



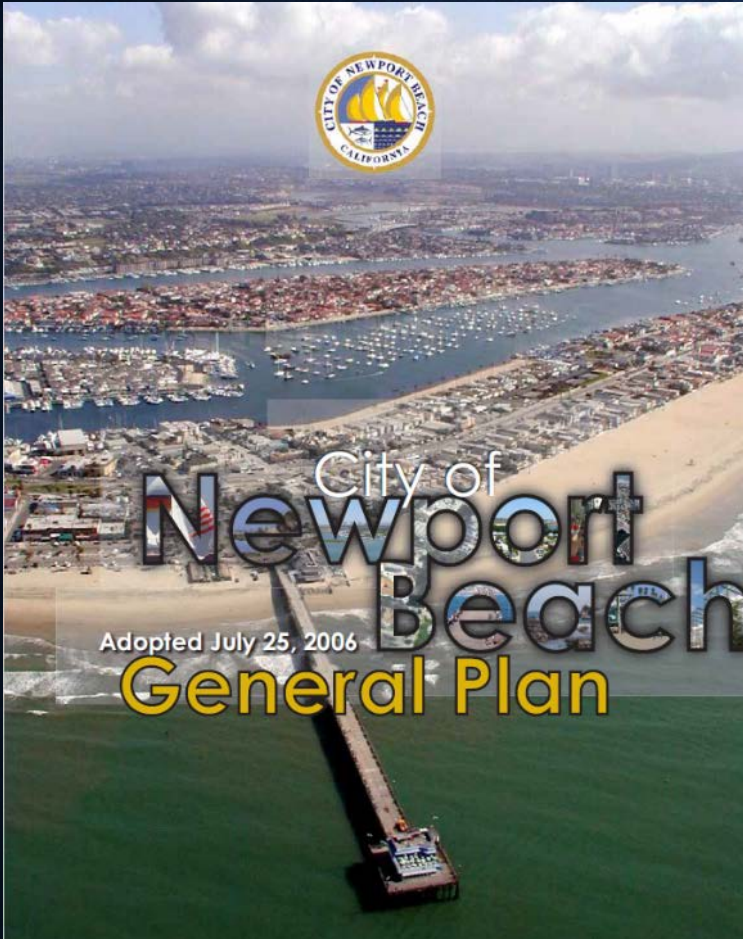
A MORE APPROPRIATE STARTING POINT FOR THE KOLL RESIDENCES

By: Stop Polluting Our Newport (SPON)





WHY WE CARE





AIRPORT AREA REVITALIZATION OPPORTUNITIES



City of Newport Beach General Plan



NEW

The map illustrates the Airport Area, bounded by the Airport Freeway (SR 91) to the north and the Harbor Freeway (SR 10) to the south. The area is divided into several land use zones, each color-coded and labeled with a letter or number:

- AO (Airport Office):** Orange-colored zones, primarily along the Airport Freeway and Harbor Freeway.
- CO-G (Community Office - General):** Orange-colored zones, primarily along the Harbor Freeway.
- MU-H2 (Medium Density Residential - Single-Family Detached):** Light orange-colored zones, primarily in the central and eastern parts of the area.
- PF (Professional Office):** Light purple-colored zone, located in the eastern part of the area.
- Uptown Newport:** Teal-colored zone, located in the southern part of the area.

The Integrated Conceptual Development Plan is shown as a green line, indicating the proposed development path. The map also shows the Airport Area boundary, which is a dashed black line. The map includes a legend in the bottom right corner:

- Airport Area:** Dashed black line
- Integrated Conceptual Development Plan:** Green line
- Uptown Newport:** Teal area



AIRPORT AREA REVITALIZATION CHALLENGES



NOP Presentation



WRONG PROJECT





LOOK TO THE FUTURE



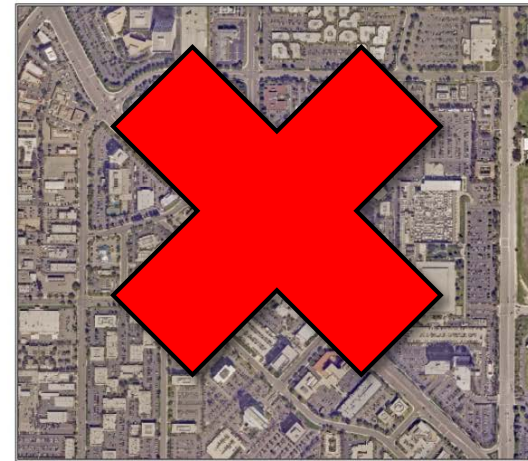
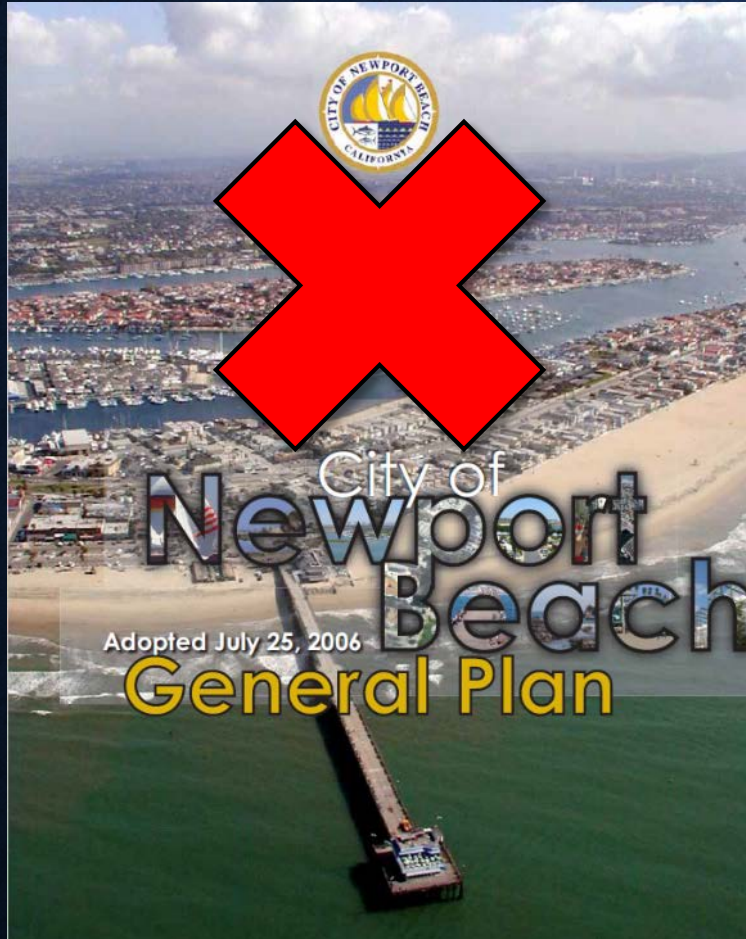


