THE CITY OF RANCHO CUCAMONGA

DESIGN REVIEW COMMITTEE
AGENDA

SEPTEMBER 6, 2016 - 7:00 P.M.

Rancho Cucamonga Civic Center
Rains Room
10500 Civic Center Drive
Rancho Cucamonga, California

I. CALL TO ORDER

Roll Call

Regular Members: Ray Wimberly ___ Rich Macias ___
Candyce Burnett ___ Donald Granger ___

Alternates: Lou Munoz ___ Rich Fletcher ___
Francisco Oaxaca ___

II. PUBLIC COMMENT

This is the time and place for the general public to address the Committee. State law prohibits the Committee from addressing any issue not previously included on the Agenda. The Committee may receive testimony and set the matter for a subsequent meeting. Comments are limited to five minutes per individual.

III. PROJECT REVIEW ITEMS

The following items will be presented by the applicant and/or their representatives. Each presentation and resulting period of Committee comment is limited to 20 minutes. Following each presentation, the Committee will address major issues and make recommendations with respect to the project proposal. The Design Review Committee acts as an advisory Committee to the Planning Commission. Their recommendations will be forwarded to the Planning Commission as applicable. The following items do not legally require any public testimony, although the Committee may open the meeting for public input.

DESIGN REVIEW COMMITTEE AGENDA

SEPTEMBER 6, 2016

A. ENVIRONMENTAL ASSESSMENT AND DESIGN REVIEW DRC2016-00295 – INFINITY DESIGN UA – A request for site plan and architectural review of a 108-room, 5-story hotel to replace an existing Carrows restaurant on 1.41 acres of land located on the south side of Foothill Boulevard and east of Mayten Avenue in the Industrial Park (IP) District at 11669 Foothill Boulevard; APN: 0229-012-48; Related Case: Minor Exception DRC2016-00296.

B. ENVIRONMENTAL ASSESSMENT AND DESIGN REVIEW DRC2016-00170 – CITY OF RANCHO CUCAMONGA – A request for site plan and architectural review of a 34,944 square foot gymnasium along with 20,536 square feet of outdoor covered basketball courts on 4.63 acres of land (total site is 9.5 acres) located on the east side of Rochester Avenue in the Industrial Park (IP) District; APN: 0229-109-41.

IV. ADJOURNMENT

The Design Review Committee has adopted Administrative Regulations that set an 11:00 p.m. adjournment time. If items go beyond that time, they shall be heard only with the consent of the Committee.

I, Jennifer Palacios, Office Specialist II with the Planning Department for the City of Rancho Cucamonga, hereby certify that a true, accurate copy of the foregoing agenda was posted on August 17, 2016, at least 72 hours prior to the meeting per Government Code Section 54954.2 at 10500 Civic Center Drive, Rancho Cucamonga.

DESIGN REVIEW COMMENTS

7:00 p.m. Tabe van der Zwaag September 6, 2016

ENVIRONMENTAL ASSESSMENT AND DESIGN REVIEW DRC2016-00295 – INFINITY DESIGN UA – A request for site plan and architectural review of a 108-room, 5-story hotel to replace an existing Carrows restaurant on 1.41 acres of land located on the south side of Foothill Boulevard and east of Mayten Avenue in the Industrial Park (IP) District at 11669 Foothill Boulevard; APN: 0229-012-48; Related Case: Minor Exception DRC2016-00296.

Planning Commission Workshop: The project was reviewed at a Planning Commission workshop on December 9, 2015, and was well-received by each of the Planning Commissioners. The Planning Commission expressed their support for the proposed project design, though they also raised a number of discussion points including the potential of moving the hotel closer to Foothill Boulevard, widening the major front entrance tower element on the north elevation and enhancing the roof parapet cornice. The applicant informed the Planning Commissioners that moving the building closer to the street would negatively impact the number of parking spaces and would require eliminating the front entrance from the north elevation, due to a grade difference between Foothill Boulevard and the project site. The Planning Commission agreed that the front entrance should be orientated towards Foothill Boulevard and that the maximum number of parking spaces should be maintained. The Planning Commission was open to the concept of reducing the number of required parking spaces if a parking study showed that the proposed number of parking spaces were adequate to meet the hotels parking demand. The applicant agreed to increase the width of the main tower element and to provide a more significant roof parapet cornice.

