CITY OF GLENDALE, CALIFORNIA
REPORT TO THE SPECIAL CITY COUNCIL

AGENDA ITEM

Report: Public Hearing for Stage I Preliminary Design Review (Case No. PDR-002684-2023) for the Development of a New 40-unit, 5-story Multi-Family Development with 73 parking spaces and Public Open Space Area on a 14,988 square-foot (SF) lot located at 126-128 South Kenwood Street

1. Motion to Approve Stage I Preliminary Design Review

COUNCIL ACTION

Item Type: Public Hearing

Approved for June 11, 2024 **calendar**

EXECUTIVE SUMMARY

This proposed Stage I Preliminary Design Review application for Council's consideration consists of developing the vacant lot at 126 S. Kenwood Street, the demolition of an existing single-family residence and detached garage at 128 South Kenwood Street, and the construction of a new 40-unit, 5-story multi-family development with parking, and a public open space area ("Project"). The entire Project site consists of 14,988 square-feet and is in the Downtown Specific Plan (DSP) East Broadway District.

The Project includes:

- 15 1-bedroom units, 21 2-bedroom units, and 4 3-bedroom units.
- 73 parking spaces (45 standard, 28 tandem) in two levels of subterranean parking.
- Publicly accessible open space at the ground floor along the north-west corner of the site.
- Private outdoor areas that include a ground-floor seating area and a rooftop deck at the fifth floor, outdoor residential amenity areas at the ground-floor and an outdoor deck.

The proposed FAR is 3.09 and the building height is 65 feet, while 2.75 FAR and 80 feet are the maximums permitted by right in the DSP East Broadway District for projects utilizing the DSP Community Benefits program for a Density Bonus affordable housing project (SB 1818). The maximum base density for the Project is 90 dwelling units per acre in the DSP East Broadway District, resulting in 31 units for this Project. Pursuant to

Density Bonus law, if providing 15% of the base density units to very low income households (31 x 0.15 = 4.65, rounded up to 5 very low income units), the Project is eligible for a 50% density bonus, which would allow the maximum density to increase to 47 units. The Project, however, is proposing 40 units, resulting in a density bonus request of 26%, which requires the Project to provide 8% of the base density units to very low income households (31 x 0.08 = 2.48, rounded up to 3). By agreeing to restrict 8% of the units to very low income households, under Density Bonus Law, the Project would be entitled to an automatic parking concession, one additional concession, and unlimited waivers (assuming findings can be made). If electing to provide additional affordability beyond 8%, the Project may be entitled to additional concessions. At this time, staff has only identified the need for one concession for FAR.

RECOMMENDATION

That the City Council approve the Stage I Preliminary Design for the proposed multi-family development located at 126-128 S. Kenwood Street, subject to staff's recommendations.

BACKGROUND AND SITE DESCRIPTION

The 14,998 SF (0.34 acre) Project site consists of two adjoining lots and is located mid-block along S. Kenwood Street between E. Broadway and E. Harvard Street. The lot that is addressed as 126 S. Kenwood Street has been vacant since 1990 and originally featured residential development. The second lot that is addressed as 128 S. Kenwood Street was developed in 1920 with a Craftsman-style single-family residence and detached garage. Both the single-family residence and garage located at 128 S. Kenwood Street will be demolished as part of the Project.

Zoning and Surrounding Uses

The DSP designates the blocks between of Louise Street and Glendale Avenue, and between Wilson Avenue and Colorado Street as the East Broadway District. This district was first created in 2003 with the adoption of the City's official mixed-use zoning districts: Residential Mixed-Use (RMU) and Commercial Mixed-Use (CMU). This area, which is located between the former Central Glendale Redevelopment Area and the Civic Center, combines a number of civic and cultural uses and historic buildings, and builds upon the mixed-use, moderate density of this area with newer mixed-use projects including upper-level housing and retail along Broadway.