KOLL TOWERS





KOLL TOWERS



AIRPORT BUSINESS AREA
RECOMMENDED INTEGRATED CONCEPTUAL DEVELOPMENT PLAN
FOR CONEXANT AND KOLL PROPERTIES

SEPTEMBER 28, 2010



AS PROPOSED, WE OPPOSE

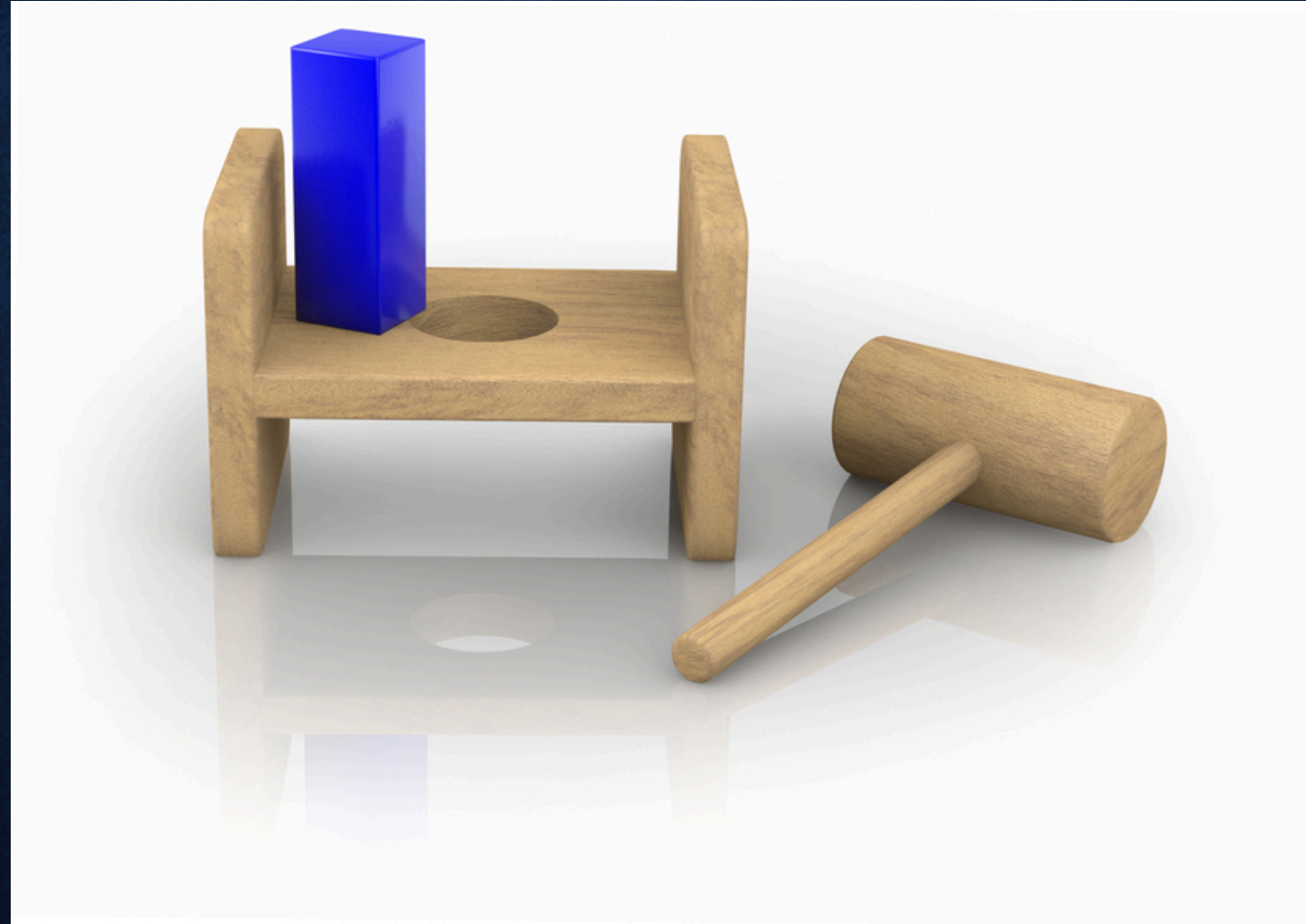


SOLUTIONS-FOCUSED APPROACH



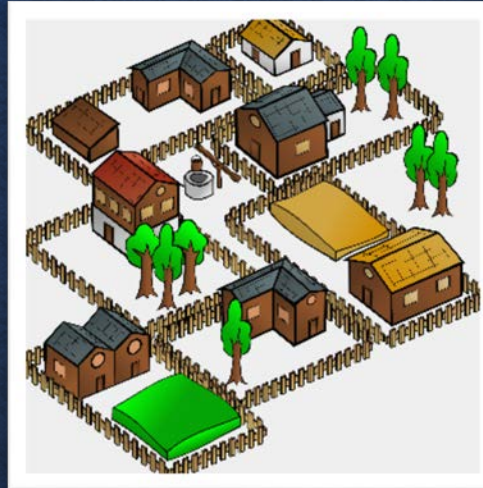


WHAT WE DO NOT WANT



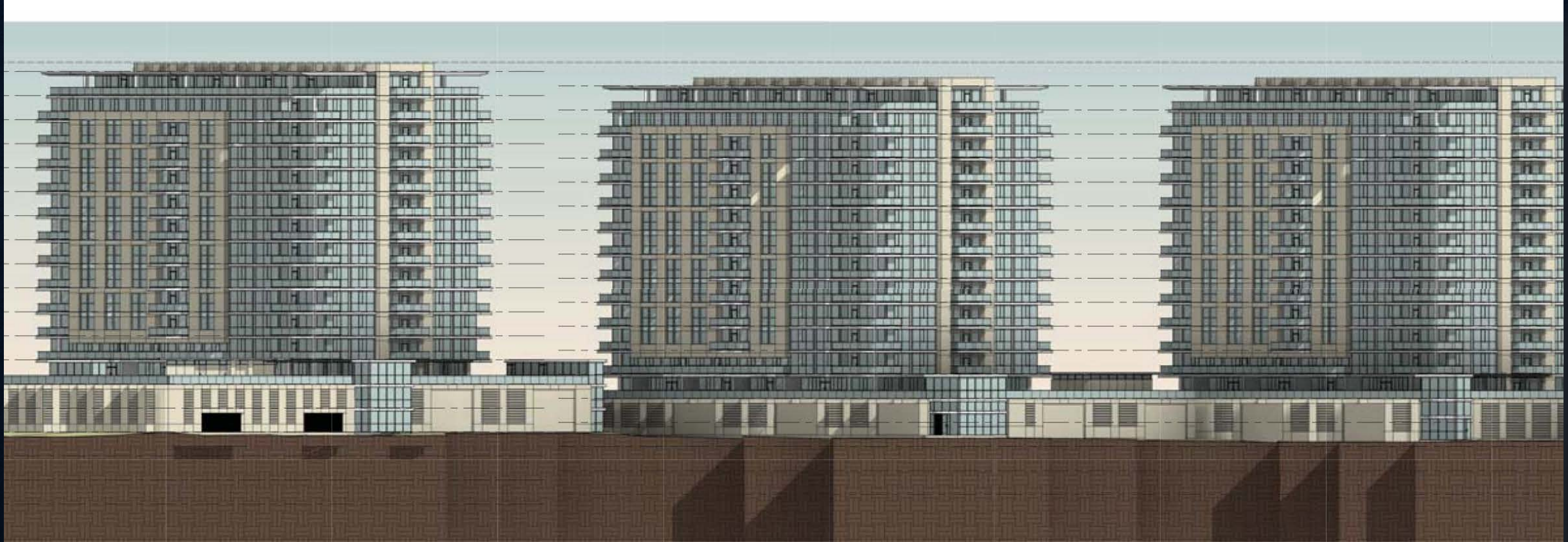


KEY PROBLEMS WITH THE CURRENT DESIGN





#1: HIGH-RISE HEIGHT



Proposed Koll Center Residences Condo Towers



WHAT WE DO NOT WANT





ONLY ONE VIEW





EXISTING BUILDINGS



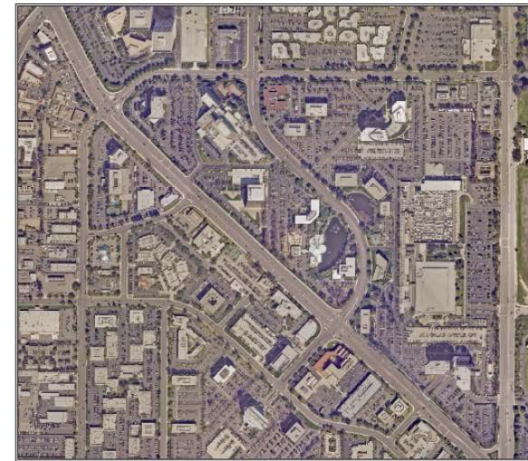
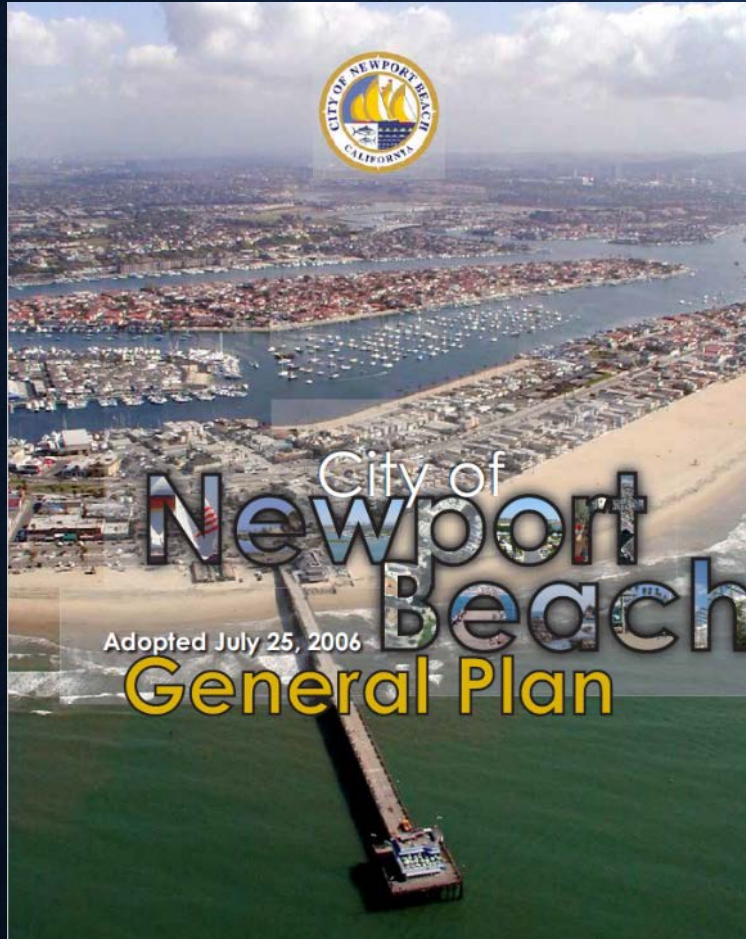


UNBALANCED PROPERTY RIGHTS





GOVERNING PLANS



AIRPORT BUSINESS AREA
RECOMMENDED INTEGRATED CONCEPTUAL DEVELOPMENT PLAN
FOR CONEXANT AND KOLL PROPERTIES

SEPTEMBER 28, 2010



STAFF REPORTS: MID-RISE

Airport Business Area Integrated Conceptual Development Plan
September 28, 2010
Page 8

Koll - Housing types contemplated in the plan include stacked flats in mid-rise buildings of varying heights in podium or wrap configuration, as well as possible ground floor townhouse units.

Conexant - Housing types contemplated in the plan include ground level townhouse units, podium mid-rise and high-rise apartment/condominiums.

- *Conceptual Development Plan (LU6.15.11):* One conceptual development plan is required for the Koll and Conexant properties when residential development is proposed on either property. The plan is to "demonstrate the compatible and cohesive integration of new housing, parking structures, open spaces, recreational amenities, pedestrian and vehicular linkages, and other improvements with existing nonresidential structures and uses."