Project Overview: The applicant proposes developing a 108-room, 5-story hotel on a 1.41-acre parcel of land located on the south side of Foothill Boulevard and east of Mayten Avenue. The project site is currently developed with a Carrows Restaurant and is part of the much larger 140-acre master-planned Rancho Cucamonga Corporate Park that was approved in 1999 (DR99-11). In February of 2002, the northeasterly 25 acres of the master plan was modified and approved to include Parcel Map 15630, an 11-parcel commercial/industrial subdivision. The project site is Parcel 4 of Parcel Map 15630.

Project Site and Surrounding Land Uses: The General Plan Land Use and Zoning designations for the project site is Industrial Park (IP) District, which permits the development of a hotel. There is vacant land within the Community Commercial (CC) District of the Terra Vista Community Plan to the north of the project site (across Foothill Boulevard); there is existing commercial development to the east and west of the project site, within the Industrial Park (IP) District; and, vacant land to the south of the project site within the Industrial Park (IP) District which was approved for development of 6 industrial buildings totaling 171,322 feet on May 25, 2016 by the Planning Commission (DRC2015-00782). Development of a hotel on the project site will require removing the existing Carrows restaurant and parking lot. This will include removing the existing parking lot trees, which are not of a size that would require a Tree Removal Permit. The landscaping along Foothill Boulevard and the site perimeter will mostly remain unchanged.

Architecture and Site Planning: The proposed hotel has a contemporary design theme, which is emphasized through the chosen exterior finishes including tile, simulated wood siding, metal panels and raised metal cantilevered window frames, each of which is carried to all 4 elevations. There are cantilevered metal canopies over the entrances on the north and south elevations that coordinate with the adjacent tower elements and are clad with silver colored metal panels. The hotel has neutral base color contrasted with wall plains painted dark blue and yellow. The hotel room windows are grouped in a variety of patterns to provide visual interest and to break up the usual monotony seen in many hotels. Each wall plane is well-articulated and the north and south elevations are visually unique.

The building is oriented with the main entrance facing Foothill Boulevard (north) and includes an under building drive aisle. The main access to the project site will be from Foothill Boulevard, through an existing driveway and from a signalized entrance at Mayten Avenue. The project site can also be accessed from Millennium Court to the south. The hotel includes a tuck-under covered swimming pool that is located on the ground floor and is open to the parking lot on the south elevation. The trash enclosure is designed to carry over the design elements of the hotel, including tile faced walls with color coordinated stucco popouts and a decorative metal roof.

Foothill Boulevard (Route 66) Improvements: The project site is adjacent to an area designated by the Foothill Boulevard Route 66 Historic Visual Improvement Plan for Suburban Parkway Enhancements, including upgraded street paving (Route 66 logo imprinted into surface of the pavement) and center median and right-of-way improvements. The project will also be required to provide a bus shelter to service the adjacent bus stop on Foothill Boulevard. The applicant has added a proposed location for the Route 66 visual improvements and for the bus shelter, with the final location to be determined at time of Plan Check. The plans also include a proposed design for the bus shelter, which is constructed of metal columns, an aluminum canopy and glass walls. The bus shelter is designed to be architecturally compatible with the contemporary design of the hotel.

Code Compliance: The project complies with all Development Code requirements, except for on-site parking, for which the applicant has submitted a Minor Exception (DRC2016-00295) and a parking study. The building is setback 100 feet from Foothill Boulevard (45 feet required), 55 feet from the east, 90 feet from the west and 40 feet from the south interior property lines (5 feet required). The building is 60 feet tall at the top of the main parapet walls and 67 feet tall at the top of the tower elements, below the maximum height of 70 feet for buildings setback greater than 35 feet beyond the minimum 45 foot setback. Landscape coverage is 16 percent, above the minimum 15 percent required landscape coverage.

Parking: The project requires 110 parking spaces (1 parking space per room, plus 2 parking spaces) and provides 94 parking spaces (a 15 percent deficiency). The applicant has submitted a Minor Exception to reduce the required on-site parking by 16 spaces. A Parking Analysis was submitted with the project (Kunzman Associates, Inc.; April, 2016), which reviews parking usage for similar hotels in the area and finds that these hotels had an average parking space utilization of 0.65 parking spaces per room. The project proposes a parking ratio of 0.87 parking spaces per room (a .87 parking ratio multiplied by 108 rooms equals 94 parking stalls) and will provide a shuttle service to further reduce parking demand. The parking study concludes that the project will provide

sufficient parking based on comparable hotels in the area. Additionally, there is a shared parking agreement between each of the parcels (Parcel Map 1563.) within the commercial portion of the Rancho Cucamonga Corporate Park, helping to mitigate any unforeseen overflow parking during peak demand times.

