

**MOORPARK CITY COUNCIL  
AGENDA REPORT**

**TO:** Honorable City Council

**FROM:** David A. Bobardt, Community Development Director  
Prepared by Freddy A. Carrillo, Assistant Planner I 

**DATE:** February 19, 2014 (CC Meeting of 3/5/2014)

**SUBJECT:** Consider Resolution Approving Modification No. 2 to Industrial Planned Development (IPD/DP) No. 300 to Construct a Two-Level Parking Structure Containing 206 Parking Spaces to Allow Sufficient Parking for Office Use at 5898 Condor Drive, and Making a Determination of Exemption Under CEQA in Connection Therewith, on the Application of Wallace Wong on Behalf of McKently Malak Architects, Inc.

**BACKGROUND**

An application was submitted on December 18, 2013 by Wallace Wong on behalf of McKently Malak Architects, Inc. The applicant is requesting approval for construction of a two-level parking structure containing 206 parking spaces and an addition of 16 surface parking spaces at 5898 Condor Drive. The parking structure increases the amount of available parking on-site in order to accommodate office uses in the existing building on the property. On November 7, 2007, the City Council approved Modification No. 1 to Planned Development No. 300, for a three-level parking structure containing 260 parking spaces. The project approval was valid for one year, by which time either construction with building permits must have been commenced, or the permit must have been extended. Neither of these things occurred, therefore, the permit expired on November 6, 2008.

**DISCUSSION**

**Project Setting**

**Existing Site Conditions:**

The parking structure is proposed on 1.02 acres of unimproved property at the south end of the project site, which totals 6.4 acres. There are 5.38 acres of the site that are already improved with surface parking and an existing 31 foot high, two-story building. The unimproved portion of the site is rectangular in shape and is relatively flat. There is a moderate slope that drops from north to south approximately 10 feet in elevation. As a result, the unimproved portion is approximately 10 feet lower in elevation than the

existing developed portion of the property. The adjacent property to the south is approximately 4 feet lower in elevation than the vacant land, and is improved with the Moorpark Unified School District's (MUSD) Community High School. There is an existing 4-foot high retaining wall along the southern property line that is shared with MUSD. The Arroyo Simi is located east of the property and Condor Drive is directly west of the lot. There are Eucalyptus trees on the perimeter of property.

Previous Applications:

On March 21, 1984, the City Council adopted Resolution No. 84-73 which approved Development Permit No. 300, to allow construction of a 97,680 square foot industrial building at 5898 Condor Drive. The building was owned by Cabot, Cabot and Forbes and occupied by Terminal Data Corporation, which conducted engineering and manufacturing of imaging, storage and retrieval equipment. Out of the total 97,680 square feet, 64,000 square feet was office, 20,000 square feet was manufacturing, and 16,000 square feet was warehouse space.

On January 16, 2007, the Community Development Director approved Administrative Permit No. 2006-12, to allow an addition of 29,809 square feet of second floor mezzanine within the existing 97,680 square foot, two story building and to convert the entire building to a total of 127,489 square feet of office space; with the addition of surface parking on the adjacent vacant lot, which is the project in question. The conditions of approval required that the adjacent 1.02 acre vacant lot to the south of the development on the 5.38 acre property at 5898 Condor Drive, be combined through a lot line adjustment. On December 19, 2007, Lot Line Adjustment 2007-05 was approved and recorded.

On November 7, 2007, the City Council approved Modification No. 1 to Planned Development No. 300, for the construction of a three-level parking structure with 260 spaces on the 1.02 acre vacant lot, which would allow the entire building to be used for general office use. As mentioned above, this structure was never constructed.

Approximately 75,000 square feet of the building at 5898 Condor Drive is occupied as office space at this time, due to the limited amount of parking available. The building currently has three tenants: First Data, Special Devices, Inc., and PennyMac.

<b>GENERAL PLAN/ZONING</b>			
<b>Direction</b>	<b>General Plan</b>	<b>Zoning</b>	<b>Land Use</b>
Site	Light Industrial	Industrial Park M-1	Vacant lot, office building and parking
North	Light Industrial	Industrial Park M-1	Light Industrial building
South	Open Space I 1DU/10-40Ac	Open Space 10Ac	Arroyo Simi
East	Light Industrial	Industrial Park M-1	Office building
West	Light Industrial/School	Industrial Park M-1	MUSD High School

General Plan and Zoning Consistency:

The development of parking within the proposed parking structure to accommodate office use on the subject property is consistent with the Light Industrial General Plan land use designation of the property. The development of this parking structure to provide parking for the office use as conditioned is consistent with the property's Industrial Park, M-1, zoning designation.