Koll - The plan for this village shows three residential buildings clustered around a new central neighborhood park. All of the land proposed for redevelopment is currently used for surface parking, which is proposed to be replaced in subterranean structures or, in limited cases, new surface locations. Existing vehicular access from Birch Street and Von Karman Avenue is integrated into the plan, with changes internal to the site to provide access to the new residential buildings and neighborhood park. The urban plaza adjacent to an existing office building and the new neighborhood park are integrated into the village with pedestrian connections proposed to be improved with enhanced paving and landscaping. In addition, new pedestrian connections will be added to provide access to existing restaurants on Jamboree Road and new parks and commercial uses in the Conexant Village.

Conexant - There is little need to demonstrate integration with existing structures and uses because the proposal is to remove all existing industrial and office uses and replace them with a residential village. As phasing is proposed in the regulatory plan, that plan will need to address integration of new residential uses with existing nonresidential uses during early phases before the entire site is redeveloped. As part of the residential village, a new system of streets and paseos is proposed, which integrate with the existing vehicular access points from Jamboree Road, Birch Street and Von Karman Avenue. The plan for the Conexant site takes advantage of its proximity to amenities on the Koll site and properties along Jamboree Road (e.g., future neighborhood park,



STAFF REPORTS: MID-RISE

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income households. The precise number of replacement units will be finalized in the regulatory plan for development of the Conexant property, based on traffic analysis to comply with General Plan Policy LU 6.15.5.