Minor Exception Analysis: The applicant has submitted a Minor Exception (DRC2016-00296) to reduce the required parking by 15 percent, or 16 parking spaces, Staff is in support of the Minor Exception to reduce the required on-site parking by up to 15 percent, as the parking study submitted for the project (Kunzman Associates, Inc.; April, 2016), concludes that the project provides a greater parking ratio than the parking utilization of similar hotels in the area and will provide a shuttle bus to further reduce the parking demand.

Staff Comments: The project is well-designed and will provide a new contemporary visual statement on Foothill Boulevard. The site design provides easy vehicle circulation around the hotel and a pedestrian connection to Foothill Boulevard. The project is in conformance with all Development Code requirements, except for a request to reduce on-site parking. Staff is in support of the Minor Exception (DRC2016-00296) for a 15 percent reduction in on-site parking based on the parking study submitted for the project. The applicant has addressed all staff comments and the design concerns raised at the Planning Commission Workshop on December 9, 2015, including widening the tower element adjacent to the main entrance and redesigning the cornice on the roof parapet.

Major Issues: As indicated above, staff supports the request for a Minor Exception for a parking reduction. The Committee should review the project and Minor Exception and provide input and direction as appropriate.

Secondary Issues: None

Staff Recommendation: Staff recommends that the Committee review the proposed project and Minor Exception and forward the project to the Planning Commission for final review and action.

Design Review Committee Action:

Members Present:

Staff Planner: Tabe van der Zwaag

Attachments: Parking Study by Kunzman and Associates

KUNZMAN ASSOCIATES, INC.

OVER 40 YEARS OF EXCELLENT SERVICE

April 4, 2016

Mr. Shahin Shaath
ARCO/AMPM
27691 Ynez Road
Temecula, CA 92591

Dear Mr. Shaath:

INTRODUCTION

The firm of Kunzman Associates, Inc. is pleased to provide this parking analysis for the Hampton Inn & Suites project. The project site is located at 11668 Foothill Boulevard in the City of Rancho Cucamonga (see Figure 1). Figure 2 exhibits the proposed site plan.

This report summarizes our methodology, analysis and findings. We trust that the findings, which are summarized in the front of the report, will be of immediate as well as continuing value to you and the City of Rancho Cucamonga in evaluating the project.

Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided in Appendix A.

FINDINGS

1. The proposed development consists of a 108 room hotel located at 11668 Foothill Boulevard in the City of Rancho Cucamonga (see Figure 2).

2. The proposed development will provide a total of 94 parking spaces.

3. Based on the City of Rancho Cucamonga parking code, a total of 110 parking spaces (1 parking space per unit plus 2 additional parking spaces for manager) are required for the proposed project.

4. The surrounding Cities parking codes were also reviewed and the findings are below.

5. The City of Ontario would require a total of 108 parking spaces, 1 parking space per room multiplied by 108 rooms equals 108 parking spaces (see Table 1 and Appendix C).

6. The City of Fontana would require a total of 108 parking spaces, 1 parking space per room multiplied by 108 rooms equals 108 parking spaces (see Table 1 and Appendix C).

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WWW.TRAFFIC-ENGINEER.COM

Attachment

7. The City of Upland would require a total of 36 parking spaces, 0.5 parking spaces per room for the first forty rooms and 0.25 parking spaces per room over the initial forty rooms multiplied by 104 rooms equals 36 parking spaces (see Table 1 and Appendix C).

8. The City of Claremont would require a total of 108 parking spaces, 1 parking space per room multiplied by 108 rooms equals 108 parking spaces (see Table 1 and Appendix C).

9. The three similar hotels were surveyed by counting the existing parking spaces provided, the existing number of rooms, and the number of occupied parking spaces on a Wednesday, Friday, Saturday, and Sunday at 3:00 AM and 3:00 PM.