**Proposed Project**

Architecture:

The proposed parking structure is designed to provide a total of 206 parking spaces. The parking structure has two levels and it totals approximately 67,804 square feet. The structure is proposed to be built into the sloped topography of the site so that the lowest level is below grade on the north and west sides of the structure and at grade at the east and south sides of the structure. The building heights vary due to the partial subterranean construction that is proposed. Therefore, on the north elevation, the parking structure is 8 feet above finished grade. The west elevation along Condor Drive ranges between 8 feet and 13 feet in height above finished grade. The south elevation is at a height between 13 feet and 16 feet above the finished grade of the site; and facing the Arroyo Simi the structure is proposed to be a maximum of 17 feet above the finished grade of the site. The applicant is also proposing lights poles on top of the parking structure measuring at a height of 12 feet, making the overall height of the structure with light poles at a height between 20 feet and 29 feet above finish grade. The maximum allowable building height in the Industrial Park (M-1) zone is 30 feet. Lighting is discussed in more detail in the analysis section of this report.

The interior of the parking structure has a clear unobstructed height of 11 feet 3 inches throughout the entire structure. The parking structure is characterized as an open air

structure with the top deck functioning as the roof, also allowing for roof mounted parking. The structure will be a post tension concrete structure. Generally, there will be an internal framework of steel beams and cables that will then be covered with a poured in place concrete shell. The parking structure has been designed to be compatible with the concrete tilt up office building on the project site. A variety of materials, colors and textures are proposed on the structure. Issues on the architectural façade and treatments of the parking structure are presented in more detail in the analysis section of this report.

#### Setbacks:

The development standards of the M-1 zone require a minimum 20 foot deep front yard setback, a minimum 5 foot side yard setback and a minimum 10 foot rear yard setback. The proposed front yard off Condor Drive, ranges between 20 feet and 25 feet. The building setback along the southern property line is proposed to be 10 feet. At the closest points, the rear building setback is proposed to be 20 feet from the drive aisle to the property line and at least 25 feet from the parking structure to the rear property line. In all instances, the proposed setbacks meet or exceed the minimum required setbacks of the M-1 zone. Based on the proposed location of the parking structure, there should not be any view or shade impacts on any adjoining property. Furthermore, light and ventilation of adjoining property should not be impacted by the proposed placement of the open air parking structure.

#### Circulation:

The site has two main points of access from Condor Drive, a northerly entrance and a southerly entrance. The original placement of the existing building allows for circulation around the building with surface parking being provided on all four sides of the building. The proposed parking structure is only accessible from within the property. Each parking level has a ramp into the parking structure. The top level ramp is located at the north-east corner of the structure. While the ramp for the bottom level is located on the west side of the parking structure. Pedestrians can access the first level parking by using either of two separate staircases located on the north side of the parking structure. Pedestrians can access the second level parking by walking across the ramp onto the second level, or by using the staircase. Both staircases are proposed to have a metal roof canopy.

#### Parking:

The project proposes to use only standard sized parking stalls. Compact parking spaces are not allowed by the Zoning Ordinance. A combination of surface parking surrounding the existing building and additional parking within the parking structure are proposed to provide the necessary parking to allow the entire building to be used for office uses. The current parking lot requires 6 of the spaces to be accessible, while 9 are currently provided, all near building entrances. With the construction of the structure, all 9 existing accessible spaces will be required.

The parking structure is needed to allow the entire gross floor area of 127,489 square foot building to be used for office space. Currently, only a portion of the building is occupied because of the lack of available parking. A summary of the amount of required and proposed parking is provided in the following table:

Proposed Use	Spaces Required	Spaces Provided
127,489 square foot office	<b>425</b>	<b>252</b> (existing standard sized surface parking stalls around the existing building, including 9 accessible parking spaces near building entrances)
		<b>206</b> (new standard sized parking stalls within the proposed parking structure)
		<b>16</b> (new standard sized surface parking stalls proposed around the existing building)
<b>Total</b>		<b>474 (including 9 accessible parking spaces)</b>

Landscaping:

The project proposes on-site landscaping surrounding the parking structure. Sufficient landscape areas exist surrounding all sides of the proposed parking structure, within the established setback areas. Staff has encouraged the use of a “green screen” element mounted on the exterior of the parking structure. The “green screen” element is a modular framework grid that creates an aesthetic living green façade that will screen the concrete massing of the structure with vine landscaping. Tree planting is proposed on all four sides of the structure. The landscaping of the parking structure is presented in more detail in the analysis section of this report.

