between the average finished grade along the front of a building and either

- (1) The highest point of the coping of a flat roof;
- (2) The deck line of a mansard roof; or
- (3) The average height level between the eaves and ridge line of a gable, hip or gambrel roof.

Figure 1
Building Height



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The proposed project building heights are within substantial conformance of the originally approved plans as the maximum height of the project remains 117 feet as originally submitted with SDR5657. The specific locations of the loading spaces have not been clearly marked on plan to calculate compliance. Staff has included a condition for the applicant to comply with the minimum loading space requirement.

A2) Residential Adjacency Standards

Pursuant to Title 19.08, the following Residential Adjacency Standards apply to the subject proposal:

- a) Proximity slope. The proposed five-story residential structures will be up to fifty seven (57) feet tall and will be located approximately 114.67 feet from building #2 and approximately 142.25 feet from the residential building #3 to the nearest single-family residential property located to the east of the project site. A section drawing provided by the applicant shows that the buildings will conform to the 3:1 proximity slope specified in Title 19.08. The five-story residential buildings will be 57 feet tall, and the ten-story residential building will be 117 feet tall; all of the residential buildings will also conform to the 3:1 proximity slope, as shown in the provided drawing.
- b) Building setback. All structures are required to be a minimum of 15 feet from the protected property; the proposed development will comply with this requirement.

A3) Parking and Traffic Standards

Pursuant to Title 19.10, the following Parking Standards apply to the subject proposal:

Uses	GFA/ Units	Ratio	Required Parking		Provided Parking	
			Regular	Handicap	Regular	Handicap
Office	272,507 SF	1/300 GFA	884.51			
Retail	358,067 SF	1/250 GFA	1,432.27			
Marketing Building	2,700	1/250 GFA	10.8			
Health Club	36,000 SF	1/200 GFA	180			

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Restaurant						
• Dining	68,000 SF	1/50 GFA	1360			
• Service	32,000 SF	1/200 GFA	161.74			
• Outdoor Dining	7,500 SF	1/50 GFA	150			
Delicatessen						
• Dining	12,000 SF	1/100 GFA	120			
• Service	5,708 SF	1/200 GFA	28.54			
Subtotal Commercial	787,329 SF		4,328	50	3,175	Not Specified
Residential						
• 1 Bedrm.	97 Units	1.25/Unit	121.25		300 units	
• 2 Bedrms.	128 Units	1.75/Unit	224		= 700	
• 3 Bedrms.	115 Units	2/Unit	230		40 units	
• Guest		1/6 Units	57		= 80	
Subtotal Residential	340 residential units		633		780	Not Specified
Total			4,961		3,955	Not Specified

The proposed mixed-use development project is deficient in meeting the minimum parking requirement for the commercial uses of the proposed project. The overall project is approximately 1,006 parking spaces short of the required (4961-3955=1006). Overall this equates to approximately 20% deficiency in parking ($1006 \div 4961 = 20.28\%$). The handicapped accessible requirements have not been specifically specified for the project. The required number of handicapped spaces for the commercial use is 50, which is based on the total required number of parking spaces for the commercial use.

Handicapped parking for residential uses shall be provided at the rate of one space for each dwelling unit that is designed for occupancy by the handicapped. The required number of handicapped parking spaces has been conditioned for compliance within the companion Site Development Plan Review (SDR-10770). The applicants residential uses have been provided with a surplus of 147 parking spaces as approximately two (2) spaces per unit have been provided for the project.

The applicant has provided a Shared Parking Study for the Planning Commission to consider in reviewing the Variance proposal. The results are discussed further within the analysis section of the Variance (VAR-10773) staff report.

The Public Works Department supports the present code requirements. Therefore, the proposed companion variance cannot be supported by the Public Works Department.