10. The Country Inn & Suites Ontario @ Ontario Mills hotel located at 4674 Ontario Mills Parkway, Ontario, CA 91764 provides 87 parking spaces for their 115 room hotel (see Table 2). The Country Inn & Suites Ontario @ Ontario Mills had a surveyed maximum occupied parking space to room ratio of 0.51 parking spaces per room (see Table 2 and Appendix D).

11. The Courtyard Ontario/Rancho Cucamonga hotel located at 11525 Mission Vista Drive, Rancho Cucamonga, CA 91730 provides 118 parking spaces for their 117 room hotel (see Table 2). The Courtyard Ontario/Rancho Cucamonga had a surveyed maximum occupied parking space to room ratio of 0.55 parking spaces per room (see Table 2 and Appendix D).

12. The Hyatt Place Ontario/Rancho Cucamonga hotel located at 4760 Mills Circle, Ontario, CA 91764 provides 101 parking spaces for their 127 room hotel (see Table 2). The Hyatt Place Ontario/Rancho Cucamonga had a surveyed maximum occupied parking space to room ratio of 0.87 parking spaces per room (see Table 2 and Appendix D).

13. The three similar hotels had an average of 102 parking spaces for 120 rooms, with an average surveyed maximum occupied parking space to room ratio of 0.65 parking spaces per room (see Table 2).

DEVELOPMENT DESCRIPTION

The proposed development consists of a 108 room hotel located at 11668 Foothill Boulevard in the City of Rancho Cucamonga. The proposed development will provide a total of 94 parking spaces.

PARKING CODE

The City of Rancho Cucamonga parking code requirements are included in Appendix B. Based on the City parking code, a total of 110 parking spaces (1 parking space per unit plus 2 additional parking spaces for manager) will be required for the proposed project.

The City parking code requires 1.00 parking spaces per room of hotel land use, plus 2 additional parking spaces for the manager. This would require a total of ((108 x 1.00) + 2) = 110 parking spaces for the hotel land use.

SURROUNDING CITIES PARKING CODE

The City of Ontario parking code requirements are included in Appendix C. Based on the City of Ontario parking code, a total of 108 parking spaces will be required. The City of Ontario parking code requires 1.00 parking spaces per room of hotel land use or 1.00 parking spaces per 2 beds, whichever is greater. This would require a total of (108 x 1.00) = 108 parking spaces for the hotel land use.

The City of Fontana parking code requirements are included in Appendix C. Based on the City of Fontana parking code, a total of 108 parking spaces will be required. The City of Fontana parking code requires 1.00 parking spaces per room of hotel land use, plus spaces for restaurants, lounge, banquet and meeting rooms, plus 1 parking space per employee on maximum shift. This would require a total of (108 x 1.00) = 108 parking spaces for the hotel land use. It should be noted that availability of restaurants, lounge, banquet and meeting rooms, and employee counts is unknown and not included in this calculation.

The City of Upland parking code requirements are included in Appendix C. Based on the City of Upland parking code, a total of 36 parking spaces will be required. The City of Upland parking code requires 0.5 parking spaces per room for the first forty rooms and 0.25 parking spaces per room over the initial forty rooms. This would require a total of ((40 x 0.5) + ((108 – 40) x 0.25)) = 37 parking spaces for the hotel land use.

The City of Claremont parking code requirements are included in Appendix C. Based on the City of Claremont parking code, a total of 108 parking spaces will be required. The City of Claremont parking code requires 1.00 parking spaces per room of hotel land use. This would require a total of (108 x 1.00) = 108 parking spaces for the hotel land use.

SIMILAR HOTELS PROVIDED PARKING SURVEY

Three similar hotels near the project site were surveyed. The information collected from these hotels consists of the number of rooms in the hotel as well as the hotels parking lots were counted to determine the number of parking spaces provided in each lot.

The Country Inn & Suites Ontario @ Ontario Mills hotel located at 4674 Ontario Mills Parkway, Ontario, CA 91764 provides 87 parking spaces for their 115 room hotel (see Table 2).

The Courtyard Ontario/Rancho Cucamonga hotel located at 11525 Mission Vista Drive, Rancho Cucamonga, CA 91730 provides 118 parking spaces for their 117 room hotel (see Table 2).

The Hyatt Place Ontario/Rancho Cucamonga hotel located at 4760 Mills Circle, Ontario, CA 91764 provides 101 parking spaces for their 127 room hotel (see Table 2).