Site Improvements and National Pollution Discharge Elimination Standards Requirements (NPDES):

The City Engineer has conditioned the project to provide for all necessary on-site and off-site storm drain improvements including the imposition of National Pollution Discharge Elimination System (NPDES) requirements. Best Management Practices Drainage Facilities are required to be provided so that surface flows are intercepted and treated.

Air Quality:

As is required with all commercial/industrial projects, staff incorporates a standard condition requiring a contribution to the Moorpark Traffic Systems Management Fund to

off-set air pollutants, consistent with the 2003 Ventura County Air Quality Assessment Guidelines.

## **ANALYSIS**

### **Issues**

Staff analysis of the proposed project has identified the following areas City Council approval:

- Parking Structure Design
- Landscaping
- Lighting

#### Parking Structure Design:

The existing building is comprised mostly of smooth concrete panels with paint applications. Fluted concrete panels with an exposed aggregate, sandblasted finish are present along the front of the building facing Condor Drive and above the main entrance into the office building. The applicant proposes to mimic this design attribute on the parking structure. Conditions of approval are proposed to ensure that the materials and textures of the parking structure are compatible with the existing building on the project site.

#### Landscaping:

In order to soften the appearance of the parking structure and screen cars that are parked in the structure, the applicant is proposing a vine landscaping plan. A “green screen” element and cable trellis system is proposed on the north, west and south elevation of the structure. The “green screen” will be mounted on columns, panels between the columns, and parapets panels on the second floor. The cable trellis will be mounted on four different areas where prominent wall panels are more visible. Two wall panels are located on the north elevation facing the existing office building. The first wall panel is smooth concrete is approximately 7 feet high by 31 feet wide totaling 217 square-feet in size. While the second panel is made of split face concrete block and is approximately 8 feet high and 13 feet wide totaling 104 square-feet in size. The third panel is also smooth concrete and is located on the south side of the structure facing a school. The panel is approximately 10 feet high by 32 feet wide totaling 320 square-feet in size. The fourth panel is located on the elevation facing Condor Drive and it is approximately 7 feet high by 26 feet wide totaling 182 square feet in size. Wall vines that attach themselves to smooth concrete walls take many years to mature to the point that is represented in the applicant’s elevation plan. The use of metal vine trellises provides a broader opportunity to select from various vine species and a metal trellis can accommodate more mature vines, which can be laced onto the trellis to provide a fuller landscaped appearance. Therefore, conditions are recommended requiring use of

an approved metal trellis on wall panels and use of mature vines to offer a shorter maturation period for the vine growth. This will ensure that the applicant achieves the vine covered planting over these wall panels as depicted on the elevation plan in a more effective manner. Therefore, the recommended condition states that the vines must be a minimum of fifteen gallon in size with the final vine species and amount to be planted on an approved metal trellises to be placed on the north, south, west wall panels, subject to a final plan being reviewed and approved of the Parks and Recreation Director and the Community Development Director prior to issuance of building permits.

Also, the preliminary landscaping plan shows 5 gallon sized plants being planted in the front yard setback between Condor Drive and the parking structure. A condition is recommended that minimum 36-inch box trees be required in the front yard setback with the species to be subject to the review and approval of the Parks and Recreation Director and the Community Development Director. Since the parking structure is an open air structure it is appropriate to incorporate a 6-foot block wall along the southern property line. Therefore, a condition is recommended that decorative fencing must be installed along the southern property line and the final fencing design must be reviewed and approved by the Community Development Director prior to issuance of building permits for the parking structure.

The applicant is also proposing additional surface parking on the north side of the existing building. The surface parking lot currently has three landscape planters. However, the applicant is proposing to remove the existing planters and add an approximately 43 feet by 13 feet area totaling 559 square-feet of landscape with attached "finger" planters on each corner. Parking will be relocated around the landscape planter making more space for additional parking. This will also enhance the landscape of the parking lot.