	Zoning	Existing Uses
North	DSP – East Broadway District	5-story, multi-family residential building
South	DSP – East Broadway District	2-story, multi-family residential development
East	DSP – East Broadway District	9-story, multi-family residential development (senior housing)
West	DSP – East Broadway District	1-story multi-tenant commercial building, 3-story multi-family residential building
Project Site	DSP – East Broadway District	1-story single-family residence

Previous Project

On February 7, 2017, the City Council denied Design Review Case No. PDR 1523221 for a 44-unit residential project at 126, 128, and 132 South Kenwood Street on the grounds that the Final EIR could not be certified, having determined that the property at 132 South Kenwood is a historic resource based on its association with a person of local historical significance, Rev. Clifford A. Cole; its demolition would have triggered significant and unavoidable impacts not analyzed in the EIR. Council also determined that the project's proposed public open space was not sufficiently adequate and useable, as intended by the DSP Public Open Space Incentive program, to justify the additional height and density requested.

The properties were later sold, and the 132 South Kenwood Street property is currently under separate ownership and is not a part of the proposed Project.

ANALYSIS

Proposed Project

The proposed Project features a new 40-unit five-story, 65-foot-tall multi-family residential development with associated amenities (publicly accessible open space, outdoor residential amenity areas, etc.). The Project provides 73 parking spaces in two levels of subterranean parking that will be accessed via an existing alley at the rear.

Parking and Circulation

The subject property is in a high-quality transit corridor and under the provisions of AB 2097, the Project is likely eligible for parking relief in conjunction with the development of the proposed residential development (subject to application and approval). While the provisions of AB 2097 allow the Project to not provide any parking, the applicant is proposing to provide 73 parking spaces (45 standard, 28 tandem) in two levels of subterranean parking. Vehicular access to the subterranean parking is proposed from a driveway located at the existing rear alley. This alley is L-shaped and currently can be accessed from East Harvard Street to the south, and South Jackson Street to the east. The Project will also likely qualify for an automatic parking concession under Density Bonus Law because it will likely restrict at least 5% of the base density units to very low income households. The parking incentive will likely allow the Project to reduce its parking requirement to between approximately 20 to 53 spaces, depending on the level of affordability and whether the Project meets other requirements.

Stage I Preliminary Design Review Analysis

Design review for projects in the DSP districts is performed by the City Council. A Stage I Design indicates the completion of the schematic, conceptual design phase. The site planning, mass and scale, and architectural style and details of the Project have been analyzed by staff in regard to the DSP East Broadway District standards and objective design standards applicable to the Project, as detailed below.

SITE PLANNING – DSP Chapter 4.1 Urban Design

Overall Site Plan – The proposed building is L-shaped and occupies the majority of the site. At the street-front, there is a 1,500 SF entry courtyard area (publicly accessible open space) oriented towards Kenwood Street. Beyond that, there is an additional 1,500 SF outdoor area (private open space) for the residents that is on a raised platform. Conceptual landscape plans are including with Exhibit 1, and the final programming of the publicly accessible open space will be reviewed during the Stage II Design Review application. All parking will be subterranean and vehicular access is oriented away from the street with a new driveway located along the rear alley.

4.1.2 Building Heights & Floor Area Ratios

	DSP Standards East Broadway District	Project Design
Height (by right)	65 FT maximum	65 FT
Height (w/ incentive)	80 FT maximum	
Density (by right)	2.0 FAR maximum	3.09 FAR
Density (w/ incentive)	2.75 FAR maximum	

As noted in the table, the proposed Project is 65 feet high with a 3.09 FAR, and while the Project complies with the maximum height permitted by right, it will exceed the maximum FAR. This increase in the maximum FAR will be a requested concession as part of the applicant's Density Bonus request that will be completed during the Stage II submittal.

4.1.3 Building Setbacks

The Project site features a Residential designation along Kenwood Street. Projects in the DSP located along a Residential street are required to have a minimum 15-foot setback from the curb face (4-ft. parkway, 6-ft. sidewalk, 5-ft. average building adjacent zone). The Project complies with the required streetscape and setback standards on Kenwood Street. For more detail, see the Pedestrian Realm – DSP Chapter 4.3 section below.

4.1.4 Publicly Accessible Open Space

The Project provides the required publicly accessible open space within an entry courtyard fronting Kenwood Street. As required, the publicly accessible open space is 100% open to the sky, and is oriented towards and accessed from a public street. The programming of the 1,500 SF publicly accessible open space area includes a water feature and outdoor seating, hardscape and landscaping and will be reviewed during the Stage II Design Review application. The architect

has submitted conceptual landscape plans that show the programming of these areas for consideration. For more detail, see the Open Space – Chapter 5 discussion beginning on page 9.