The three similar hotels had an average of 102 parking spaces for 120 rooms (see Table 2).

Mr. Shahin Shaath
ARCO/AMPM
April 4, 2016

SIMILAR HOTELS MAXIMUM OCCUPIED PARKING SPACES PER ROOM RATIO SURVEY

Three similar hotels near the project site were surveyed. The information collected from these hotels consists of the number of rooms in the hotel as well as the hotels parking lots were counted to determine the number of parking spaces provided in each lot. The lots were surveyed on a Wednesday, Friday, Saturday, and Sunday at 3:00 AM and 3:00 PM.

The Country Inn & Suites Ontario @ Ontario Mills had a surveyed maximum occupied parking space to room ratio of 0.51 parking spaces per room (see Table 2 and Appendix D).

The Courtyard Ontario/Rancho Cucamonga had a surveyed maximum occupied parking space to room ratio of 0.55 parking spaces per room (see Table 2 and Appendix D).

The Hyatt Place Ontario/Rancho Cucamonga had a surveyed maximum occupied parking space to room ratio of 0.87 parking spaces per room (see Table 2 and Appendix D).

The three similar hotels had an average surveyed maximum occupied parking space to room ratio of 0.65 parking spaces per room (see Table 2)

CONCLUSION

The proposed site will provide adequate parking spaces parked at 0.87 parking spaces per hotel room based upon the surrounding Cities parking code survey and the surrounding hotels provided parking survey.

It has been a pleasure to service your needs on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 973-8383.

Sincerely,

KUNZMAN ASSOCIATES , INC.

Bryan Crawford
Senior Associate

REGISTERED PROFESSIONAL ENGINEER
WILLIAM A. KUNZMAN
No. TR0056
TRAFFIC
STATE OF CALIFORNIA

KUNZMAN ASSOCIATES, INC.

William Kunzman

William Kunzman, P.E.
Principal

Jn6381-2

Table 1

Surrounding City Parking Codes

City	Land Use	Parking Spaces Per Room
Ontario[1]	Hotel	108
Fontana [2]	Hotel	108
Upland[3]	Hotel	37
Claremont[4]	Hotel	108

[1] From City of Ontario parking code. (See Appendix C)

Note: 1 space per room or suite; or 1 space per 2 beds, whichever is greater.

[2] From City of Fontana parking code. (See Appendix C)

Note: 1 space per guest room, plus spaces for restaurants, lounge, banquet and meeting rooms, plus 1 parking space per employee on maximum shift.

[3] From City of Upland parking code. (See Appendix C)

Note: 1 parking space for every two guest rooms for the first 40 guest rooms, and one space for every four guest rooms over the initial 40.

[4] From City of Claremont parking code. (See Appendix C)

Note: 1 parking space per unit.

Table 2

Hotel Parking Spaces[1]

Hotel Name	Number of		Parking Spaces Per Room	Surveyed Maximum Occupied Parking Spaces Per Room
	Rooms	Parking Spaces		
Country Inn & Suites Ontario @ Ontario Mills	115	87	0.76	0.51
Courtyard Ontario/Rancho Cucamonga	117	118	1.01	0.55
Hyatt Place Ontario/Rancho Cucamonga	127	101	0.80	0.87
Average	120	102	0.85	0.65

[1] Surveyed by Kunzman Associates, Inc. (January 2016).

