MEMORANDUM

Item No. 3 September 21, 2006 7:00 PM

TO: REDEVELOPMENT DESIGN REVIEW COMMITTEE

FROM: COMMUNITY DEVELOPMENT DEPARTMENT

APPLICATION NO.: PRJ05-00606

(ZON05-00083; ZON06-00065; SUB06-00011; TTM-17094)

SUBJECT: MAJOR DEVELOPMENT PROJECT REVIEW OF A MIXED

USE PROJECT PROPOSED ON EXISTING CITY PARKING LOTS ON THE NORTH AND SOUTH SIDES OF THE 100 BLOCK OF W. AMERIGE AVENUE. THE PROPOSAL INCLUDES UP TO 124 RESIDENTIAL UNITS ABOVE 30,000 SQ. FT. OF COMERCIAL SPACE. (North side of W. Amerige, approximately between 215 and 590 feet west of the centerline of Harbor Blvd.; and South side of W. Amerige approximately between 190 and 547 feet west of the centerline of Harbor Blvd.) (C-3) (APN 032-232-13, - 29 and 032-234-28) (An Environmental Impact Report has been prepared pursuant to Section 15081 of CEQA Guidelines)

BACKGROUND:

<u>History</u>

In December, 2003 the Fullerton Redevelopment Agency issued a Request for Proposals (RFP) to solicit developers interested in constructing a mixed use project on two City parking lots along the 100 block of W. Amerige Avenue. Of the 12 qualified developers who submitted proposals, the City Council chose Pelican-Laing, LLC. Pelican-Laing's proposal, referred to as "Vintage Square", was comprised of two alternatives. One alternative included the development of only the two City parking lots and Amerige Avenue. The second alternative included the acquisition and development of properties adjacent to the city lots. The developer was chosen by the Agency because their proposal met the objectives identified in the RFP; the proposal was imaginative and reflected the character of Fullerton; and recent Pelican-Laing projects have been of a quality design.

After RFP selection, the developer further researched the project site, contacted surrounding property owners, and engaged the public. As a result of this process, as well as market changes in construction costs, the developer devised a proposal with a 9

story mixed-use building on the north parking lot, and a 5 level parking structure "upholstered" by a on the south.

Pelican-Laing's concept layout was submitted to the Redevelopment Agency on July 18, 2006 to finalize the City/Developer Development and Disposition Agreement (DDA). The Council/Agency approved the concept layout and DDA, but flipped the layout so that the 9 story building was on the south lot, and the 5 level parking garage and 4 story mixed-use building to the north.

After the Council/Agency DDA approval, Pelican-Laing continued to refine the site design. A concept design was presented to the Redevelopment Design Review Committee (RDRC) and Planning Commission on July 27 and August 9, respectively. Concerns related to the project design were expressed at both meetings. Several members of the public spoke, expressing a need to design a project that is compatible with the Fullerton downtown's historical characters and pedestrian environment, but still create a design which reflects Fullerton today, rather than mimicking the past. Fullerton Heritage expressed concern with the height of the proposed project. Several members of the public felt that the additional parking spaces is driving the design, and felt that if the additional 50% parking wasn't required, a less dense project could be built. There was also discussion about the downtown's authentic, piecemeal development, and concern with developing an entire block at one time. Most were not in objections to a project, provided it was of a quality design. The applicant, RDRC and Planning Commission agreed that the concept lacked the excitement that was reflected in the original RFP, and the applicant stated that the project would be revised and brought back for further consideration.

Since the RDRC and PC study sessions, the project architects have worked to create a project that reflects the character of Fullerton, both in its historic and present context. The architects have also worked at putting "excitement" back into the project by creating focal elements and including unique, contemporary design elements. The project included with this report reflects the revised proposal.

Draft Environmental Impact Report

California law requires all projects to be in compliance with the California Environmental Quality Act (CEQA). CEQA requires certain projects to be analyzed for their environmental impacts, and is intended to provide the public and decision-makers an environmental assessment prior to project approval. Environmental documents prepared for CEQA compliance may recommend measures to reduce potential impacts to an insignificant level.

An Environmental Impact Report (EIR) has prepared for the proposed project. As part of the EIR analysis, a cultural study was prepared by a qualified consultant to assess the potential for impacts to adjacent historic buildings and the City's downtown core. The study concluded that any potential to impact historic buildings and the downtown character can be mitigated to a level less than significant. The analysis included recommended mitigation measures that have been incorporated into the EIR. Attached is a copy of Section 4.6 of the EIR, Cultural Resources, which summarizes the cultural assessment.