Lighting:

Parking structure lighting is important for both the safety and convenience of users of any parking structure.

Chapter 17.30 of the Moorpark Municipal Code addresses lighting systems constructed on properties within the various zones in the city. The code states that "...lighting has both a practical and aesthetic value and is an integral portion of any development..." and that "improperly installed lighting, illegal lighting, or improperly maintained lighting, creates impacts upon astronomical resources within the community and creates conflicts and nuisance impacts upon abutting properties and is wasteful of energy resources by causing energy to be expended without producing additional useful light."

Because light poles are proposed on the top of the parking structure and would be highly visible, a special condition is recommended to limit the height of the light poles on the top level of the structure to a maximum height of 15 feet. To ensure proper lighting is installed, a special condition has been added to submit a lighting plan, to be subject to review by the City's lighting consultant, Community Development Director, and Police Chief as part of the condition compliance process. Such lighting must meet not only the

lighting standards of the Code, but must also be decorative, compatible with and appropriate in scale, intensity, and height to the architecture and use of the buildings on the site and in the surrounding area.

## **Findings**

### **Industrial Planned Development Findings:**

- A. The site design, including structure location, size, height, setbacks, massing, scale, architectural style and colors, and landscaping is consistent with the provisions of the City's General Plan, and Title 17 of the Municipal Code in that all applicable standards of these plans and regulations would be met by the proposed development and the design of the parking structure.
- B. The site design would not create negative impacts on or impair the utility of the neighboring properties, structures or uses in the surrounding area as the proposed structure is compatible in design with surrounding buildings and land uses and; the circulation system provides for logical connections between the surface parking and the parking structure, both located on the same property.
- C. The proposed use is compatible with the existing and permitted uses in the surrounding area and the parking structure is intended to supplement the parking needs of the office building on the same property.

## **PROCESSING TIME LIMITS**

Time limits have been established for the processing of development projects under the Permit Streamlining Act (Government Code Title 7, Division 1, Chapter 4.5), the Subdivision Map Act (Government Code Title 7, Division 2), and the California Environmental Quality Act Statutes and Guidelines (Public Resources Code Division 13, and California Code of Regulations, Title 14, Chapter 3). Under the applicable provisions of these regulations, the following timelines have been established for action on this project:

<b>Date Application Determined Complete:</b>	<b>January 21, 2014</b>
<b>Planning Commission Action Deadline:</b>	<b>Not Applicable</b>
<b>City Council Action Deadline:</b>	<b>April 21, 2014</b>

Upon agreement by the City and Applicant, one 90-day extension can be granted to the date action must be taken on the application.

## **ENVIRONMENTAL DETERMINATION**

In accordance with the City's environmental review procedures adopted by resolution, the Community Development Director determines the level of review necessary for a project to comply with the California Environmental Quality Act (CEQA). Some projects may be exempt from review based upon a specific category listed in CEQA. Other projects may be exempt under a general rule that environmental review is not

necessary where it can be determined that there would be no possibility of significant effect upon the environment. A project which does not qualify for an exemption requires the preparation of an Initial Study to assess the level of potential environmental impacts.

Based upon the results of an Initial Study, the Director may determine that a project will not have a significant effect upon the environment. In such a case, a Notice of Intent to Adopt a Negative Declaration or a Mitigated Negative Declaration is prepared. For many projects, a Negative Declaration or Mitigated Negative Declaration will prove to be sufficient environmental documentation. If the Director determines that a project has the potential for significant adverse impacts and adequate mitigation cannot be readily identified, an Environmental Impact Report (EIR) is prepared.

The Community Development Director has determined that the project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) and the City's CEQA Guidelines. The project qualifies under the Class 32 exemption under State CEQA Guidelines Section 15332 (In-Fill Development Projects) because Modification No. 1 to IPD/DP-300 allows the construction for a two level parking structure to allow sufficient parking for the building to be converted to office and the use is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. In addition, there is no substantial evidence that the project will have a significant effect on the environment.

The project is consistent with the Class 32 (In-Fill Development Projects) exemption as follows:

- A. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations, in that the parking structure will not create negative impacts on or impair the utility of the neighboring properties, structures or uses in the surrounding area as the proposed structure is compatible in design with surrounding buildings and land uses and; the circulation system provides for logical connections between the surface parking and the parking structure, both located on the same property.
- B. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses, in that the parking structure is on a 1.02 acre development site and will be located adjacent to an existing building.
- C. The project site has no value as habitat for endangered, rare or threatened species, in that it had been previously graded and prepared for urban development.
- D. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality, in that the parking structure is intended to supplement the parking needs of the office building on the same property.