- *Diversity of Housing (LU6.15.7):* Within the density envelope (30 to 50 du/ac), the General Plan promotes a diversity of building types, including row houses, and podium mid-rise and high-rise buildings to accommodate a range of household types and incomes and to promote a variety of building masses and scales.

Koll - Housing types contemplated in the plan are two story town homes, one story flats and podium mid-rise apartment/condominiums.

Conexant - Housing types contemplated in the plan include ground-level townhouse units, podium mid-rise and high-rise apartment/condominiums.

- *Neighborhood Parks (LU6.15.13 and LU6.15.14):* The General Plan calls for residential villages to be centered on neighborhood parks to provide structure and a sense of community and identity. The General Plan requires that each park be a minimum of one-acre in size, or at least eight percent of the total land area of the residential village, whichever is greater. In order to promote useable and cohesive open space, the General Plan also requires that each neighborhood park have a minimum dimension of no less than 150 feet. Neighborhood parks are required to be public in nature (rather than internalized open space), and to this end must have public streets on at least two sides and be connected with adjacent residential development by pedestrian ways and streets.

Koll - The Plan provides for the creation of a central neighborhood park of approximately one acre, and for an additional 0.3 acres of open space areas on land that was previously used for surface parking. Although the neighborhood park falls short of the single open space requirement of 1.29 acres (i.e., 8 percent of 15 acres), the plan achieves the total amount of open space required by the General Plan by utilizing and designating the existing lake park amenity as public open space, which is contemplated in Policy LU6.15.11. This is accomplished by interconnecting the existing open space amenities and the proposed one acre park through pedestrian linkages and promenades for a total park area of 2.64 acres. In addition, since the minimum park dedication requirement is not met, payment of an in lieu fee to satisfy the requirements of the Park Dedication Ordinance, as provided in Policy LU6.15.13,



FOUR INSTANCES OF MID-RISE

July 22, 2010

**CEQA Initial
Study**

July 22, 2010

**Planning
Commission
Staff Report**

Sept. 9, 2010

**Planning
Commission
Staff Report**

Sept. 28, 2010

**City Council
Staff Report**

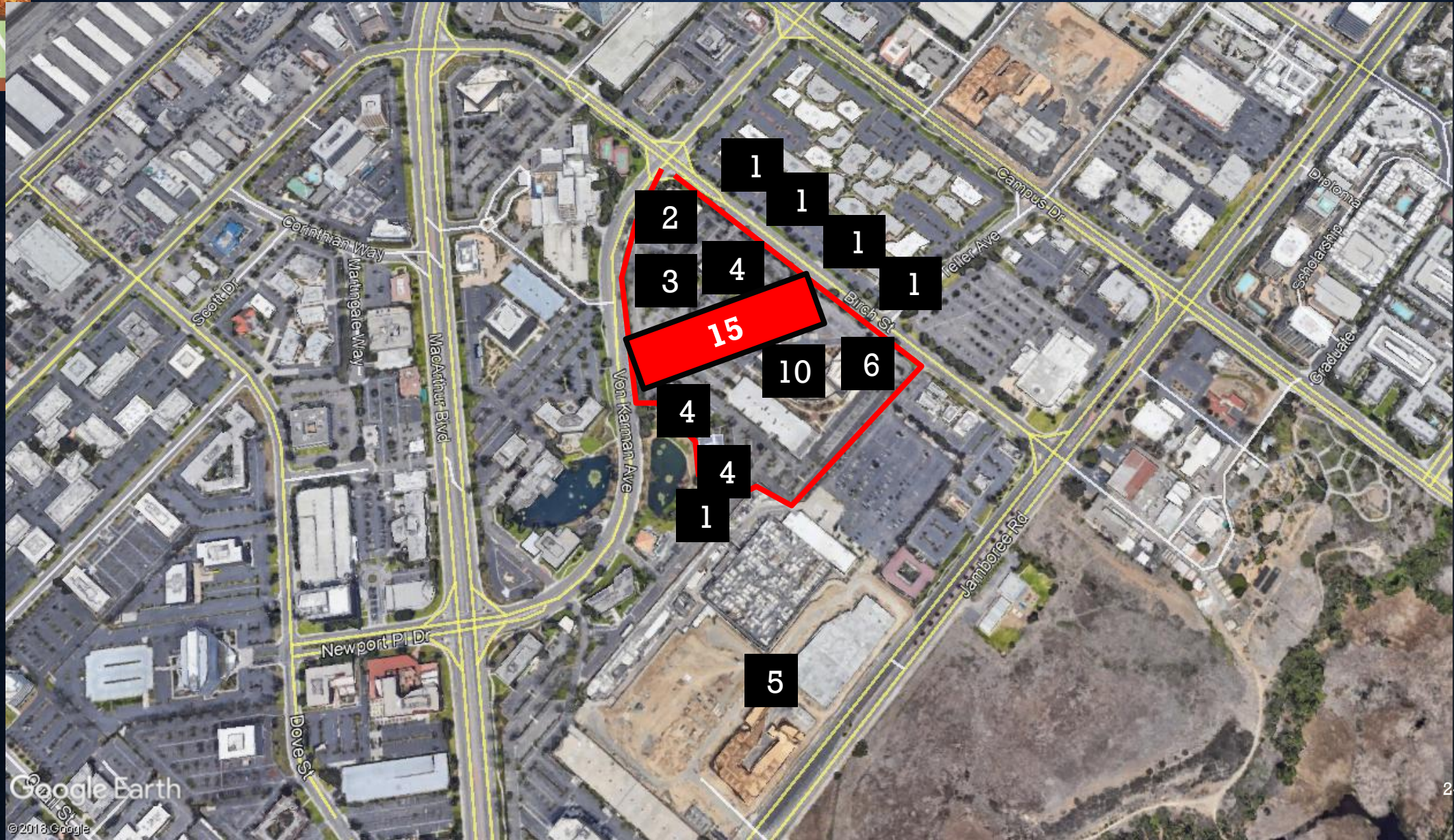
“podium mid-rise apartment/condominiums”



CONTEXT IS EVERYTHING



Airport Area







SPO







#2: LACKS RESIDENTIAL VILLAGE CHARACTER

Policy Overview

The General Plan provides for the development of office, industrial, retail, and airport-related businesses in the Airport Area, as well as the opportunity for housing and supporting services. The latter would be developed as clusters of residential villages centering on neighborhood parks and interconnected by pedestrian walkways. These would contain a mix of housing types and building that integrate housing with ground-level convenience retail uses and would be developed at sufficient scale to achieve a complete neighborhood. Housing and mixed-use buildings would be restricted from areas exposed to noise levels of 65 dBA CNEL and higher. Over time, commercial and industrial properties located in the Campus Tract would be revitalized including street frontage landscape and other improvements.