One of the potential impacts identified by the cultural consultant is the project's compatibility with downtown Fullerton and adjacent historic buildings. To mitigate the potential for impacts, the consultant recommend that the project be reviewed for conformance with the "Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings" (Secretary Standards). The Secretary Standards are intended to allow additions to historical resources in a manner that respects their traits, without mimicking their style or period. The intent is to allow new construction to reflect the present time architecture, while enhancing the original form and traits of the historic feature.

The consultant has recommended that the RDRC and/or a qualified preservation architect review the proposed project and determine if it is consistent with the Secretary Standards. This mitigation measure is identified as MM 6-1 in section 4.6.5 of the EIR.

The proposed mitigation measure states that "review of the project shall assess if the proposed buildings are compatible in mass, materials, relationship of solids and voids, setbacks, scale and color with immediately adjacent identified historical resources and with the character of it surroundings. Without imitating the features of historic buildings, the design for adjacent contemporary buildings shall; (1) use similar or complimentary materials; (2) repeat and/or respect setbacks, height of floors, rhythms and depths of bays; and (3) use compatible windows/door openings and types. This will help maintain the existing character of the area."

All mitigation measures included in the Draft EIR are recommendations to the City Council/Redevelopment Agency, and may or may not be adopted as written. The determination of the Council to defer the project back to the RDRC for a final determination on the conformity with the Secretary Standards is at the discretion of the Council. Alternatively, the Council may choose to refer the determination to a qualified preservation architect."

CONSIDERATIONS FOR PROJECT REVIEW:

The project before the Redevelopment Design Review Committee (RDRC) for consideration is a final concept. It is considered a concept only because a variety of details still need to be worked out, such as color, building materials, pedestrian level details, landscaping, design of decorative features (sculptures, fountains, bollards, etc.), paving materials, residential floor plans, outdoor lighting, etc. Additionally, structural and building code requirements have yet to be addressed in detail, which typically necessitate adjustments. While details and technical issues still need to be resolved, the fundamental layout and design concept is complete.

At this time the RDRC is being asked to consider the layout, site design, mass and design concept, and make a recommendation to the Planning Commission and City Council/Redevelopment Agency. In considering the project, the RDRC should recognize that: 1) a condition is recommended that the project shall return to the RDRC for final review of projected design and details; and 2) the RDRC is the recommended authority for determining conformance with the Secretary of Interior Standards, as discussed in the Draft EIR. In this regard, an RDRC recommendation of approval at this time not only

states that the project is well designed, but generally conforms with the Secretary Standards.

PROPOSAL:

The applicant is proposing to construct a mixed-use project on two existing City parking lots. The proposed concept includes up to 124 residential units and as much as 30,000-sq. ft. of commercial space. The project may ultimately have less dwelling units, as the real estate market may dictate larger units by the time the project is constructed. Should the units be larger, they would be within the building footprint present, and therefore there would be less of them allowed. As an example, the concept floor plans shown in the plans reflect a total of 115 dwelling units.

The proposed project develops the parking lots on the north and south sides of Amerige Avenue, as well as improvements to Amerige Avenue. The details of the development are described in the *Site Layout* section below.

The proposal requires the City Council to consider four applications. These include:

- A *Major Development Project*, to consider the architecture and site design;
- A **Conditional Use Permit**, to consider a floor-area-ratio (FAR) above the base FAR of 2.0, and to consider the sharing of parking spaces;
- A **Tentative Tract Map** to subdivide the property and create residential and commercial condominium units; and
- An *Abandonment* request to abandon four feet of the street right-of-way on the north side of Amerige Avenue.

Site Layout

North Side of Amerige Avenue:

The north side of Amerige has three components, including 1) a five level parking structure; 2) a four story mixed-use building; and 3) a public plaza area.

The first component is a five level parking structure, which will provide 550(±) parking spaces. The parking structure encompasses most of the area north of Amerige. Vehicle access will be primarily from Amerige, where two entrances are provided at the west end. One entrance provides access to the public parking spaces, which include parking for downtown patrons, required parking for the proposed commercial uses and guest stalls for the residential units. The other entrance is to 26(±) private parking spaces designated to residential tenant parking. Another entrance to the parking structure is provided from Wilshire Avenue, via an existing public alley. Pedestrian access into the parking structure will be provided at grade along the side of the north elevation, and at the structure's southwest and southeast corners. Stairs to the upper levels are provided at the northwest, northeast and southeast corners. An elevator is provided in the southeast corner.