BUILDING DESIGN – DSP Chapter 4.2 Urban Design

Overall Building Design – In addition to Site Planning, the primary focus of the Stage I Preliminary Design Review of the building design is geared towards the overall Massing & Scale of the development. The 65-foot-tall residential development has appropriately incorporated the required height and façade modulations into the design which add visual interest to both the skyline, as well as at the street-level. This Project features a building frontage of 89'-11" along Kenwood Street, and features a 12'-0" height modulation at the uppermost floor. The design also incorporates a 24'-6" upper floor stepback, as well as the major and minor façade modulations. Combined with detailing, articulation, and window patterns these height and façade modulations and the building separations provide visual interest at the pedestrian level and reduces the imposing appearance of the building's mass over the public right-of-way.

The Project is a contemporary design and utilizes architectural solutions (building materials, texture, offset building massing, recessed entries, windows, balconies, and public open space) to articulate the street-facing façades. Overall, the design addresses the public sidewalk, with the design of the street-level facades appropriately detailed with human-scaled high-quality materials. A general analysis of the Project's architectural elements is provided below, however, the final details of these elements will be reviewed thoroughly as part of the Stage II submittal. Certain subsections of Chapter 4 that are not relevant to the Project are excluded, resulting in some jumps between the numbered sections below.

4.2.2 Massing & Scale: Modulation of Height

Of the four available options in this DSP section, the Project has incorporated the roofline height modulation option which requires a modulation of at least ten feet for every 150 linear feet of building along each street frontage. This Project features a building frontage of 89'-11" along Kenwood Street and 12'-0" height modulation at the upper floor. The roofline height modulation adds visual interest to the skyline, while reducing the scale of the building. The design also features a 24'-6" stepback at the upper floor which allows for multiple roofline profiles and reduces the imposing appearance of the building's mass over the public right-of-way.

4.2.3 Massing & Scale: Façade Modulation

The Project has incorporated the major and minor façade modulation standards outlined in this section into the overall building design. These major and minor façade modulations are illustrated on the Project plans and comply with the DSP

standards. Along with detailing, articulation, and window patterns, these modulations provide visual interest at the pedestrian level.

4.2.7 Architectural Elements

The proposed residential development features a contemporary design and incorporates a number of architectural elements and design features that articulate the building façades, including high quality and varied building materials, offset building massing, balconies, recessed entries, windows and awnings. These features create a design that is unique and identifiable, while recognizing the priorities of the DSP to promote pedestrian activity and enhance ground level architectural elements to be human scaled. An analysis of the materials is provided below in Section 4.2.8. Overall, the street-level façade is incorporated into the building design while also addressing the public sidewalk through the use of high-quality materials as well as providing a differentiation in the base of the building. At the ground level along Kenwood Street, the design also features a publicly accessible courtyard and landscaping that improve the pedestrian environment. The base and top of the windows are differentiated in the building design and the large expanses of glass are subdivided into smaller units. The ground floor is visually separated from the floors above through the use of a metal canopy and the application of materials at the base of the building. In addition to widening the sidewalks to comply with the building setback requirements and providing parkway improvements, at the ground floor the Project features a landscaped courtyard and planter areas that provide a buffer for the ground floor residential units. The improvements to the public right-of-way and programming of the publicly accessible open space will be reviewed in detail as part of the Stage II Design Review application for this Project. The architect has submitted conceptual landscape plans that show the programming of these areas for consideration.

4.2.8 Architectural Elements: Materials

The Project features a combination of traditional and modern high-quality materials and finishes that include, metal composite material (MCM) horizontal siding with a finish that looks like wood, MCM aluminum flat panels in an off-white, vertical metal panels in a dark grey, and aluminum doors and windows. The design also features stucco cladding on the rear and side façades in dark grey and off-white colors that will have a dirt pickup resistance (DPR) finish. The DSP restricts no more than 60% of the building elevations to be clad with stucco or plaster and staff will work with the design team that this is being met in the Stage II submittal. The proposed materials are consistent with the contemporary aesthetic of the design, and the standards outlined in this section of the DSP which encourage human-scaled materials to reinforce the pedestrian character of the public realm. The building designs use the materials to differentiate between the different volumes of the building.