Goal

LU 6.15

A mixed-use community that provides jobs, residential, and supporting services in close proximity, with pedestrian-oriented amenities that facilitate walking and enhance livability.

Policies

URBAN FORM AND STRUCTURE [refer to Figure LU22]

LU 6.15.1 Land Use Districts and Neighborhoods

Provide for the development of distinct business park, commercial, and airport-serving districts and residential neighborhoods that are integrated to ensure a quality environment and compatible land uses. (Imp 1.1, 2.1)

LU 6.15.2 Underperforming Land Uses

Promote the redevelopment of sites with underperforming retail uses located on parcels at the interior of large blocks for other uses, with retail clustered along major arterials (e.g., Bristol, Campus, MacArthur, and Jamboree), except where intended to serve and be integrated with new residential development. (Imp 2.1, 24.1)

LU 6.15.3 Airport Compatibility

Require that all development be constructed in conformance with the height restrictions set forth by Federal Aviation Administration (FAA), Federal Aviation Regulations (FAR) Part 77, and Caltrans Division of Aeronautics, and that residential development be located outside of the 65 dBA CNEL noise contour specified by the 1985 JWA Master Plan. (Imp 2.1, 3.1, 4.1, 14.3)

“...be developed as clusters of residential villages centering on neighborhood parks and interconnected by pedestrian walkways.”



#2: LACKS RESIDENTIAL VILLAGE CHARACTER

Land Use Element

Policy Overview

The General Plan provides for the development of office, industrial, retail, and airport-related businesses in the Airport Area, as well as the opportunity for housing and supporting services. The latter would be developed as clusters of residential villages centering on neighborhood parks and interconnected by pedestrian walkways. These would contain a mix of housing types and buildings that integrate housing with ground-level convenience retail uses and would be developed at a sufficient scale to achieve a "complete" neighborhood. Housing and mixed-use buildings would be restricted from areas exposed to noise levels of 65 dBA CNEL and higher. Over time, commercial and industrial properties located in the Campus Tract would be revitalized including street frontage landscape and other improvements.

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Newport Beach General Plan 3-101