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A4) Landscape and Open Space Standards

Pursuant to Title 19.12, the following Landscape Standards apply to the subject proposal:

Standards	Required		Provided
	Ratio	Trees	
Parking Area	1 Tree/6 Spaces	60 Trees	79 Trees
Buffer:			
• Min. Trees (North)	1 Tree/30 Linear Feet	52 Trees	41 Trees
• Min. Trees (West)	1 Tree/30 Linear Feet	43 Trees	27 Trees
• Min. Trees (South)	1 Tree/30 Linear Feet	30 Trees	33 Trees
• Min. Trees (East)	1 Tree/20 Linear Feet	91 Trees	98 Trees
• Min. Zone Width	8 Feet		10 Feet
• Wall height	8 Feet		8 Feet

Additional trees will need to be added to the north and west perimeter buffer areas in order to comply with the maximum tree spacing requirement. The perimeter buffer at the front of the property will need to be increased, and the tree spacing should not exceed the 30-foot on-center spacing requirement.

A5) Sign Standards

The site plan indicates that one 35-foot high freestanding sign will be located along the Alta Drive frontage, and two 55-foot high freestanding signs will be located along Rampart Boulevard; it should be noted that the 55-foot high signs exceed the height permitted in the C-2 (General Commercial) district. As the site is over 15 acres in area, a Master Sign Plan shall be required for the development.

B) General Analysis and Discussion

•Zoning

The proposed mixed-use development is permitted with approval of a Special Use Permit within the C-2 (General Commercial) district. On 03/02/05, the City Council approved a Special Use Permit (SUP-5853) to allow a mixed use commercial and residential development. Staff and Planning Commission recommended approval. No further action is necessary for the recently approved Special Use Permit. Because the parking could not be met and the site plan has substantially changed for the commercial area, a new Site Development Plan was required for the Planning Commission to review.

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The development will conform to the setback and lot coverage requirements of the C-2 (General Commercial) district. No height limit is specified for the zoning district, although Title 19.08.030(C) limits the height of buildings along arterial roadways located at the front setback line; the buildings will conform to the specified height limit as they are setback approximately 20 to 44 feet from the front property line where 15 feet is the minimum. In addition, the buildings will conform to the height limit specified by the Residential Adjacency Standards.

•Site Plan

The site plan depicts the commercial buildings located primarily along the western portion of the site, facing Rampart Boulevard, with the residential portion of the development located at the northern portion of the site. Principal access to the site will be from two driveways on Alta Drive, and from three driveways on Rampart Boulevard. Surface parking is located to the side and to the rear of the principal commercial buildings, in accordance with the design standards listed in Title 19.08.045, with the majority of the parking located in a below-grade structures. Perimeter landscape areas will be provided as required in order to buffer the commercial uses from adjacent residential neighborhoods.

Access to the residential component of the project will be from the northernmost driveway on Rampart Boulevard, and will have a gated entry. Sufficient stacking room will be provided on site, and will not impact traffic on adjacent roadways. The majority of the parking for the residential development will be in a subterranean parking structure, with a small surface parking lot for guests.

The original Site Development Plan Review (SDR-5657) included a total of 15 commercial buildings with an interior roadway that only provided access from Rampart Boulevard to Alta Drive. The revised site plan includes 18 commercial buildings with a loop road extended into the commercial area. This will create a more dynamic and interesting interior street experience for the project. The project remains pedestrian friendly landscaped walking areas closely resembling a downtown experience.

In order to understand the overall changes from the original Site Development Plan Review (SDR-5657), the following table includes a summary of the major components that have been changed in the new Site Development Plan (SDR-10770):

