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# Staff Report Details (With Text)

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| **File #:** | 15-517 **Version:** 1 | **Name:** | 4025 Grandview Avenue |
| **Type:** | Public Hearing | **Status:** | Public Hearing |
| **File created:** | 1/20/2016 | **In control:** | PLANNING COMMISSION |
| **On agenda:** | 1/27/2016 | **Final action:** | |

**Title:** Site Plan Review, SPR P-2014186 and Density and Other Bonus Incentives, DOBI P-2014, for proposed 3-story building consisting of 36 multi-family units which will include 3 very low income affordable units above as an 85 space subterranean parking level and Administrative Use Permit P-2014185 for Tandem Parking at 4025 Grand View Boulevard
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**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** 1. Attachment No. 1 Resolution and Exhibit A Final Draft.pdf, 2. Attachment No. 2 Vicinity Map.pdf, 3. Attachment No. 3 Project Summary.pdf, 4. Attachment No. 4 Preliminary Development Plans(reduced).pdf, 5. Attachment No. 5 Applicant Summary Community Meetings.pdf, 6. Attachment No. 6 Financial Analysis.pdf

| Date | Ver. | Action By | Action | Result |
|---|---|---|---|---|

**Site Plan Review, SPR P-2014186 and Density and Other Bonus Incentives, DOBI P-2014, for proposed 3-story building consisting of 36 multi-family units which will include 3 very low income affordable units above as an 85 space subterranean parking level and Administrative Use Permit P-2014185 for Tandem Parking at 4025 Grand View Boulevard**

Contact Person/Dept: Jose Mendivil
Phone Number: (310) 253-5757

Public Hearing: X
Action Item:
Attachments: X

Public Notification: : Mailed to all the property owners and occupants within a 500 foot radius extended to the end of the block; Emailed to the City's Master Notification List; and Posted on the City's website on January 6, 2016; Sign Posted on the subject property on January 6, 2016

Approval: Thomas Gorham, Planning Manager
Sol Blumenfeld, Community Development Director

**RECOMMENDATION:**

That the Planning Commission:

1. Adopt a Categorical Exemption as stipulated in CEQA Section 15332, Class 32 - In-Fill Development, finding that there are no potentially significant adverse impacts on the environment.

2. Approve Site Plan Review, SPR P-2014186 and Administrative Use Permit, AUP P-2014185, and Recommend to the City Council Approval of Density and Other Bonus Incentives, DOBI P -2014187, subject to the Conditions of Approval as stated in Resolution No. 2016-P001 (Attachment No. 1).

**PROCEDURES:**

1. Chair calls on staff for a brief staff report and Planning Commission poses questions to staff as desired.
2. Chair opens the public hearing, providing the applicant the first opportunity to speak, followed by the general public.
3. Chair seeks a motion to close the public hearing after all testimony has been presented.
4. Commission discusses the matter and arrives at its decision.

**BACKGROUND:**

Existing Conditions

The site is located on the west side of Grand View Boulevard between Washington Place and Washington Boulevard and is generally flat in topography. At 100 feet in width it has a relatively wide street frontage along Grand View Boulevard and a much longer depth of 390 feet resulting in a long rectangular shaped lot. The site is an interior lot with only street frontage on Grandview Boulevard as outlined in the Vicinity Map (Attachment No. 2). The subject site currently is developed with a mobile home park and contains 20 mobile homes, paved parking and driveway areas and intermittent landscaping. All structures on the site are proposed to be removed or demolished.

Project Site History

In 1960 and 1961 two mobile home parks were approved by the City on Grand View Boulevard. This included the Palms Mobile Lodge located at 4025 Grand View Boulevard (the Project Site). The Project Site was purchased by Grand View Development, L.P. (Applicant/Owner) on October 1, 2013. At the time of the purchase the mobile home park was not subject to any affordability or rent restriction covenants.

On January 23, 2012, the City Council adopted an Ordinance amending the Culver City Municipal Code (CCMC) to add Chapter 15.13 relating to Mobile Home Park Resident Protection to supplement State law and further define adequate replacement housing, mitigation efforts and relocation costs to mobile home park residents. The Ordinance became effective on February 22, 2012.