Figure 1
Project Location Map

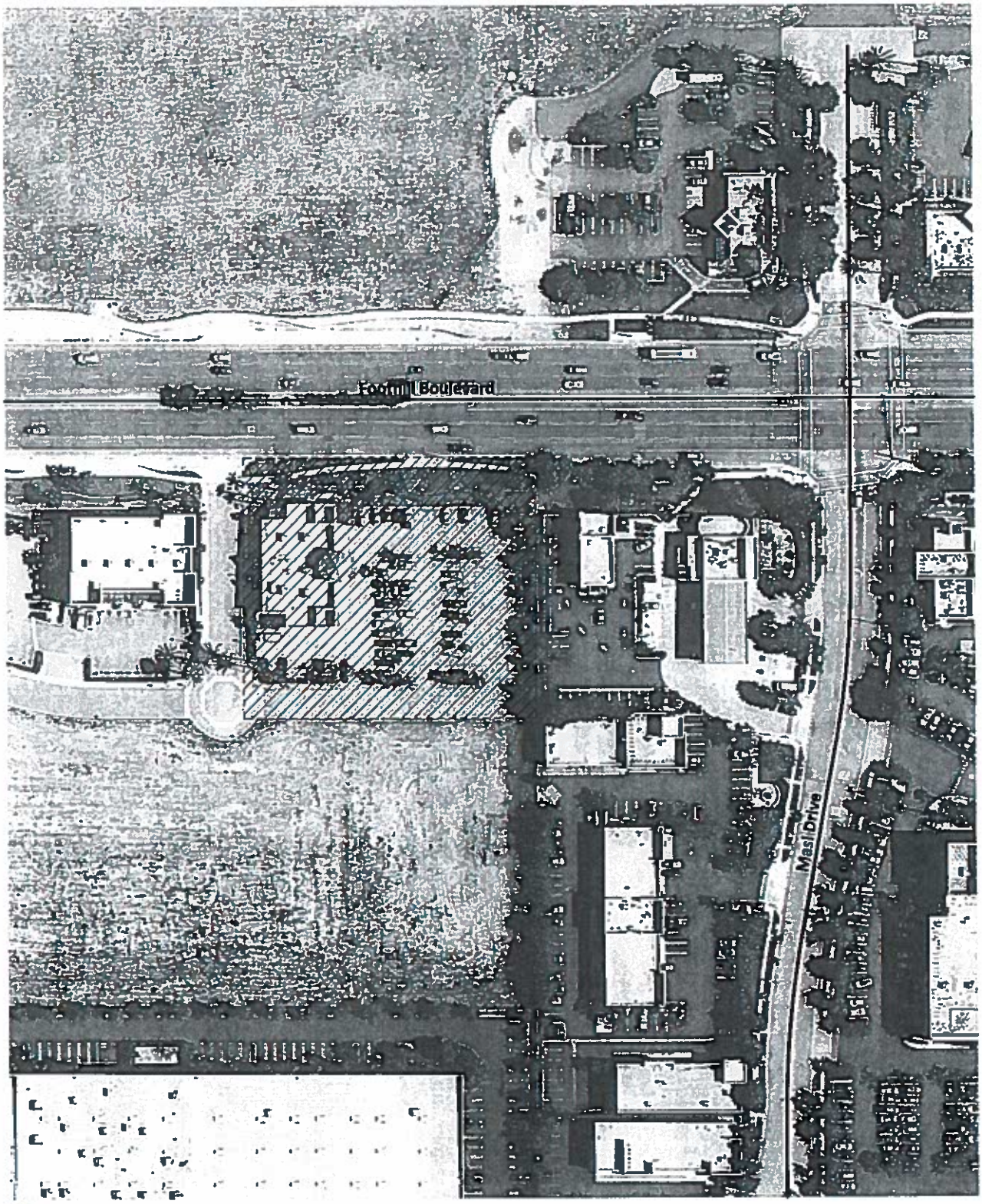

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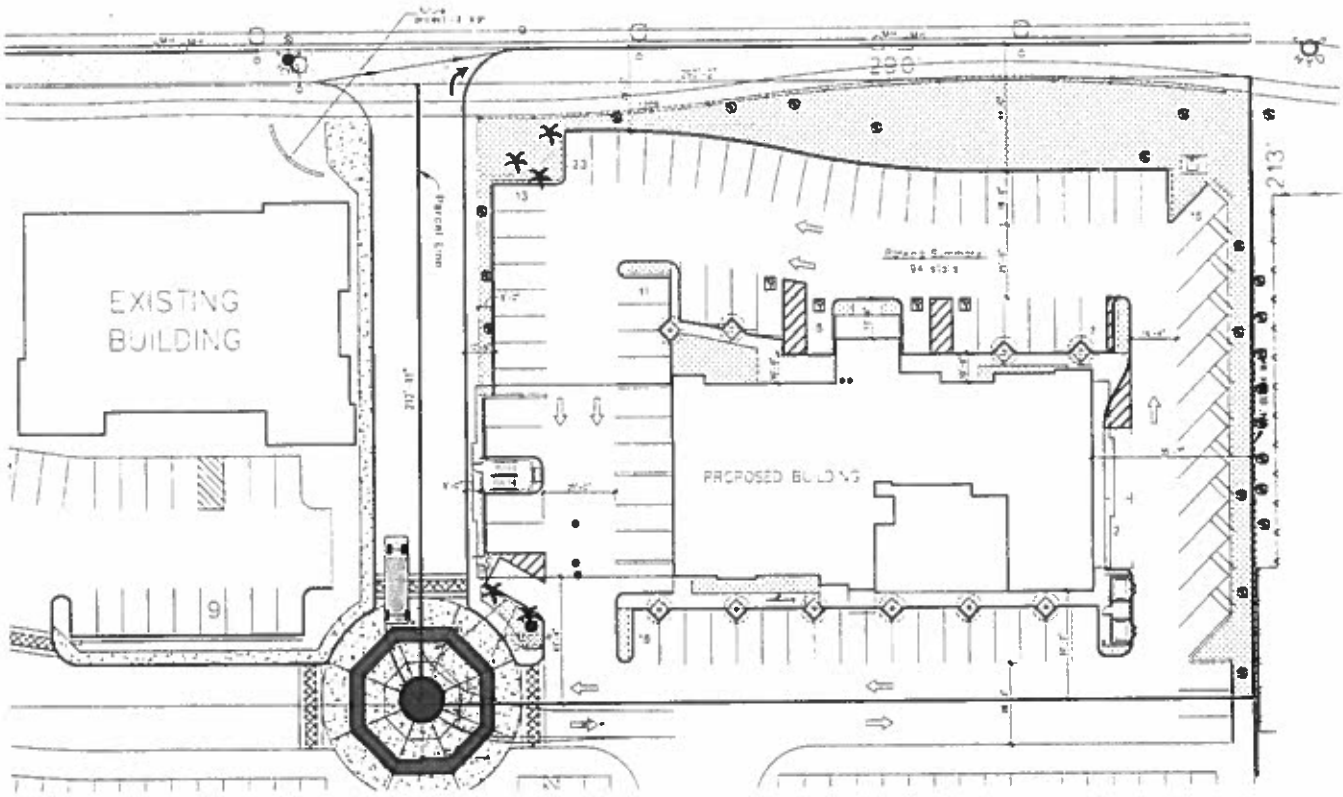
Figure 2
Site Plan



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JN 6381-2

DESIGN REVIEW COMMENTS

7:00 p.m. Tabe van der Zwaag September 6, 2016

ENVIRONMENTAL ASSESSMENT AND DESIGN REVIEW DRC2016-00170 – CITY OF RANCHO CUCAMONGA – A request for site plan and architectural review of a 34,944 square foot gymnasium along with 20,536 square feet of outdoor covered basketball courts on 4.63 acres of land (total site is 9.5 acres) located on the east side of Rochester Avenue in the Industrial Park (IP) District; APN: 0229-109-41.

Project Overview: The City of Rancho Cucamonga proposes constructing the Rancho Cucamonga Sports Center on a 4.63 acre project site that is presently being used for outdoor roller hockey courts and overflow parking for Quakes stadium (total size of over flow parking lot is 9.5 acres). The facility will replace the Rancho Cucamonga Family Sports Center, which the City currently leases, located at 9059 San Bernardino Road.

The facility will be located on the east side of Rochester Avenue at Stadium Parkway, and will be accessed through the existing entrance to the overflow parking lot for Quakes Stadium. The project includes modifying the current entry throat to the overflow parking lot, which currently terminates in a 3-way intersection. The proposed layout will modify the existing 3-way intersection, which is located approximately 300 feet east of the Rochester Avenue, into a 4-way intersection. The existing tree lined entry throat will be lengthened to the front entrance of the sports facility, terminating in a roundabout with decorative paving, directing vehicle traffic to the parking lots on either side of the entry throat.

The project site is within the Industrial Park (IP) District. The Development Code permits public sports facilities within the Industrial Park (IP) District under the Community Centers/Civic Uses category. To the north and south is existing office/industrial development within the Industrial Park (IP) District. To the west (across Rochester Avenue) is the Rancho Cucamonga Adult Sports Park (Quakes Stadium) within the Industrial Park (IP) District. To the east is a utility corridor within the Open Space (OP) District.