The second component is a four story mixed-use building (the North Building). This mixed-use building wraps around the south and east sides of the parking structure. The

building will have a commercial ground floor, and 13 residential units above. A lobby for the dwellings will be located in the center of the building, but will be the most westerly habitable area at the ground floor. The commercial area adjacent to the lobby may be constructed as a "work" space, for two live-work dwellings above. On the east side of the commercial space is a courtyard to the parking garage. The courtyard area has stairs up to the second level of the building, and will include a fountain or sculpture in its center. The east side of the building includes a commercial space with a two story volume. A recessed arcade has been provided along the east elevation to provide outdoor dining at the plaza, without encroaching into the plaza. The top two floor of the North Building will be residential townhomes.

The third component is a plaza area east of the mixed-use building. Measuring 40 feet wide and the depth of the parcel, the plaza provides a "public domain". The plaza area is accessible to service vehicles in the morning, allowing distribution and produce delivery for existing restaurants on Harbor Blvd. and Wilshire Ave. Vehicle access will be prohibited in the afternoon and evenings. The design of this plaza area is only in a concept form, and will be worked through in greater detail should the project be approved by the City Council. The plaza design will consider feedback provided by the RDRC, Planning Commission, Council Members and the public. The plaza area landscape design will return to the RDRC for consideration as part of the project's final review and approval.

South Side of Amerige:

The south side of Amerige is also comprised of three components, including 1) a 9-story mixed-use building; 2) short-term grade level public parking; and 3) two levels of underground resident parking.

The 9-story mixed-use building (the South Building) has a ground floor area comprised of commercial uses, lobby for the residential units above, and utility rooms. The utility rooms and the driveway to the subterranean parking is provided at the western end of the building. The commercial uses are provided on the eastern end of the building, closer to harbor and the plaza areas. The commercial uses front on Amerige and toward the back of the Harbor facing buildings. A unique design aspect of the ground floor is a pedestrian corridor leading from the short-term parking area to Amerige Avenue. This corridor aligns with the courtyard and fountain of the North Building. The second through ninth floors contain up to 111 residential condominiums. These floors wrap around an outdoor recreation deck on the second floor, and a private indoor recreation facility is adjacent to this deck along Amerige Avenue. Another deck is provided on top of the sixth floor, also adjacent to Amerige. Above the six floor are two extensions of the building, one of which rises to 8 stories (±85 feet), the other to 9 stories (±95 feet). The 8 and 9 stories of the building are penthouse units (flats and townhomes), and they are set back 12 to 15 feet behind the face of the bottom seven floors.

The ground floor commercial uses wrap around a parking area with 45 (+/-) short-term spaces. Additionally, there are short term parking spaces east of the South Building. This parking area will have decorative paving to match the plaza on the north side of Amerige Avenue. The intent is to create a contiguous open area, which can be closed off for special events. The short term parking on the south side of Amerige is intended to

serve the parking needs of the existing retailers in the immediate area, including Mo's Music and Ace Hardware.

The south side of Amerige includes two levels of subterranean parking. This parking is needed for the residential condominiums above, and will include designated parking spaces for the residential tenants. The paring area extends under the entire parcel, from the property line at the street, to the property lines at the alleys.

West Amerige Avenue:

Amerige Avenue, as currently constructed, is at a 60 foot with. This includes sidewalks, parkways, and parking on both sides of a 24 foot wide drive lane. The applicant is requesting a 4 foot abandonment on the north side of Amerige Avenue, which will reduce the street right-of-way to 56 feet. The 4 foot abandonment is requested because the proposed parking structure takes up most of the north lot, leaving only 22 feet in which to construct residential units and ground floor commercial. The additional 4 feet provides for a 26-foot depth, which is a significant difference in a livable residential unit. Staff supports the abandonment because the applicant is relocating the on-street parking into the parking garage, which, with the abandonment, will still provide a 14 foot sidewalk and parkway on the north side of Amerige; and an 18 foot wide sidewalk and parkway on the south side. However, the south side of Amerige will include a loading area and possibly limited short term parking, which would reduce the sidewalk at these locations to 10 or 12 feet.