Chapter 15.13 of the CCMC is intended to carry out and supplement the requirements of State law for the purpose of mitigating adverse impacts of the closure or change of use of a mobile home park to other uses or the discontinuance of use of the mobile home parks on eligible, displaced mobile home park owners and residents by requiring mobile home park owners to provide adequate relocation assistance benefits through submittal and approval of a Relocation Impact Report (RIR).

On July 8, 2014, the Applicant submitted the Draft RIR to address the relocation impacts on eligible occupants who were displaced as a result of the change of use or closure of the mobile home park. An eligible occupant is a mobile home owner residing in the mobile home on a full time basis and his or her immediate family, who resides in the mobile home at the time of filing of the Relocation Impact Report application with the City. An eligible occupant does *not* include a non-owner resident. Chapter 15.13 requires that an RIR contain, but not be limited to, the following information (which was submitted by the Applicant):

- Legal description of the mobile home park property
- A map and detailed description of the condition of the mobile home park
- Name and addresses of all mobile home owners
- The number of spaces and length of occupancy and rental rate
- The age, date of manufacture, type, width, size, space number and copy of the title search
- The total number of residents in each mobile home
- A description of the project proposed for the property
- The location of all reasonably comparable mobile home parks within a 20 mile radius
- A determination of the total number of mobile home eligible to be relocated
- The estimate of cost of relocating the eligible mobile homes
- An estimate of the cost of purchasing each mobile home and all associated fixed property
- The availability and cost of rental housing of reasonably comparable size and quality within 15 mile radius of the mobile home park.
- A relocation plan detailing a schedule for physical relocating each mobile home and payment of relocation assistance
- The basis for a conclusion that a mobile home and all associated fixed property cannot be relocated to a reasonably comparable mobile home park
- Proposed measure to adequately mitigate adverse impact of the change of use or closure
- A list of mobile home movers and housing specialist

Per Chapter 15.13, the City Council must review and approve the Draft RIR; a public hearing was held on October 27, 2014, to review the Draft RIR for the mobile home park closure. As required by Chapter 15.13, the Applicant provided written notification to each eligible occupant and non-owner resident of the public hearing and conducted an informational meeting for eligible occupants and non-owner residents prior to the hearing.

The RIR was approved by the City Council at the October 27, 2014 meeting. Of the 20 mobile homes, three are owned by the developer and six are occupied by renters. The remaining 11 are owner-occupied. The renters are not eligible for relocation benefits under Chapter 15.13. Chapter 15.13 allows Applicants who file an RIR to request total or partial exemption from the obligation to provide relocation assistance benefits if the Applicant has entered into a written agreement with eligible occupants providing for relocation assistance benefits. Housing Division staff has verified with the Applicant that of the 11 confirmed Eligible Occupants, nine executed voluntary agreements regarding their relocation benefits. Only two Eligible Occupant are subject to the relocation assistance benefits specified in the approved RIR. For the two remaining Eligible Occupants, these funds are currently being held in escrow for them to use when they leave the project site.

There are a total of three residents currently residing in the park; the two Eligible Occupants mentioned above and one Non-Eligible Occupant. Though not required in Chapter 15.13 or State Law, the Non-Eligible Occupants each were offered $1,500. The Applicant in in compliance with the requirements of Chapter 15.13 regarding relocation benefits.

Request

On December 9, 2014, an application was submitted to the Planning Division by Grandview Development, L.P. (Applicant/Owner) for a Site Plan Review, Administrative Use Permit, and Density and Other Bonus Incentives to allow the construction of a 3-story, 37-foot tall, 36-Unit townhouse style apartment building with 85 subterranean parking spaces. The total building area above the subterranean parking is 57,831 square feet and the total subterranean parking area is 29,490 square feet. The project will include three (3) very low income affordable dwelling units.

The project will require approval of a Site Plan Review (SPR) because it involves development of a residential use exceeding nine units. An Administrative Use Permit (AUP) is required because of the 85 parking spaces, 54 will be in 27 pairs of tandem parking spaces. The project will require a Density and Other Bonus Incentives (DOBI) approval because based on State density law, the applicant is requesting a density increase of 35% from the base of 26 units to 36 units in return for three covenanted very low income units among the 36 units. The Planning Commission is the decision making authority for both the SPR and the AUP and will recommend to the City Council approval or disapproval of the DOBI.