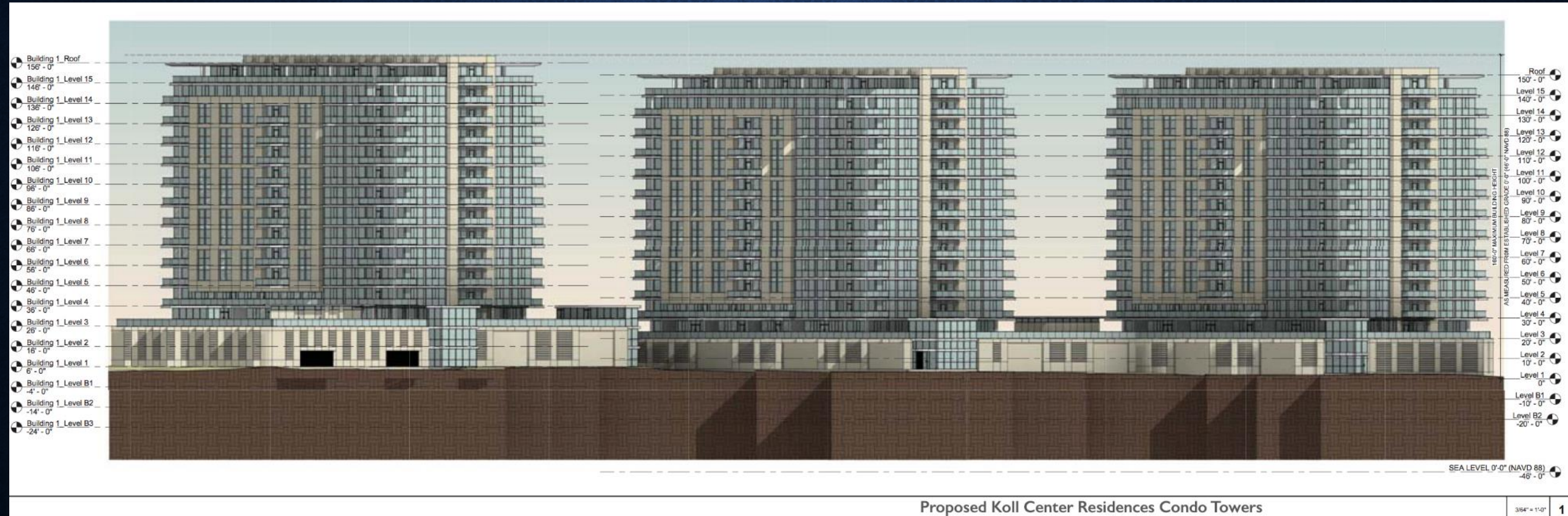


RESIDENTIAL VILLAGES





POOR SPATIAL ARRANGEMENT



Proposed Koll Center Residences Condo Towers

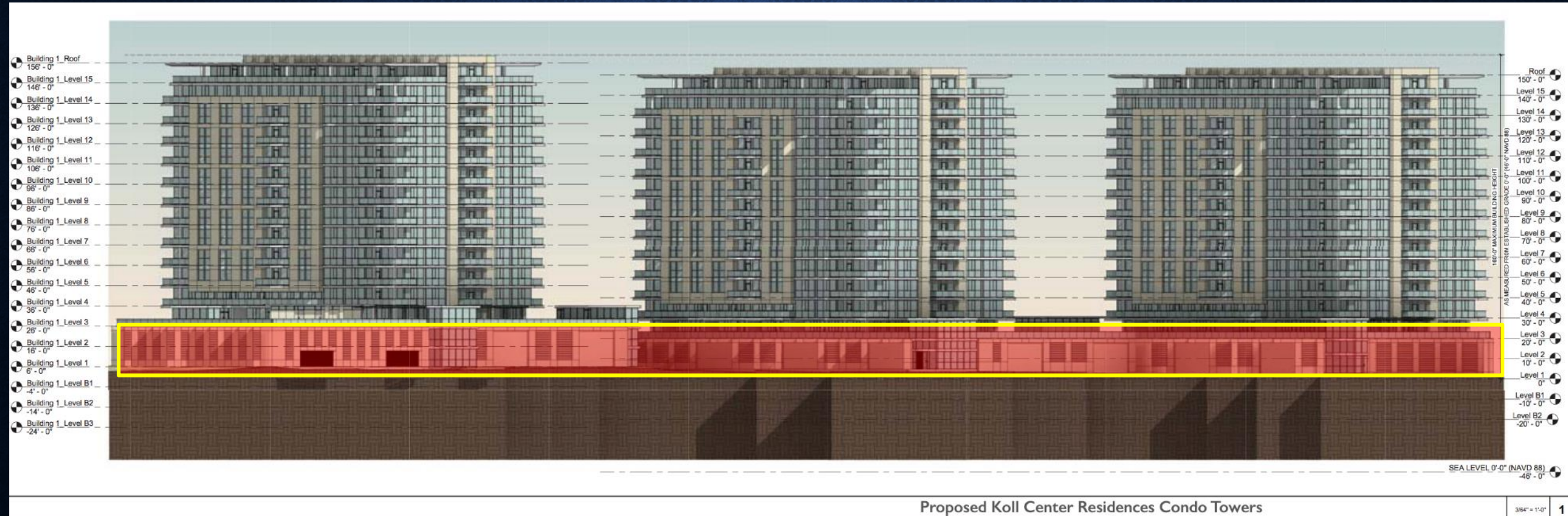


MISSING PEDESTRIAN SCALE





PARKING: FLOORS 1 & 2

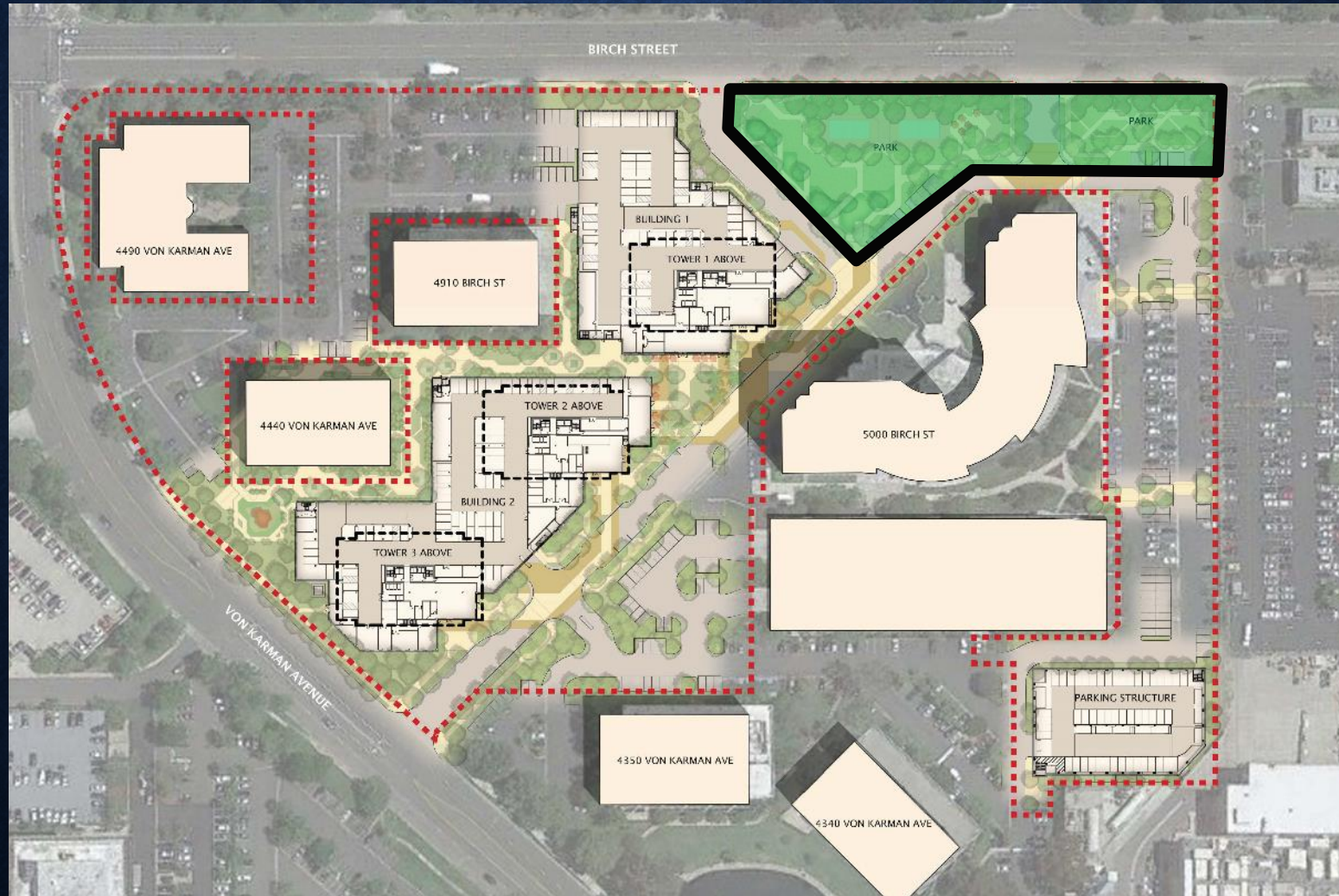


Proposed Koll Center Residences Condo Towers





#3: LACKS A CENTRAL PARK





CENTRAL PARK DISCUSSION

July 22, 2010

**Planning
Commission
Staff Report**

Sept. 9, 2010

**Planning
Commission
Staff Report**

Sept. 28, 2010

**City Council
Staff Report**

“creation of a central neighborhood park”



ICDP PLANS FOR CENTRAL PARK

AIRPORT BUSINESS AREA RECOMMENDED INTEGRATED CONCEPTUAL DEVELOPMENT PLAN FOR KOLL AND CONEXANT PROPERTIES

Introduction

In 2006 the City of Newport Beach adopted a comprehensive update to its General Plan, which includes a plan for infill development within the Airport Business Area, immediately east of John Wayne Airport, bounded by Jamboree Road, Campus Drive and Bristol Street. The policies promote the introduction of residential and mixed-use development within this industrial and commercial district, provided that such development contributes to the creation of viable neighborhood clusters with appropriate infrastructure, pedestrian-oriented features and open spaces, and with a pattern of development that offers a strong sense of community and livability.

The General Plan policies allow for a maximum of 2,200 units of housing within the Airport Business Area. All but 550 of these units must replace existing development so that there is no net gain of vehicular trips; the 550 "additive" units may be constructed on existing surface parking lots or areas not used for occupiable buildings located east of MacArthur Boulevard. This area, referred to in the General Plan as the Conceptual Development Plan Area, has strong potential for the introduction of new residential development, as it includes two large tracts of assembled property, including the 75-acre Koll property, and the 25-acre Conexant site. The General Plan requires the property owners in this area to collaborate in the preparation of a single Conceptual Development Plan to

"demonstrate the compatible and cohesive integration of new housing, parking structures, open spaces, recreational amenities, pedestrian and vehicular linkages, and other improvements with existing non-residential structures and uses." The purpose of this Integrated Development Plan is to allocate the additive units to properties within the Conceptual Development Plan Area and to satisfy the General Plan requirements for a Conceptual Development Plan.