As presently designed, there are two landmark features proposed along Amerige Avenue to create focal points and a "sense of place". One element, as previously mentioned, is located on the north side of Amerige in the North Building's courtyard. The second element is on the south side of Amerige, at the entrance to the southern parking lot. The details of these feature are only in concept, and require further study and input. Additional improvements on Amerige include a traffic table at a mid-block pedestrian crossing, two gateway features spanning Amerige Avenue at the east and west sides of the project, decorative paving to link the north plaza with the south parking lot, and decorative paving at the entrances of the parking garage. At this time, the improvements to Amerige Avenue are conceptual, and are contingent on a number of factors, including the Council's approval of the 4-foot abandonment. As recommended, the final streetscape elements will come back to the RDRC for final review and approval.

A final Amerige Avenue design element to recognize is the location of the parking structure driveways at the far west end of the street. The intent of moving the driveways westerly was to allow Amerige Avenue to be closed for street events without impeding access to public and private parking.

DESIGN DISCUSSION:

Street Block Design

The character of downtown Fullerton is not homogeneous. Downtown is comprised of a variety of buildings with distinct identities. In many cases, drastically different buildings

are immediately adjacent to, or across from each other. This development pattern has taken decades to unfold, and is a key factor to downtown's unique character.

To maintain diversity, an initial decision was made to design the north and south sides of Amerige with different architecture characteristics. Additionally, there was a desire to break the full block of the buildings into architectural segments (massing) to better reflect the typical lot widths in downtown.

As shown in the most recent elevations, the north and south sides of Amerige have very different architectural styles, and their massing has been broken up into different masses to avoid the appearance of one long block.

The south elevation of the North Building has been designed to portray three architectural "styles". The architecture on the east side of the building is a more contemporary commercial style, with the middle and west transitioning to a more traditional commercial and residential appearance. The three main architectural styles have been successfully separated by recessing small building elements, including the residential lobby, which is recessed 5 to 10 feet back from the front facade; and the courtyard, which recesses 15 to 20 feet. While work is needed to create a more natural transition at these locations, the fundamental design approach is successful.

Efforts were also taken to break down the north elevation of the South Building into elements that better reflect downtown's proportions. As seen in the elevation, the architect created the perception of two traditional buildings connected by a contemporary "bridge" structure. Additionally, the commercial ground level was separated into bays with varying architectural designs, further breaking up the elevations similar in manner to the downtown streetscape. The width and design of these bays will need to be further studied with the final plans. Staff recommends that the final plans come back to the RDRC for review and final approval.

Pedestrian Environment

The project has been designed to provide a strong pedestrian environment at the ground level. Commercial areas are oriented toward the streets and open plaza areas, with display windows and entrances fronting street sidewalks and areas of high pedestrian circulation. Also, the project places a strong pedestrian emphasis on the existing north-south alleys, where substantial pedestrian activities currently occur. This will enhance the current pedestrian condition, which presently requires people to walk through a parking lot or on narrow sidewalks.

An area which has been of concern to staff and the applicant is the 20 foot wide pedestrian alley that runs along the north side of the proposed parking structure. To reduce the tunnel effect of this space, the project architect has carved out the northeast corner of the North Building, to open up the alley at the plaza. The confined feeling will also be reduced by the open bays at the ground floor of the parking structure (see elevations).

On a whole, the pedestrian environment as proposed will include various styles of awnings, wide sidewalks, enhanced street landscaping, street furniture, enhanced

pedestrian crossings, fountain and/or sculpture elements, pedestrian level lighting and enhanced paving. Although the details of the pedestrian environment still need to be worked out, the fundamental concept and layout is in place. Staff has recommended that the details of the pedestrian areas be brought back to the RDRC for final review and approval.

Parking Garage Design

The parking structure, as designed, is open on the north and west sides to allow for natural light and ventilation. The south and east sides are screened by the North Building.

The north side of the parking structure will parallel a 20-foot wide public alley, which runs behind buildings on Wilshire Avenue. The parking structure will be 4 stories in height (5 levels of parking). It is expected that the height of the top railing of the garage will exceed 45 feet. Because the buildings along Wilshire Avenue and Malden are only two stories in height (varying approximately at approximately 20-25 feet), it is expected that the parking structure will be a background building.