General Plan/Zoning

The Land Use Element of the City's General Plan designates the site as Medium Density Multiple Family with a corresponding zoning designation of Medium Density Multiple-Family Residential (RMD). Surrounding zoning and existing land uses are outlined below (Grand View Blvd is considered north/south in orientation):

| Location | Zoning | Land Use |
|---|---|---|
| West: | Culver City CC | Vons Shopping Center. |
| East: | L.A. City R3-1 | 2-Story Multi-Family Housing. |
| North: | Culver City RMD | 2-Story Multi-Family Housing. |
| South: | Culver City RMD | Residential Care Facility. |

Project Description

The project proposes construction of a 3-story, 37-foot tall, 36-Unit townhouse style apartment building with 85 subterranean parking spaces; three of the units will be covenanted as affordable for 55 years for very low income residents. The development is divided into two structures atop a podium that covers a semi-subterranean parking area. Each structure contains 18 attached dwelling units and is approximately 42 feet wide and 355 feet long. Each unit is 3 stories tall and there is no stacking of units above units thus providing a townhouse style development. A 5 to 7 foot wide interior courtyard divides the two buildings for the entire length and acts as a central pedestrian street providing front entrances and patios for each unit. Additionally, each unit has a backyard. With the addition of front patios the total distance between the two buildings is 10 feet.

An 18 foot wide front setback will provide a combination of landscaping and paved ramping to get to the pedestrian street/courtyard level. The parking below will contain 85 striped spaces including 27 pairs of tandem spaces. There will be no individual garages but each unit will be assigned at least two parking spaces. In addition to the 2 parking spaces per unit, there are nine guest parking spaces and four ADA van accessible spaces. Each unit will have its own private front and rear yard space and a third level open terrace space. From street grade to top of roof, the buildings will be 37 feet tall and will contain an additional 1 foot and 3 inch high parapet. An architectural feature made of a translucent metal screen will be installed at the front of the south building facing the street; it will be square in shape masking the front of the south building and the courtyard entrance. There will be no roof top terraces.

## ANALYSIS/DISCUSSION:

The RMD Zone allows multi-family developments as a permitted use and as illustrated in the Project Summary (Attachment No. 3), the proposed development conforms to all development regulations of the RMD Zone except for height and setback along the south side of the project site. Deviations from these two development standards are allowed under State density bonus law in return for reservation of units for affordability. This issue will be discussed in the DOBI section below.

### Architectural and Site Design

The project has been designed to conform to all applicable provisions of the RMD Zone, and all other applicable City development standards except for the height and south facing setback as noted above. The two buildings use traditional materials and colors such as wood like finishes contrasting with stucco like finishes along exterior townhouse walls with the front and rear of each building accented, with charcoal masonry walls. The long townhouse style structures have a contemporary design of straight edges with some surfaces placed at an angle or oblique. This is demonstrated where wing walls protrude and bend at angles into the interior pedestrian courtyard dividing the two buildings. These angled masonry walls act as added privacy screens for the first floor front patios for each unit. The street facing charcoal masonry wall for the north structure is comprised of several panels each oriented at an oblique angle to the front property line. The south structure street facing masonry wall and the entrance to the interior pedestrian courtyard is screened with a translucent metal screen which will act as an architectural feature and privacy screen for the residents. The screen and the north structure's street facing wall described above will serve to provide an articulation to an otherwise flat surface facing the street while the mix of colors and materials along the sides will help to provide a sense of street fronting townhouses along the interior pedestrian walkway. The structures use traditional materials and colors such as wood like finishes contrasting with stucco like finishes along exterior townhouse walls with the front and rear of each building accented, with charcoal masonry walls.

The project's mechanical equipment and refuse containers have been designed to be concealed from the street, public places and neighboring properties.

*Height*: Height will be discusses in the DOBI Concessions section below.

*Setbacks:* Setbacks will be discusses in the DOBI Concessions section below.

Landscaping

A majority of the site is covered by structure and landscaping opportunities are minimal. However, in the front setback there will be five trees along with ground cover. Four trees and bamboo are proposed for the north, south, and rear portions of the project. Various other ground cover shrubs will be dispersed throughout the interior pedestrian walkway which will also incorporate decorative hardscape paving and planter areas for seating. These landscape features, especially the perimeter landscaping, will soften the massing of the project and enhance the wood and white stucco features along the sides of the two structures, giving these sides a further sense street level articulation.