- E. The site can be adequately served by all required utilities and public services, in that utilities and public services exist providing service to adjacent buildings. The parking structure will be required to comply with all codes in effect at the time of construction.

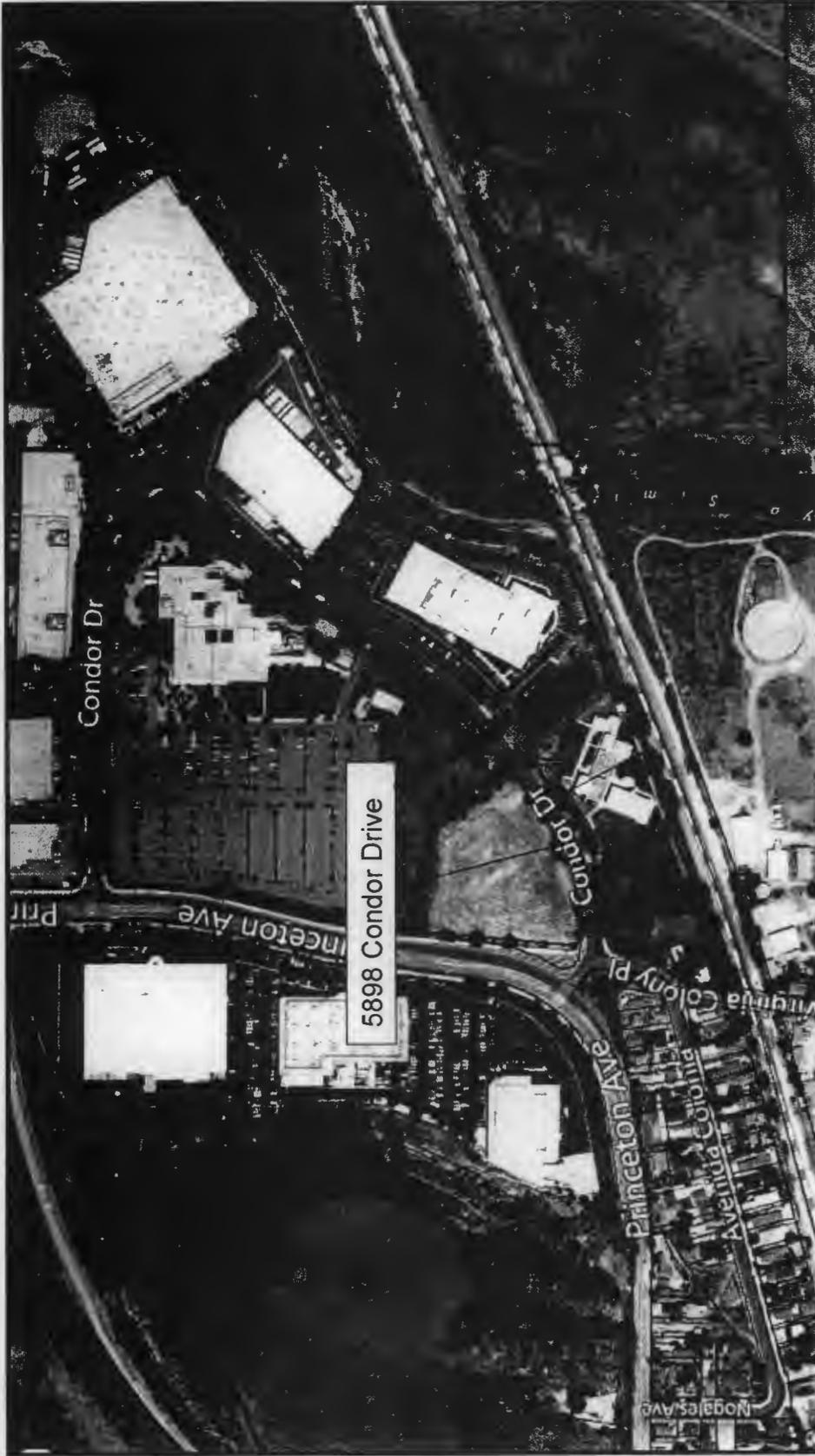
**STAFF RECOMMENDATION**

- 1. Open the public hearing, accept public testimony, and close the public hearing.
- 2. Adopt Resolution No. 2014-\_\_\_\_\_ approving of Modification No. 2 to IPD/DP 300.