Due to the unique character of Wilshire Avenue, including the view of the project site from the Villa Del Sol; the view of the Mutual Savings Building (Lollicup); and the eclectic character of the buildings along Wilshire, the EIR cultural consultant expressed concern that the parking garage not be designed with the ramps on the north side of the structure (EIR Appendix E). Specifically, the concern was that the parking structure ramps would create a diagonal component incompatible with the Wilshire aesthetic. The applicant has designed the structure so that the ramping occurs on the south side of the structure. As a result, provided that the garage's exterior is finished with materials and landscaping consistent with downtown, the cultural analysis consultant felt the structure would be an acceptable backdrop to Wilshire Avenue and Malden, and not create a significant aesthetic impact.

Planters and decorative lights are shown on the top of the parking structure's north elevation. This will provide accent to areas which might be seen from Wilshire. Staff also believes the architecturally enhanced areas at the eastern end of the parking garage's north elevation, and the architecture at the parking garages Wilshire entrance, are appropriate for this area of downtown. Staff also appreciates that there is a different façade design for the east and west sides of the north elevation, particularly since the east side is a pedestrian space, and the west is a traditional alley. However, the western side of the structure needs more study and detailing.

Building Mass

A design challenge the project architect has had to address is the relationship of the project's height and width. As previously presented to the RDRC, the South Building's mass portrayed a very "squat" appearance. From a design perspective, a squat building tends to lack interest. To address the building mass, the architects redesigned the northeast corner and added the contemporary tower. Introducing this element reduces the width of the building elevation, and provides architectural contrast that creates

interest and individuality. Additionally, the architects grouped recessed balconies in the middle of the elevations to divide flat surfaces, thereby creating vertical elements.

Building Height

An area of contention with the community has been the South Building's proposed height of 95 feet. As seen on the north elevation, the building has been broken into three different segments, including an east "wing", a west "wing", and a "bridge" in between. Each of the wings rises to a height of seven stories, with the west wing having one additional story of penthouse flats (8 stories / 85 feet total), and the east wing having two additional stories of townhome units (9 stories / 95 feet total). The bridge building inbetween has a height of 5 stories (55 feet), with a rooftop deck above (±58 feet at railing).

The proposed project will be the tallest structure in the downtown area of Fullerton. Presently, the tallest structure in downtown is the 5 story Chapman Building, circa 1923. The Chapman building has a height of 69 feet to the top of the parapet cornice, and 83 feet to the top of the rooftop equipment. Other buildings in downtown that can be used as a frame of reference includes the *Pinnacle* apartments at 233 E. Commonwealth (53 feet), the *City Pointe* apartments at 130 E. Chapman (52 feet), and Wilshire Promenade at 141 W. Wilshire (52 feet).

Although not in historic downtown, an existing building with a similar height as the proposed project is the *Fullerton Towers* building at 1400 North Brea Blvd. According to construction plans, the 7-story building (the smaller of the two) has a height of 95 feet at the mechanical screen, and 82 feet at the top of the building facade.

The cultural analysis prepared for the Environmental Impact Report identified issues of height as it related to the project setting (Page 18, EIR Appendix E). The analysis states that "Although the height and resulting mass of new buildings adjacent to identified historical resources is a concern, specifically the height of [the South Building], potential negative impacts are somewhat reduced by the nature of an urban setting where varying building heights are common. While buildings along North Harbor Boulevard are generally two stories, the Rialto Theater is a very tall two story building, Villa del Sol is three stories with prominent towers, and the Chapman Building is five stories high. The proposed project site is set one lot in from North Harbor Boulevard, thereby further alleviating height impacts to adjacent and nearby historical resources. Design that emphasizes setbacks and layout of new buildings that direct height away from North Harbor Boulevard and identified adjacent historical resources can mitigate height impacts. Breaking the mid-rise residential building into two sections reduces the apparent mass. Also, use of lighter materials above the height of the tallest building along North Harbor Boulevard, could further mitigate height and mass concerns."

As designed, the project architect has taken the cultural consultants recommendations into consideration. The architect has created a ledge band between the sixth and seventh floor to demark the 65 foot height. The concept color scheme for the project has applied white to areas above this ledge band, and provided a heavier color to the building below it. Additionally, the architect has kept the height of the corner tower to less than 69 feet, to assure that this dominate feature does not exceed the height of the

Chapman building's parapet. Also, the architect has tried to incorporate more glass to the penthouse buildings to create a lighter architecture on top of the building. And finally, the project has been designed with the penthouse buildings set back 10 to 15 feet behind the front face of the building, and 10 feet from the east and west sides. This setback will hide much of the building that rises above the Chapman Building's height.