Parking

A total of 85 on-site parking spaces are provided to meet Culver City Zoning Code required parking for multi-family residential uses. Two (2) parking spaces per unit are required for 3-bedroom units resulting in 72 spaces provided (36 X 2= 72); all units are 3-bedroom. Nine (9) residential guest parking spaces are required and provided. Four (4) van accessible handicap spaces are required for the 81 spaces provided. Although the van accessible spaces could have been absorbed within the 81 spaces, the applicant chose to stripe them separately thereby resulting in 85 spaces or 4 extra spaces. All parking is located below grade in a subterranean parking area. Bicycle parking is consistent with Culver City bicycle parking requirements providing 2 short term spaces in the front setback area adjacent to the sidewalk and 9 long term spaces in the subterranean parking area.

*Administrative Use Permit:* The applicant is requesting an Administrative Use Permit because of the 85 parking spaces, 54 will be in 27 pairs of tandem parking spaces. Each tandem pair will be assigned to one unit and these parking spaces will not be open for guest parking.

Traffic and Circulation

Trip generation analysis using the 9th Edition of the Institute of Transportation Engineers Trip Generation Manuel determined that the project will not have significant traffic impacts and vehicle trips for any one peak period will be less than 50. A traffic study was not required.

The proposed project is an interior lot with only one street frontage along Grand View Boulevard. The lot's length and width allow for adequate access off of Grand View Boulevard to a subterranean parking area that provides all of the required parking in addition to 4 extra spaces. The site is long enough to accommodate a ramp at 20 % slope and with 2 additional transition slopes, one at the top and one at the bottom of the ramp, at 10% slope each. This transition slopes will provide greater ease and visibility in exiting the site. Drive aisle widths and parking space dimensions are consistent with Zoning Code standards.

The proposed access location off of Grand View Boulevard is anticipated to operate adequately with no expected external vehicular queuing on the fronting street, and no significant internal queuing within the parking area. Vehicles entering the site's driveway are provided with adequate visibility and maneuvering room both along the fronting street and within the site itself. Site distance and driver visibility of oncoming vehicles for drivers exiting the site is also acceptable. Any structure or fence at the driveway location will not exceed "eye height" of exiting drivers, and site lines will not be affected.

Offsite/Streetscape Improvements

The project will be subject to standard public right-of-way requirements including reconstruction of curb, gutter, sidewalk and construction of a new drive approach consistent with current Public Works standards. The project will also be subject to the City's Street Tree Master Plan. There are no side or rear public right-of-way areas adjacent to the site. The rear of the project site is adjacent to private property vehicular access to the Vons Shopping Center.

Density and Other Bonus Incentives (DOBI) and Concessions

Culver City Municipal Code (CCMC) Chapter 17.580 - Density and Other Bonus Incentives - requires the City to follow State Density law for DOBI applications. Under a DOBI application (and State Density law) a developer can increase the base density for a housing development provided the development reserves for 55 years, a certain percentage of the units for moderate to low income households. In addition, a developer can ask for concessions, or relief from development standards such as height, setbacks, and parking if such standards prevent the ability to provide the affordable units within the development. The City cannot deny a concessions request as part of the DOBI if it is clear that such concessions are needed to provide for the project's affordable housing costs. The number of concessions and the density increase that can be granted are based on a sliding scale of percentage of units devoted to affordability and the percentage density increase. All calculations in a DOBI application are rounded up to the next whole number. It is important to note that the density increase and the concessions are provided per State law as an incentive for developers to provide affordable housing. With the dissolution of redevelopment agencies, several mechanisms that cities once had including direct funding for construction of affordable housing have been eliminated. Density Bonus Law is one method by which market housing developers can provide affordable housing within an otherwise market rate development, even if such housing is only a small percentage of the development in question.

The project's base density per the Zoning Code is 29 dwelling units per acre or one unit per 1,500 square feet of lot area; the project site is 39,000 square feet. This equates to 39,000 square feet X (1 Unit/1,500 square feet) = 26 units. Based on State Density Law, an applicant must be granted a 35% density increase if they reserve at least 11% of the total base density units for very low income households. The income categories for affordable housing include extremely low income, very low income, low income, and moderate income. Housing sold or rented at the market rate is considered above moderate. Every year the State of California Housing and Community Development Department (HCD) establishes for every California county, the income level criteria for extremely low income, very low income, low income, and moderate income levels.