4.2.10 Architectural Elements: Building Lobbies & Entries

The building's primary entrance is located along Kenwood Street. While it is setback from the sidewalk, the overall design is appropriate and integrates the entry with the public realm. The entry is highlighted by a metal canopy with the building name, a green-screen wall, and the MCM wood-like cladding wraps the volume of the ground-floor leasing office a wood cladding. The paving material for this entry area is distinct and differentiates from the sidewalk and the paving of the publicly accessible open space courtyard area.

4.2.11 Architectural Elements: Stoops & Ground Level Residential Entries

The building lobby has incorporated a stoop into the entry design at the ground level with a raised entry that creates visual interest. The stoop complies with the DSP requirements and is a maximum 36" above grade, with a covered porch area greater than 20 square feet, and more than 4-feet wide with planters incorporated into the overall design and located adjacent to the sidewalk.

4.2.13 Architectural Elements: Canopies

The DSP requires at least 50% of the street elevations to include canopies or marquees. At the ground floor entry to the building, a metal canopy has been incorporated into the design that complements the contemporary design aesthetic.

4.2.14 Architectural Elements: Balconies

The Project includes a variety of projecting and recessed balconies for the residential units. Per the DSP, no balconies shall overhang the public right-of-way or building setback, and no more than 40% of the balconies shall extend beyond the façade of the building (25% maximum projection of balcony's full depth). The balcony material is horizontal steel cable guardrails in black that is compatible with the overall building design. The proposed balconies are well-designed and create a visually interesting façade within the well-articulated building elevations. Final details and specifications regarding the balconies will be reviewed as part of the Stage II Final Design Review application.

4.2.15 Architectural Elements: Fenestration

The Project provides a variety of window sizes, including sliding doors at the balconies, small square awning windows, narrow rectangular fixed windows, and larger casement windows with a fixed lower transom at the bedrooms. The variety of window sizes along the different façades create visual complexity and help improve the façade modulations, and scale of the building. The window designs avoid large expanses of glazing, and differentiation is provided at the

base and the top of the windows for the residential units. Final details and specifications regarding the fenestration will be reviewed as part of the Stage II Final Design Review application.

4.2.16 Architectural Elements: Fences, Walls and Gates

The drawings do not identify and ground-floor fences, walls, and gates. At the ground-floor private courtyard, security fencing and gates may be necessary to separate the area from the adjacent publicly accessible open space courtyard. The details for the fences, walls and gates will be reviewed during the Stage II Final Design Review application. Staff will continue to work with the design team during Stage II to ensure that any fences, walls and gates that are necessary are designed to comply with the DSP standards.

4.2.17 Architectural Elements: Planters

The conceptual landscape plans primarily show a combination of at-grade landscaping and planters as part of the design. A maximum of 25% of the Project landscaping in the publicly accessible courtyard may be provided in planters to avoid barriers at the ground floor that privatize public open space. Planters that are at the ground level shall not exceed a height of 18 inches within the first ten feet of the street-facing property line. Details and specifications regarding the landscaping will be reviewed as part of the Stage II Final Design Review application.

4.2.20 Architectural Elements: Garage Entries

The Project features 73 parking spaces in two levels of subterranean parking. Vehicular access is proposed from a driveway located at the existing rear alley. This alley is L-shaped and can be accessed from Harvard Street to the south, and Jackson Street to the east. The location of the parking garage entry is consistent with the DSP requirements and Public Works has not cited any concerns with this feature.

4.2.21 Architectural Elements: Utilities

The electrical transformer room is proposed within the main body of the building at the rear and adjacent to the alley. The DSP requires that the electrical transformer rooms be located so that access is taken from the alley where feasible or screened and incorporated into the building to provide the visual appearance of a storefront. The details and specifications regarding utility locations and integration into the building design will be reviewed as part of the Stage II Design Review application. All utilities will be required to comply with the standards outlined in this section.

4.2.22 Architectural Elements: Lighting

Per GMC §30.30.040, all exterior lighting shall be directed onto the driveways, walkways and parking areas within the development and away from adjacent properties and public rights-of-way. A conceptual lighting plan has been submitted, and a final lighting plan will be required as part of the Stage II Design Review application.

4.2.23 Architectural Elements: Signage

This section of the DSP outlines standards related to signage to enhance the pedestrian experiences along commercial streetscapes. Additionally, signs are regulated by the Zoning Code, and all signage will be required to comply with Chapter 30.33 of the Glendale Municipal Code. Due to the multi-family nature of the proposal, a sign program is not required for the Project.