Project Description: The proposed Rancho Cucamonga Sports Center includes a single-story 34,994 square foot recreation facility with 3 indoor high school regulation basketball courts, concession and common areas with seating for up to 40 people, a party room and administrative office space with storage and restrooms. The major circulation space, the Hall of Fame and Commons, is defined by a large "floating roof" element that bisects the building and creates a broad shaded entry and open, light-filled lobby space and gallery. The facility also includes 3 outdoor basketball courts with a 20,536 square foot overhead open shade structure. Both structures are planned to be built concurrently.

The main entrance to the facility is on the west elevation of the building and is accessed from a large landscaped courtyard that includes decorative paving, a bio-retention basin and a staggered seat wall. The main entrance includes a tall metal shade structure that leads from the entrance courtyard to the building entrance. A similar metal shade structure is located on the east elevation, adjacent to the party room. This party room

and the adjacent courtyard are available to be rented out for private events and includes decorative paving and shade trees. There is an additional private shaded (overhead metal trellis) courtyard on the west elevation, with access provided from the office area of the main building. This courtyard is screened from the main entrance courtyard by a perforated metal sunscreen.

The 3 outdoor basketball courts are accessed from the main recreation building and will be fenced off from the parking lot. Terraced concrete seating is located between the main building and the basketball courts. Trees will be planted along the south elevation of the outdoor basketball courts for shade purposes and to soften the southern elevation of the shade structure. A gated service yard is located on the north elevation of the building and will include parking spaces for deliveries and a trash enclosure.

Drought tolerant landscaping surrounds the on-site structures and includes two bio-retention basins, one adjacent to the front entrance and one adjacent to the outdoor basketball courts. Both bio-retention basins will be landscaped and have a maximum depth of 18 inches. The main entrance throat will be landscaped and lined with shade trees. Site amenities will include multiple seating area and picnic tables. A fuel station is provided along the north elevation to service City vehicles.

Architectural Overview: The proposed structure has a contemporary design theme that creates a strong architectural statement. Both structures are constructed of a pre-engineered steel framing system with a decorative exterior cladding. The main building is clad in shot blasted concrete block, painted acrylic plaster, insulated multi-colored metal panels and large expanses of green tinted insulated glass. The party room on the east elevation, will be clad in yellow porcelain tile to provide a contrasting visual statement.

The main building will have a ribbed insulated metal roof over the gymnasium portion of the building and will have a flat roof over the remainder of the building. An oval metal screen wall will screen the rooftop equipment for public view. The outdoor basketball courts will include a large overhead shade structure that is supported by large metal I-beams, with insulated ribbed metal roof panels and perforated metal sunscreens on the upper portion of the side elevations. Maximum 6-foot high tubular steel fencing and gates will control access to the outdoor basketball courts and the access driveways adjacent to the north and south property lines.

Development Code Conformance: The project conforms to all related criteria of the Development Code for the Industrial Park (IP) District. The structures are setback more than 690 feet from Rochester Avenue (45 feet required), 60 feet from the south and 90 feet from the north property lines (5 feet required) and 60 feet from the rear property line (0 feet required). The building height is just above 37 feet, below the maximum 70 feet permitted for structures setback greater than 35 feet beyond the minimum 45 foot building setback. The project provides 36 percent landscape coverage, in access of the required 15 percent landscape coverage. The floor area ratio is 28 percent, less than the maximum 60 percent floor area ratio permitted in the Industrial Park (IP) District.

Parking: Required parking for fitness related uses is 1 parking space per 200 square feet of gross floor area. The project requires 278 parking spaces (55,480 square feet of gross floor area divided by 200 square feet). The project site includes 44 parking spaces in addition to the existing 431 parking spaces in the Quakes overflow parking lot, for a total

of 475 parking spaces. Scheduling for both the sports complex and Quakes stadium will be coordinated to avoid overlap parking issues.

Staff Comments: The proposed sports complex provides a strong architectural statement and an imaginative site plan which includes multiple landscaped courtyards and gathering areas, drought tolerant landscaping and a strong pedestrian connection between the parking lot and the main building. The project also improves the vehicle flow in the existing parking lot and provides more than adequate parking with the inclusion of the overflow parking from Quakes Stadium. The project site is well suited for the proposed use and will enhance the existing recreational activities available at the Adult Sports Park, on the east side of Rochester Avenue.

Major Issues: None

Secondary Issues: None

Staff Recommendation: Staff recommends that the Committee review the proposed project and forward the project to the Planning Commission for final review and action.

Design Review Committee Action:

Members Present:

Staff Planner: Tabe van der Zwaag