**ATTACHMENTS:**

- 1. Location Map
- 2. Aerial Photograph
- 3. Project Exhibits
  - A. Proposed Site Plan
  - B. Existing Site Plan
  - C. Parking Structure Plans
  - D. Elevations
  - E. Parking Structure Sections
  - F. Material Board
- 4. Draft City Council Resolution with Conditions of Approval

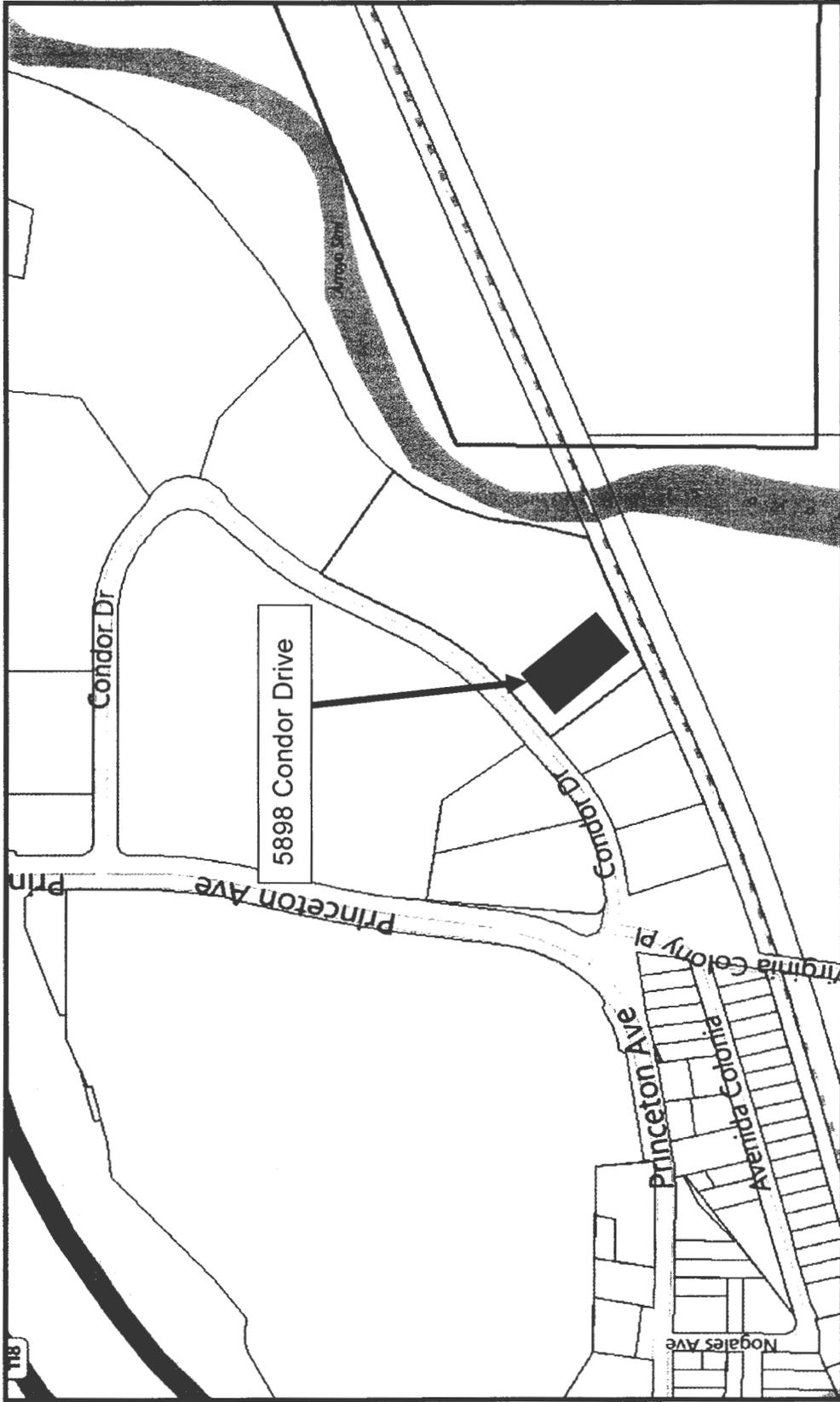
CC ATTACHMENT 1



Aerial Map  
Modification No. 2 to IPD/DP-300  
5898 Condor Drive

↑  
NORTH

CC ATTACHMENT 2



Aerial Map  
Modification No. 2 to IPD/DP-300  
5898 Condor Drive



## **CC ATTACHMENT 3**

### **PROJECT EXHIBITS**

- A. Proposed Site Plan**
- B. Existing Site Plan**
- C. Parking Structure Plans**
- D. Elevations**
- E. Parking Structure Sections**
- F. Material Board**

**(UNDER SEPARATE COVER)**

**COPIES OF THE EXHIBIT ARE AVAILABLE  
AT THE FRONT COUNTER**

## CC ATTACHMENT 4

RESOLUTION NO. 2014- \_\_\_\_\_

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOORPARK, CALIFORNIA, APPROVING MODIFICATION NO. 2 TO INDUSTRIAL PLANNED DEVELOPMENT (IPD/DP) PERMIT NO. 300 TO CONSTRUCT A TWO-LEVEL PARKING STRUCTURE CONTAINING 206 PARKING SPACES TO ALLOW SUFFICIENT PARKING FOR OFFICE USE AT 5898 CONDOR DRIVE, AND MAKING A DETERMINATION OF EXEMPTION UNDER CEQA IN CONNECTION THEREWITH, ON THE APPLICATION OF WALLACE WONG ON BEHALF OF MCKENTLY MALAK ARCHITECTS, INC.

WHEREAS, the City Council held a public hearing on proposed Modification No. 2 to Industrial Planned Development (IPD/DP) Permit No. 300 on the application of Wallace Wong for construction of a two level parking structure containing 206 parking spaces to allow sufficient parking for the building to be converted to office use located at 5898 Condor Drive; and

WHEREAS, at a duly noticed public hearing held on March 5, 2014, the City Council considered the agenda report and any supplements thereto and any written public comments; opened the public hearing, took and considered public testimony both for and against the proposal, closed the public hearing, and reached a decision on this matter; and

WHEREAS, the Community Development Director's determined that this project is Categorically Exempt from the provisions of CEQA pursuant to Section 15332 (Class 32 - In-Fill Development Projects) of the California Code of Regulations (CEQA Guidelines) in that the project is consistent with the applicable general and specific plan designation and all applicable general and specific plan policies as well as with the applicable zoning designation and regulations; the proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; the project site has no value, as habitat for endangered, rare or threatened species; approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and the site can be adequately served by all required utilities and public services. No further environmental documentation is required.