THE PEDESTRIAN REALM – DSP Chapter 4.3 Urban Design

The Project site has frontage on South Kenwood Street which is designated as a "Residential Street". Necessary improvements to the public right-of-way will be reviewed in detail as part of the Stage II Design Review application. Improvements will include widened sidewalks to comply with the setback requirements in Section 4.1.3, new sidewalk paving and parkway improvements that encourage live plant material and street-trees.

4.3.4 Residential Street

Kenwood Street is identified as a Residential Street, where landscaped setbacks from the sidewalk are required. This section of the DSP outlines specific standards the Project will have to comply with as it relates to the ground floor and the public right-of-way. Parkway design details will be provided during Stage II Final Design Review to the City Council for design consideration. The Project will have to comply with the following standards:

- All parkways shall be 4 feet wide from face of curb.
- Sidewalks shall be a minimum of 6 feet wide with no overlapping use by urban amenities such as café seating, trash receptacles and signage.
- The building adjacent zone shall be an average of 5 feet in depth and shall be used primarily for residential stoops and entries. The balance shall be used for landscaping or commercial uses if permitted.
- All landscaped areas shall contain a combination of low, medium, and tall plant materials appropriate for an interesting and effective landscape.
- The minimum ground floor building frontage height shall be 10 feet for at grade residential entries and 13 feet for raised residential entries. A maximum height of 16 feet is allowed.
- Residential stoops and entries shall follow the standards established in Section 4.2.11.

- Commercial uses on residential streets are acceptable, meeting the standards established in Section 4.2.9.

OPEN SPACE – DSP Chapter 5

5.3.1, 5.3.2 and 5.3.3 Open Space Requirements

For developments that are 100% residential and have an FAR greater than 3.0, the DSP requires 20% of the gross site area to be open space, with 10% of the gross site area to be dedicated as publicly accessible open space (50% of required open space). An additional 140 SF of residential open space is required per residential unit (can be provided as publicly accessible open space, common open space or private open space).

	DSP Standards	Project Design
Open Space for Project > 3.0 FAR	20% x 14,988 SF = 2,997.6 SF min.	4,648 SF
Publicly Accessible Open Space (50% of required open space)	50% x 2,997.6 SF = 1,498.8 SF min.	1,500 SF
Residential Open Space (140 SF per residential unit)	140 x 40 units = 5,600 SF min.	6,301 SF

The submitted plan packet includes conceptual landscape plans that show the programming of the publicly accessible courtyard adjacent to Kenwood Street, as well as the conceptual plans for the common open space areas. Details and specifications regarding the landscaping and open space areas will be reviewed as part of the Stage II Design Review application.

As detailed in the chart above, the entire 14,988 SF Project site provides a total of 1,500 SF of publicly accessible open space in the form of a ground-floor courtyard adjacent to the sidewalk.

The Project features total of 6,301 SF of residential open space on the Project site. There will be 3,153 SF of private open space provided in the form of balconies for all 40 of the residential units. The remainder is provided as common open space that is located in a 1,554 SF private courtyard at the ground floor, adjacent to the publicly accessible open space, and a 1,594 SF sun deck on the fifth floor. The landscape plans included with the Stage I submittal provide conceptual programming for these areas which include outdoor lounge and seating areas.

5.4.1 Publicly Accessible Open Space - Courtyards & Plazas

The Project's publicly accessible open space includes a courtyard located along the northwest portion of the site and accessed from the sidewalk. The courtyard is 1,500 SF in area and towards the rear, transitions to the private courtyard proposed on a raised platform. The primary function of a courtyard design is to encourage a diversity of opportunities for social interaction and activities, to expand and reinforce the public realm, and contribute to the livability of the downtown. Staff will continue to work with the design team during Stage II to ensure that the programming of this area complies with the DSP requirements that includes:

- Open to the sky;
- Fully accessible on one or two sides;
- Located at the sidewalk level;
- Include a special feature such as public art, a water feature or specimen tree;
- Include large canopy trees (1 tree per 600 SF minimum);
- Provide landscaping primarily at grade (minimum 25% of open space with maximum 25% in raised planters);
- Feature pedestrian scaled lighting, signage and wayfinding, seating, waste receptacles, etc.