Each of the principal property owners has prepared a Conceptual Development Plan for their properties which the City has evaluated in relation to the policies and standards of the General Plan to formulate a recommended Integrated Conceptual Development Plan.

General Plan Policies

The General Plan provides policies for the orderly evolution of the Airport Business Area, from a single-purposed business park, to a mixed-use district with cohesive residential villages integrated within the existing fabric of office, industrial, retail, and airport-related businesses. The goal of the Plan is to create livable neighborhoods with a strong sense of place and community – "residential villages centering on neighborhood parks and interconnected by pedestrian walkways (with) a mix of housing types and buildings...at a sufficient scale to achieve a complete neighborhood." In formulating the General Plan policies, there was concern that residential development not occur on a "piecemeal" basis, and that there be sufficient critical mass to enable each new increment of housing to stand alone as a viable and livable neighborhood. This was felt to be particularly important in the Airport Business Area where there has been no residential development, and where the predominant land use pattern has been commercial and industrial.

The General Plan establishes several fundamental criteria for the configuration and design of new residential villages in the Airport Business Area in general, and in the Conceptual Development Plan Area in particular:

- **Neighborhood Size:** Each residential village shall be at least 10-acres in size at build-out, and be organized around a neighborhood park and other similar amenities. The first phase of residential development in each village shall be at least five gross acres, exclusive of existing rights-of-way. Although the General Plan exempts the "Conceptual Development Plan Area" from this minimum first phase requirement, it does require residential villages within this sub-area be able to be built out to a minimum area of 10 acres (LU6.15.6, LU6.15.10 and LU6.15.11).

- **Neighborhood Densities:** In addition to providing a minimum land area for residential development, the General Plan also establishes minimum densities to ensure that a sufficient critical mass of residential units is created within each 10-acre village. As such, the overall minimum density for each village at build-out is 30 dwelling units per net acre, exclusive of existing and future rights-of-way, open spaces and pedestrian ways; a maximum net density of 50 units/acre is also established. The General Plan also establishes a minimum density of 45 units per acre for each five-acre first phase increment of residential development although the Conceptual Development Plan Area is exempt from this specific numerical requirement; any first phase increment of residential development should demonstrate an appropriate critical mass (LU6.15.7, LU6.15.8 and LU6.15.9).

- **Diversity of Housing:** Within the density envelope (30 to 50 du/ac), the General Plan promotes a diversity of building types, including row houses, and podium mid-rise and high rise buildings to

accommodate a range of household types and incomes and to promote a variety of building masses and scales. (LU6.15.7).

- **Neighborhood Parks:** The General Plan calls for residential villages to be centered on neighborhood parks to provide structure and a sense of community. Each park shall be a minimum of one acre in size, or at least eight percent of the total land area of the residential village, whichever is greater. In order to promote useable and cohesive open space, the General Plan also requires that each neighborhood park have a minimum dimension, no less than 150 feet, and require that each neighborhood park is clearly public in character and is accessible to all residents of the neighborhood. Each park shall be surrounded by public streets on at least two sides (preferably with on-street parking to serve the park), and shall be linked to residential uses in its respective neighborhood by streets or pedestrian ways. (LU6.15.13 and LU6.15.14).

Integrated Conceptual Development Plan

The Integrated Conceptual Development Plan (hereafter referred to as the Plan), provides for the redevelopment of the 25-acre Conexant site, and for the redevelopment of a 12.7-acre portion of the Koll Center office park between Birch Street and Von Karman Avenue with new residential development and open space, carefully integrated with existing office buildings and parking structures which will remain. Connectivity within and between the two properties will be provided with existing and new pedestrian ways, improved with parking lot screening, planting and/or enhanced pavings which are compatible between the Koll and Conexant properties (details of which will be included in the regulatory plans).

"...be organized around a neighborhood park."

"...be centered on neighborhood parks."