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SDR-5657	SDR-10770	Change
Three residential buildings Two, five story buildings One, ten story building 12 commercial buildings One-story to three-stories Underground parking Outer loop road	Three residential buildings Two, five story buildings One, ten story building 15 commercial buildings One-Story to four-stories Underground parking Inner loop road 40 units of residential within commercial area	<ul style="list-style-type: none"> • Increase by three individual new buildings in commercial area. • Four story building added to include residential. • Added the inner loop • Relocated 40 residential units to commercial area.
<u>Setbacks</u> Front: 47 Feet Side: 127 Feet Corner Side: 38 Feet Rear: 42 Feet	<u>Setbacks</u> Front: 20 Feet Side: 114.67 Feet Corner Side: 20-44 Feet Rear: 38 Feet	<u>Setbacks</u> Decrease Decrease Increase and Decrease Decrease
318,000 Gross SF of Retail	358,067 Gross SF of Retail	Increase of 40,067 Gross SF of Retail
331,000 Gross SF of Office	272,507 Gross SF of Office	Decrease of 58,493 Gross SF of Office
50,000 Gross SF of Restaurant	107,500 Gross SF Restaurant	Increase of 57,500 Gross SF of Restaurant
Not apart of original	17,708 Gross SF of Deli	New
Not apart of original	2,700 Gross SF of Marketing Building	New
Not apart original	36,000 Gross SF of Health Club	New
699,000 Gross SF of Commercial	787,329 Gross SF of Commercial	Increase of 88,329 Gross SF of Commercial
4 one bedroom units	97 One bedroom units	Increase by 93 one bdrm. Units
272 two bedroom units	128 two bedroom units	Decrease by 144 two bdrm. units
64 three bedroom units	115 three bedroom units	Increase by 51 three bdrm. Units
340 total residential units	340 total residential units	Same

Permits were issued on 2/12/05 to allow construction of a large culvert that is going to be constructed on the site. Inspections are being performed at this time. According to the applicant, the timeframe for the overall construction is approximately 30 months.

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- Parking and Traffic

The parking and traffic are the major issues for this project to address. The developer of this mixed-use development have substantially increased the amount of restaurant area from the original submittal. The restaurant increased from approximately 50,000 square feet to 107,500 square feet of restaurant and outdoor dining areas. In addition, the applicant has included an additional 17,708 square feet for a Delicatessen Shop. Thus, the restaurant area has more than doubled in area, which is the major cause of the parking increase from the original project. A Shared Parking Study has been prepared by a Registered Traffic Engineer, which has been included in the companion Variance (VAR-10773).

The applicant has provided an updated Traffic Study for the Public Works Department to review. The updated Traffic Impact Analysis (TIA) has been approved by the Traffic Engineering Division of Public Works. The Executive Summary of the TIA has been included as an attachment of your staff report.

- Waivers

The applicant has not requested any Waivers in conjunction with this application. The project has been conditioned to comply with all off-street parking, parking lot landscaping, loading and handicapped accessible parking. However, the amount of required off-street parking does not comply. Therefore, a Variance application to allow 3,955 parking spaces instead of 4,961 parking spaces is a companion item for the Planning Commission to consider.

- Landscape Plan

The landscape plan demonstrates that the required landscape buffers will be provided at the perimeter of the site; most buffers will exceed the minimum required width, and the landscape areas adjacent to the abutting residential properties will be over 20 feet in width to provide adequate separation and screening. The central portion of the landscape buffer at the front of the property will need to be increased to meet the minimum 15-foot buffer width. Additional trees will need to be provided in the north and west perimeter buffers in order to comply with the 30-foot on-center spacing requirement. While the required number of trees is shown in the commercial surface parking lot area, additional landscape islands will be required in order to comply with Code requirements. A perimeter wall will be provided along the east property line as required; the wall shall conform to the requirements of Title 19.

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- Elevation

The division of the commercial square footage into 15 separate buildings assists in reducing the apparent scale of the project, and generally allows for variation in the architecture and massing of the project. One concern is the massing and façade composition of the easternmost commercial building, which will be over 650 feet in length; however, the submitted elevation indicates that there are sufficient offsets and variations in the roofline of the structure to provide the degree of articulation required by Title 19.08.