5.5 Residential Development Open Space.

The Project provides a total of 6,301 SF of residential open space that includes 3,153 SF of private open space and 3,148 SF of common outdoor space. The private open space is provided in the form of balconies for all 40 of the units. The common outdoor space is located in a 1,554 SF private courtyard at the ground floor, and a 1,594 SF sun deck on the fifth floor. The landscape plans included with the Stage I submittal provide conceptual programming for these areas which includes outdoor lounges and seating. Final details and specifications regarding the residential open space areas will be reviewed as part of the Stage II Final Design Review application.

5.6 Public Art Program

Development in the DSP is required to include on-site public art, equal to 2% of project value, subject to review by the Arts & Culture Commission and approval by the City Council. Alternatively, this requirement may be met by paying an amount equivalent to 1% of project value to the City's Urban Art Fund. It is anticipated that the applicant will be paying the in-lieu fee.

MOBILITY – DSP Chapter 6 Mobility

The DSP designates this portion of South Kenwood Street as a Pedestrian Priority Street which gives first priority to creating excellent conditions for pedestrians. This

designation is usually most important on primary retail and transit corridors, but also desirable on many residential streets. Typically, this means wide sidewalks, fine streetscapes, curb parking to buffer pedestrians from passing traffic, and frequent safe crossings. This designation is usually most important on primary retail and transit corridors such as Central Avenue and Colorado Street, and are also desirable on residential streets. Consistent with this designation, the building's pedestrian entrances are located along Kenwood Street and vehicular access is located on the rear alley. Balancing the needs of different modes of transportation as they compete for limited space is crucial, and the DSP calls for a rational, practical method of compromise whereby the net gain for the community can be maximized while the net impact on different modes and context can be minimized.

COMMUNITY BENEFITS – DSP Chapter 7

The residential Project is utilizing the "Community Benefit for Certain Uses" Incentive as permitted by Section 7.2 of the DSP for an affordable housing project which also defines the baseline residential density as 90 dwelling units per acre. According to the baseline figure in the DSP Section 7.2, the base density for the 0.34-acre site would be 31 units. The Project is eligible for a 50% density bonus, which would allow their maximum density to increase to 47 units. The Project is proposing only 40 units, which will only require restricting of 8% of the units to very low income households (though the Project may voluntarily propose to set aside 15% of the base density residential units for very low-income households). The Density Bonus application will be included with the Stage II submittal for consideration.

SUMMARY COMMENTS & RECOMMENDATION

The Stage I submittal materials indicate that the proposed multi-family residential Project is largely consistent with the design standards, policies and intent of the Downtown Specific Plan. Because conceptual Stage I submittals are not expected to be fully fleshed out, there is still an opportunity to provide more information about elements of the design that have not been finalized for Stage II.

Based on the above analysis of the Project documents, staff recommends that City Council approve the Stage I Preliminary Design Review.

STAKEHOLDERS/OUTREACH

The Code requires publication of public notices when the Council considers approval of entitlements such as design review. Staff has published all required notices and has mailed copies of the notices to all property owners and occupants within 500 feet of the Project. A public notice has also been posted on-site.

FISCAL IMPACT

There is no fiscal impact associated with this report.

ENVIRONMENTAL REVIEW (CEQA/NEPA)

Environmental review is not required for the Stage I Design Review; the environmental review will be prepared and presented to City Council at the Stage II Design Review.

CAMPAIGN DISCLOSURE

The names and business addresses of the members of the board of directors, the chairperson, CEO, COO, CFO, Subcontractors and any person or entity with more than 10% interest in the company proposed for contract in this Agenda Item Report are attached in Exhibit 2, in accordance with the City Campaign Finance Ordinance No. 5744.

ALTERNATIVES TO STAFF RECOMMENDATION

Alternative 1: Approve the Stage I Preliminary Design submission subject to design recommendations made by the City Council;

Alternative 2: Deny approval of the Stage I Preliminary Design submission and direct a redesign of the Project;

Alternative 3: Any other alternative for the Stage I Preliminary Design submission not proposed by staff.

ADMINISTRATIVE ACTION

Submitted by:
Bradley Calvert, Director of Community Development

Prepared by:
Vista Ezzati, Principal Planner

Approved by:
Roubik R. Golanian, P.E., City Manager

EXHIBITS/ATTACHMENTS

Exhibit 1: Stage I Design Submission
Exhibit 2: Campaign Finance Disclosure