Given the design of the structure and its efforts to minimize the mass and "weight" of the building above the perceived historic ceiling, staff believes that the height of the building will not have a negative impact on character of downtown Fullerton.

Staff Review

Staff has provided the applicant with regular input throughout their design process, and believes that most of the major design concerns have been addressed. There is, however, a need to review all sides of the building with as much attention as has been applied to the Amerige Avenue elevations. Elevations of the other sides of the buildings have not yet been developed.

Furthermore, given that the plans submitted are recently revised, staff's comments have not been incorporated into the plans, and there are minor revisions that should be reconsidered, detailed or revised. Examples of these include the size of the cornices on the North Building (they are too big); the pitched roof of the North Building's Spanish facade (there may not be enough depth to the building to be applied appropriately); the cornice treatment on the South Building's tower (it appears too big and may be too hard to implement well); the glass "curtain wall" on the east elevation (it looks out of place and makes the elevation too busy); further study of the bridge segment (it seems flat and tall at the five story height); protruding balconies shown on south and west sides in building elevations (protruding balconies may not be consistent with the building design), etc. Staff continues to work with the applicant to resolve outstanding issues, and has hired an independent architecture firm to assist with peer review on the City's behalf. The Redevelopment Agency retained Frank Fuller of Field Paoli Architects to this assistance. Mr. Fuller reviewed the most recent project plans on September 14, 2006, and will be providing the City with a list of comments prior to the RDRC meeting. His comments will be forward to the RDRC for consideration.

RECOMMENDATION:

Staff recommends the Redevelopment Design Review Committee (RDRC) RECOMMEND APPROVAL of the proposed project to the City Council/Redevelopment Agency, subject to the conditions below, any conditions the RDRC deems appropriate.

RECOMMENDED CONDITIONS:

Staff recommends the following conditions of approval:

 Prior to the issuance of building permits, elevations for all sides of all buildings shall be submitted by the applicant for review and final approval by the Redevelopment Design Review Committee. All sides of the building shall be finished and designed to reflect a comprehensive design theme.

- 2) Prior to the issuance of building permits, the applicant shall submit design plans with adequate details and information for the Redevelopment Design Review Committee to assess the quality of the project. Information shall include detailed plans for the all buildings, commercial storefront details, and a material and color board. Additional information shall be required as necessary.
- 3) The applicant shall comply with the mitigation measures identified in the Draft Environmental Impact Report, as adopted by City Council/Redevelopment Agency.
- 4) The project shall be in substantial conformance with the concept plans, descriptions, and statements provided by the applicant, except to the extent that the plan or design is modified by the approval of the City Council/Redevelopment Agency. The design shall be further developed consistent with the Council's approval, and shall return to the Redevelopment Design Review Committee for final review and approval.
- 5) Prior to issuance of building permits, a landscape design plan shall be prepared and submitted to the Redevelopment Design Review Committee for review and final approval. The landscape plan shall include size and species of plants, and shall indicate location and type of hardscape. Location and design of water features, sculptures, fencing, bollards, decorative gates, trellis, street furniture or other features necessary to asses the quality of the outdoor design shall be identified on the plans and sufficiently illustrated.
- 6) Prior to the certificate of occupancy for building permits, a comprehensive sign program shall be submitted to the Director of Community Development for review and approval.
- 7) Prior to issuance of building permits, a lighting and photometric plan shall be provided to the Director of Community Development for review and approval.

CEQA DETERMINATION:

September 17, 2006

A Draft Environmental Impact Report has been prepared for the project pursuant to California Environmental Quality Act (CEQA) guidelines section 15081.

Prepared by:	Approved by:
Jay Eastman, Acting Chief Planner	Joel W. Rosen, AICP, Acting Director

DATED:

Attachments:

- Site Plans, Levels 1, 2, 6 and 8
- Elevation, North Face of South Building
- Elevation, South and North Face of North Building
- Elevation, East face of North and South Buildings
- Amerige Court Draft EIR Section 4.6, Cultural Resources
- Amerige Court Draft EIR Appendix E