The exterior materials for the commercial buildings will include synthetic stucco and stone veneer, with metal or tile roofing for those portion of the development that have hipped roofs. Gray-tinted glass will be utilized on the commercial portion of the development; it should be noted that Title 19.08 prohibits reflective glazing at the pedestrian level, and limits all other glazing to 22% reflectivity. Title 19.08 requires windows and/or arcades for a minimum of 60% of the building length for those facades directly facing a public street; the submitted elevations appear to conform to this requirement.

The residential structures feature several vertical elements repeated along the length of the façade, offset by the horizontal nature of the cantilevered balconies, which assist in reducing the massing and providing variety to the building facades. The residential buildings will feature the same general palette of materials as the commercial buildings, in order to provide a consistent character for the development.

- Floor Plan

The commercial portion of the development is oriented around a system of exterior pedestrian passageways and an internal street. The project maintains a pedestrian environment with additional street designed with the project to add a more downtown feel to the project. The floor plans for the commercial range in size, location and heights. The commercial tenant spaces will be one to three stories in height above the parking structure area. The 40 residential units within the commercial area will be one-bedroom units. The remaining 300 units include a 57 - one, 128 - two and 115 - three bedroom units. The project Architect indicates that the size of the residential units range from approximately 1,700 to 2,100 square feet in area. The average size of a residential unit will be around 1,900 square feet.

- Protests

As of 03/09/06, staff received a total of two protests related to the proposed SDR request. The protests relate to the density of the project being too much for the area, traffic issues within the area and are against the parking space Variance request for the project.

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FINDINGS

In order to approve a Site Development Plan application, per Title 19.18.050 the Planning Commission and/or City Council must affirm the following:

1. The proposed development is compatible with adjacent development and development in the area;

The proposed development will be compatible with the casino that is located to the west and the commercial development located to the south; the scale of the development significantly exceeds that of the single-family residential neighborhood to the east. The applicant has made a considerable effort to reduce the physical impact to the abutting residential neighborhood by locating the buildings over 100 feet from the nearest residential properties, and providing a generous landscape buffer along the common property line. However, the parking requirement for the project has not been met and is subject to Variance approval.

2. The proposed development is consistent with the General Plan, Title 19, the Design Standards Manual, the Landscape, Wall and Buffer Standards, and other duly-adopted City Plans, policies and Standards;

The proposed development is consistent with the General Plan, and is generally consistent with Title 19. Modifications are needed to the landscape plan to conform to the City's requirements; conditions are in place to address the landscaping issues. In addition, modifications with the off-street parking and loading requirements are needed to conform to the city requirements; conditions are in place to address the parking and loading requirements. In addition, the applicant will need to address the Multi-Use Transportation Trail; a condition is in place to address the trail issue. However, the parking requirement for the project has not been met and is subject to Variance approval.

3. Site access and circulation do not negatively impact adjacent roadways or neighborhood traffic;

The applicant has made efforts to coordinate access points with existing driveways so as to integrate the project with the existing traffic patterns in the area. A traffic study is required as a condition of approval; the applicant will be required to mitigate any impacts identified in the study. However, the parking requirement for the project has not been met and is subject to Variance approval.

4. Building and landscape materials are appropriate for the areas and for the City;

The proposed exterior building materials and landscape materials are appropriate for the area and for the City.

5. Building elevations, design characteristics and other architectural and aesthetic features are not unsightly, undesirable or obnoxious in appearance; create an orderly and aesthetically pleasing environment; and are harmonious and compatible with development in the area;

The building elevations and design characteristics are harmonious and create an aesthetically pleasing environment, and will be compatible with development in the area.

6. Appropriate measures are taken to secure and protect the public health, safety and general welfare.

The development will be subject to Traffic Impact Analysis, inspections, and appropriate measures will be taken to protect public health, safety and general welfare.

NEIGHBORHOOD ASSOCIATIONS NOTIFIED

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ASSEMBLY DISTRICT 34

SENATE DISTRICT 8

NOTICES MAILED 275

APPROVALS 0

PROTESTS 2