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MOORPARK, DOES HEREBY RESOLVE AS FOLLOWS:

**SECTION 1. ENVIRONMENTAL DOCUMENTATION:** The City Council concurs with the Community Development Director's determination that this project is Categorically Exempt from the provisions of CEQA pursuant to Section 15332 (Class 32 - In-Fill Development Projects) of the California Code of Regulations (CEQA Guidelines) in that the project is consistent with the applicable general and specific plan designation and all applicable general and specific plan policies as well as with applicable zoning designation and regulations; the proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; the project site has no value as habitat for endangered, rare or threatened species; approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and the site can be adequately served by all required utilities and public services. No further environmental documentation is required.

**SECTION 2. PLANNED DEVELOPMENT FINDINGS:** Based upon the information set forth in the staff report(s), accompanying studies, and oral and written public testimony, the City Council makes the following findings in accordance with City of Moorpark, Municipal Code Section 17.44.030:

- A. The site design, including structure location, size, height, setbacks, massing, scale, architectural style and colors, and landscaping is consistent with the provisions of the City's General Plan, and Title 17 of the Municipal Code in that all applicable standards of these plans and regulations would be met by the proposed development and the design of the parking structure.
- B. The site design would not create negative impacts on or impair the utility of the neighboring properties, structures or uses in the surrounding area as the proposed structure is compatible in design with surrounding buildings and land uses and; the circulation system provides for logical connections between the surface parking and the parking structure, both located on the same property.
- C. The proposed use is compatible with the existing and permitted uses in the surrounding area and the parking structure is intended to supplement the parking needs of the office building on the same property.