The project applicant is requesting density increase of 35% or 35% X 26 = 9.1. State density law requires that fractional remainders in density calculations be rounded resulting in a density increase of 10 units. At least 11% of the 26 units must be made affordable to very low income households or individuals. This equates to 11% X 26 = 2.86 or three units. The project will result in 36 units with three of those 36 units covenanted for 55 years for very low income individuals or households.

State Density law also requires cities to grant up to two concessions or relief from the development standards (such as setbacks, height, and parking) if at least 10% of the base density units are reserved for very low income households. A city can deny concessions if it can be shown that such concessions are not needed in order to provide affordable housing units. The applicant is providing 11.5% very low income units and has asked for height and setback concessions.

*Height*: The Zoning Code allows building height up to a maximum of 2 stories and 30 feet in the RMD zone. The applicant is requesting a height concession to increase the building height to 3 stories and 37 feet. The height is measured from the street grade to the top of the roof deck and does not include the added height from the parapet wall which the code allows; maximum height does not include height of the parapet wall.

*Setbacks:* The RMD zone requires a 5 foot setback from the sides, 10 feet or one half the building height whichever is greater from the front, and 10 feet from the rear. The project is consistent with all code required setbacks except the south facing side property line which is setback 4 feet, 6 inches. The applicant is requesting a setback concession to reduce the side setback from 5 feet to 4 feet, 6 inches.

The Applicant provided a financial analysis prepared by The Sotelo Group, Inc. (Attachment No. 6) to demonstrate why the height and setback concessions are needed. The focus of the analysis was specifically to review the project development budgets/operating proformas. The areas of impact which were reviewed included construction costs; leveraging of non-City financial resources; and the production of affordable units. The analysis concluded that the reduction in units/bedrooms creates a reduction in income to the project. Without concessions the project is unable to create more units above the base 26 and it will fail to yield a higher gross rental income which in turn will limit its ability to debt service a larger private loan. The results of a drop in income translates into a reduction of private conventional financing by 25%; nearly a $1.2 million decrease which impacts the project's feasibility. As currently proposed, the Grand View Apartments has all its financing in place and is ready to commence construction upon the issuance of City permits. In the opinion of the Sotelo Group, the concessions requested are necessary to make the project financially feasible. Also it should be noted that all the three affordable units are identical in architecture, number of bedrooms and terraces, and amenities. The three affordable units will not have a separate look or aesthetic and will not be distinguishable from the other 33 units.

Regional Housing Needs Assessment (RHNA)

This project will further the intent of the 5th Cycle Regional Housing Needs Assessment (RHNA), 2014 to 2021, as prepared by the Southern California Association of Governments (SCAG) and the State of California Housing and Community Development Department (HCD). The 5th RHNA Cycle planning period ending in 2021 calls for an addition of 185 housing units in Culver City. Of those 185 expected units, 24 are targeted for very low income households and 77 are targeted for market rates. This project will address a portion of Culver City's share of the RHNA by constructing 33 market rate units and three very low income affordable units. By addressing Culver City's share of new housing units as stipulated in the RHNA and the Housing Element, the new dwelling units are considered to be within the expected development threshold for the City during the current Housing

Element cycle (2014 to 2021).

Neighborhood Compatibility

The proposed development is located along a medium density zoned residential street and south of a major arterial, Washington Place, that includes low to medium density multi-family housing and low density commercial uses. It is directly south of several two-story apartment buildings whose garages directly face the project's north property line. Directly behind and to the west of the project is the Vons Shopping Center that includes several shops in addition to Vons. Other nearby uses include medium density assisted living complexes and multi-story residential apartments. At 37 feet in height and 3 stories, the 36 unit apartment complex will be consistent with surrounding medium density housing and commercial uses. Further with perimeter landscaping and a modern design providing a residential townhouse look, the project's height and massing will not detract from but rather add to a positive visual urban view.

The landscaped front setback area with a ramp and bicycle racks for short term or visitor bike parking will provide a pedestrian scale atmosphere at the street level. A glimpse from the Grand View Boulevard frontage into the interior pedestrian street separating the two buildings will further bring down the massing of the buildings to a pedestrian level consistent with nearby multi-family developments that have interior courtyards that are partially viewable from the street frontage.