**SECTION 3. CITY COUNCIL APPROVAL:** The City Council hereby approves Modification No. 2 to Industrial Planned Development (IPD/DP) Permit No. 300, subject to the special and standard Conditions of Approval included in Exhibit A (Special and Standard Conditions of Approval), attached hereto and incorporated herein by reference.

**SECTION 4.** The City Clerk shall certify to the adoption of this resolution and shall cause a certified resolution to be filed in the book of original resolutions.

PASSED AND ADOPTED this 5th day of March, 2014.

\_\_\_\_\_  
Janice S. Parvin, Mayor

ATTEST:

\_\_\_\_\_  
Maureen Benson, City Clerk

Exhibit A - Special and Standard Conditions of Approval for Modification No. 2 to  
Industrial Planned Development (IPD/DP) Permit No. 300

**EXHIBIT A**

**SPECIAL AND STANDARD CONDITIONS OF APPROVAL**  
**FOR MODIFICATION NO. 1 TO INDUSTRIAL PLANNED DEVELOPMENT (IPD/DP)**  
**PERMIT NO. 300**

**STANDARD CONDITIONS OF APPROVAL**

The applicant shall comply with Standard Conditions of Approval for Subdivisions and Planned Development Permits as adopted by City Council Resolution No. 2009-2799 (Exhibit A), except as modified by the following Special Conditions of Approval. In the event of conflict between a Standard and Special Condition of Approval, the Special Condition shall apply.

**SPECIAL CONDITIONS**

1. The applicant shall submit samples of the colors, materials and textures to the Community Development Director for review and approval prior to the issuance of building permits. Paint colors are subject to final approval in the field by the Community Development Director prior to painting the structure.
2. The applicant shall submit a sample of the metal vine trellises to be installed in wall panels on the north, south, and west elevations, the sample metal trellis material must be reviewed and approved by the Community Development Director prior to the issuance of building permits.
3. The vines to be planted on the metal trellises along the wall panels on the north, south, and west elevations must be a minimum of fifteen (15) gallon in size and the applicant shall submit a plan which includes the vine species and amount and number of vines to be planted for review and approval by the Community Development Director prior to issuance of building permits.
4. The applicant shall provide a landscaping plan that indicates that the trees in the front yard setback between Condor Drive and the parking structure must be a minimum of thirty-six inch box in size with the final species on the plan to be subject to the review and approval of the Community Development Director prior to the issuance of building permits.
5. The metal trellises and all landscaping plant materials associated with a landscaping plan that has been reviewed and approved by the Community Development Director for the parking structure project, must be installed prior to the final occupancy and use of the parking structure.
6. A decorative 6-foot high masonry wall is required along the southern property line, with the final design to include appropriately spaced decorative pilasters. The applicant shall submit a wall plan including the materials and pilaster spacing

to the Community Development Director for review and approval prior to issuance of building permits for the parking structure, and the wall must be installed prior to final occupancy and use of the parking structure.

7. The applicant shall submit a lighting plan for the illumination of the internal and external areas of the parking structure, and the plan must be reviewed and approved by the City's lighting consultant, Community Development Director and Police Chief prior to issuance of building permits for the parking structure.
8. The lighting plan must demonstrate that the illumination for security purposes within the parking structure must be no less than Six (6) Foot Candles on the pavement, with a uniformity ratio of four to one (4:1), average to minimum; and vertical luminance must also be no less than 0.6 Foot Candles at five (5) feet above the ground and review; and the lighting plan must light the exterior of the facility in such a fashion as to prevent disabling glare upon entry and exit to the structure.
9. The light poles on the top level of the parking structure must not exceed a maximum height of fifteen (15) feet.
10. A pedestrian connection must be provided from the staircase area at the northeast and southeast corner of the parking structure to the office building and the pedestrian connection must be included on the plans for the review and approval of the Community Development Director prior to the issuance of building permits.
11. None of the prohibited plants indicated in the Provisionally Acceptable Plant List and the Invasive and Prohibited Plant List contained in the City's Landscape Standards and Guidelines shall be used on any property within the development site or the adjacent public or private right-of-way.
12. All other conditions of approval of City Council Resolution No. 84-73 shall continue to apply, except as revised herein.
13. All other conditions of approval of Administrative Permit No. 2006-12 shall continue to apply, except as revised herein.