## PUBLIC OUTREACH

As part of the project review process, the applicant held two community meetings at the Grand View Palms Assisted Living Center at 4061 Grand View Boulevard located two properties south of the project site. The first meeting was held on December 9, 2014, and the second meeting was held on November 17, 2015.

Issues brought up by various community members in the first meeting included concern over the architecture and massing and overall fit within the neighborhood; access to the site and overall traffic congestion along Grand View Boulevard; potential traffic and noise conflicts with the adjacent convalescent home; and concern over potential deficient on-site parking. There were positive comments towards the architecture, and a sense that the parking is sufficient. At the second community meeting, concerns, comments, and questions by various community members included: a sense that the 85 parking spaces are not adequate; increased street traffic and vehicle congestion; a request for an environmental impact report; the process for selecting residents for the affordable units; whether or not the units will be for sale or for rent (this is a rental development); specific questions on the design/geometrics of the units; the type of tenant anticipated; construction time table; on-site manager's unit; status of existing mobile home park residents; the height of the project; and effect of the project on neighboring property values. There was also comments reflecting an overall positive attitude towards the project.

A more detailed summary of each of the community meetings is included in Attachment No. 5.

## FINANCIAL ANALYSIS:

Staff will provide an evaluation of the financial analysis submitted in support of affordable housing concessions prior to the Commission hearing.

## CONCLUSION/SUMMARY:

The City worked with applicant during the purchase phase of the project and approved a Relocation Impact Report which the applicant implemented assuring relocation of mobile home park residents. Staff has worked closely with the applicant to assure compliance with State Density law and has been able to reduce the amount of concessions the applicant originally requested. The contemporary design with its traditional use of colors and finishes along with the translucent architectural screen facing Grand View Boulevard will both lessen the massing of the project and provide a townhouse look along the project's sides. The perimeter landscaping will complement the project while providing a buffer for both project residents and residents of adjacent properties.

By allowing the applicant to build 36 units, the City will be leveraging the private funding resources committed to the project to enable it to comply with its obligation to create affordable housing within its jurisdiction at no costs to it. Based on the proposed building design and construction of 3 affordable housing units, the granting of concessions will not be detrimental to the public welfare or injurious to the property or improvements adjacent to or in the vicinity of the subject property.

Based on the proposed preliminary development plans and recommended conditions of approval, staff considers the project to be compatible with the surrounding neighborhood, providing a layout consistent with applicable standards and guidelines, with adequate parking, and consistent with the Culver City General Plan and Zoning Ordinance.

## ENVIRONMENTAL DETERMINATION:

Pursuant to the California Environmental Quality Act (CEQA) guidelines, initial review of the project by the City established that there are no potentially significant adverse impacts on the environment and the project has been determined to be Categorically Exempt per CEQA Section 15332, Class 32 - In-Fill Development. The proposed project is consistent with the General Plan Medium Density Multiple Family Land Use Designation and the RMD Zone; the proposed project is within the Culver City city limits on a 0.90 acre site surrounded by urban uses; currently, as a 20-unit mobile home park with paved driveway and parking areas and vegetation consistent with residential lawns in urban areas, it has no value as a habitat for endangered, rare, or threatened species; trip generation analysis using the 9th Edition of the Institute of Transportation Engineers Trip Generation Manuel determined that the project will not have significant traffic impacts and vehicle trips for any one peak period will be less than 50; as a multi-family use surrounded by multi-family housing, congregate care housing, and a commercial shopping center, noise generated by the project will be within established noise thresholds; a greenhouse gas study determined that impacts to air quality will not be significant; implementation of public works storm water run-off standards and the depth of the water table will result in less than significant impacts to water quality; and the project can be adequately served by utilities and public services.

## ALTERNATIVE OPTIONS:

The following alternative actions may be considered by the Planning Commission:

1. Approve the proposed project with the recommended conditions of approval if the application is deemed to meet the required findings.

2. Approve the proposed project with additional and/or different conditions of approval if deemed necessary to meet the required findings and mitigate any new project impacts identified at the meeting.

3. Disapprove the proposed project if the application does not meet the required findings.

**ATTACHMENTS:**

1. Draft Resolution No. 2016-P001 and Exhibit A Conditions of Approval
2. Vicinity Map
3. Project Summary
4. Preliminary Development Plans dated November 6, 2015
5. Applicant Summary of Community Meetings
6. Financial Analysis
7. Public Comments