THE ORIGINAL PLAN



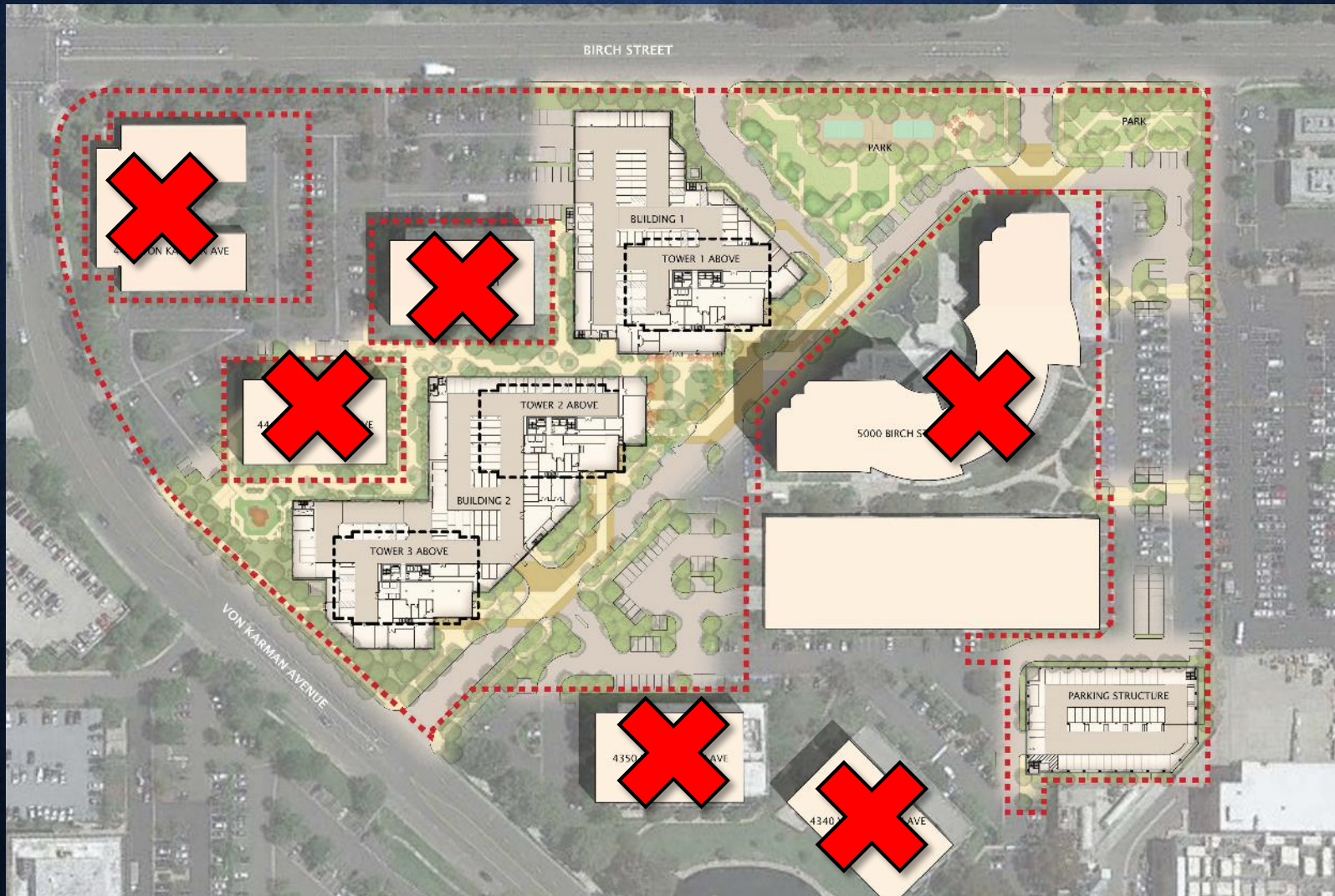




SP



#4: LACK OF RETAIL





ICDP PLANS FOR RETAIL

**“Create ground level
retail and residential
uses that promote
active and engaging
street fronts.”**

In addition to its residential program, the Conexant Village will allow up to 11,500 square feet of ground level retail and commercial uses located along A Street, and adjacent to the central neighborhood park. The precise amount of commercial square footage will be finalized in the regulatory plan for development of the Conexant property, based on traffic analysis to comply with General Plan Policy LU6.15.5.

To help meet the City's Housing Element goals, the Conexant portion of the Plan also proposes up to a maximum of 322 density bonus units. These units are in addition to the 922 residential units, and may be developed only to the extent that affordable housing units are provided to meet the standards of state density bonus law and density bonus provisions of the Newport Beach Municipal Code.

The Conexant proposal provides a total of 2.01 acres of parks and open space, which meets the General Plan requirement of 2.0 acres or 8 percent of the land area of the residential village (i.e., 8% of 25 acres = 2.0 acres). A 1.49 acre neighborhood park is located at the center of the community; it is accessible to all residents of the neighborhood and is clearly public in nature, surrounded on all sides by public streets and by active ground level uses. An additional 0.51 acre is provided in two smaller pocket parks within the Conexant Site.

Koll

For the Koll property the Plan demonstrates how non-residential uses can be integrated with residential uses along with open space, parking and other amenities to create a livable and attractive neighborhood (Figure 4: Koll Site Illustrative Plan). In seeking to meet the intention of the General Plan policies for a mixed-use village on the Koll Property, the Plan has established and followed the following principles:

- Spatially organize new residential uses with existing office development in a way that creates an engaging neighborhood fabric of useable and defined open spaces, and pedestrian-friendly streets and promenades.
- Balance the amount of surface parking with publicly accessible open spaces and streets, so that an appropriate residential environment is created, and the feeling of living in a parking lot is avoided. Provide replacement office parking for displaced surface parking in new structures that are encapsulated or screened.
- Create a network of pedestrian-friendly streets and walkways that connect to existing and future activities within the area, and that give structure and organization to the village.
- Create ground level retail and residential uses that promote active and engaging street fronts.

It also calls for the modification of surface parking areas to create a better balance of buildings and open spaces, link existing and future open space amenities and to create a network of pedestrian friendly streets. The implementation of the Koll plan will utilize land that is currently used for surface parking, which must be replaced to serve the office uses that will remain. Parking requirements will be addressed in the regulatory plan.

The Plan provides for 5.78 net acres of new residential land, and as such will allow for the development of 260 units based on the minimum and maximum allowed densities in the General Plan. Three development areas comprise the 5.78 acres of residential land.

To create an active street front, Koll is proposing to include 3,400 square feet of retail development in the village, with existing unused commercial entitlement in the General Plan and zoning. As existing entitlement, this square footage does not need to comply with General Plan Policy LU 6.15.5.

The Koll Plan provides for the creation of a central neighborhood park of approximately 1.016 acres which meets the General Plan requirement of 8% of the land area of the residential village (i.e. 8% of 12.70 acres = 1.016 acres). General Plan policies require neighborhood parks be public in nature and must have public streets on at least two sides as well as be connected with adjacent residential development by pedestrian ways and streets. (LU 6.15.3 and LU 6.15.14) The plan as proposed meets this land use policy.

KOLL SITE ILLUSTRATIVE DEVELOPMENT PROGRAM

Koll Site	Area (Acres)	Residential (Dwelling Units)	Commercial (Gross Sq. Ft.)
Total Residential	5.78	260	3,400
Total Park Area	1.016		

create a neighborhood park as a focal point of the village with pedestrian connectivity to existing amenities that contribute to the residential quality of the village.

The mixed-use village shown on the Integrated Plan for the Koll Company property exceeds the 10-acre minimum requirement and can be considered to encompass approximately 12.7 gross acres of land north of Von Karman Avenue and south of Birch Street. The village area would include several existing office buildings and would provide for the conversion of parking lots into residential development parcels along with the creation of new open space amenities and the connection of these to existing open spaces.



A COMPARISON

700,000 ft² residential
3,000 ft² retail



437,000 ft² residential
7,500 ft² retail



Newport Crossings









#5: LACK OF COLLABORATION





GP/ICDP REQUIRE COLLABORATION

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The General Plan policies allow for a maximum of 2,200 units of housing within the Airport Business Area. All but 550 of these units must replace existing development so that there is no net gain of vehicular trips; the 550 "additive" units may be constructed on existing surface parking lots or areas not used for occupiable buildings located east of MacArthur Boulevard. This area, referred to in the General Plan as the Conceptual Development Plan Area, has strong potential for the introduction of new residential development, as it includes two large tracts of assembled

5-acre Conexant site. The General Plan requires the property owners in this area to collaborate in the preparation of a single Conceptual Development Plan to

"demonstrate the compatible and cohesive integration of new housing, parking structures, open spaces, recreational amenities, pedestrian and vehicular linkages, and other improvements with existing non-residential structures and uses." The purpose of this Integrated Development Plan is to allocate the additive units to properties within the Conceptual Development Plan Area and to satisfy the General Plan requirements for a Conceptual Development Plan.

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- **Neighborhood Densities:** In addition to providing a minimum land area for residential development, the General Plan also establishes minimum densities to ensure that a sufficient critical mass of residential units is created within each 10-acre village. As such, the overall minimum density for each village at build-out is 30 dwelling units per net acre, exclusive of existing and future rights-of-way, open spaces and pedestrian ways; a maximum net density of 50 units/acre is also established. The General Plan also establishes a minimum density of 45 units per acre for each five-acre first phase increment of residential development although the Conceptual Development Plan Area is exempt from this specific numerical requirement, any first phase increment of residential development should demonstrate an appropriate critical mass (LU6.15.7, LU6.15.8 and LU6.15.9).
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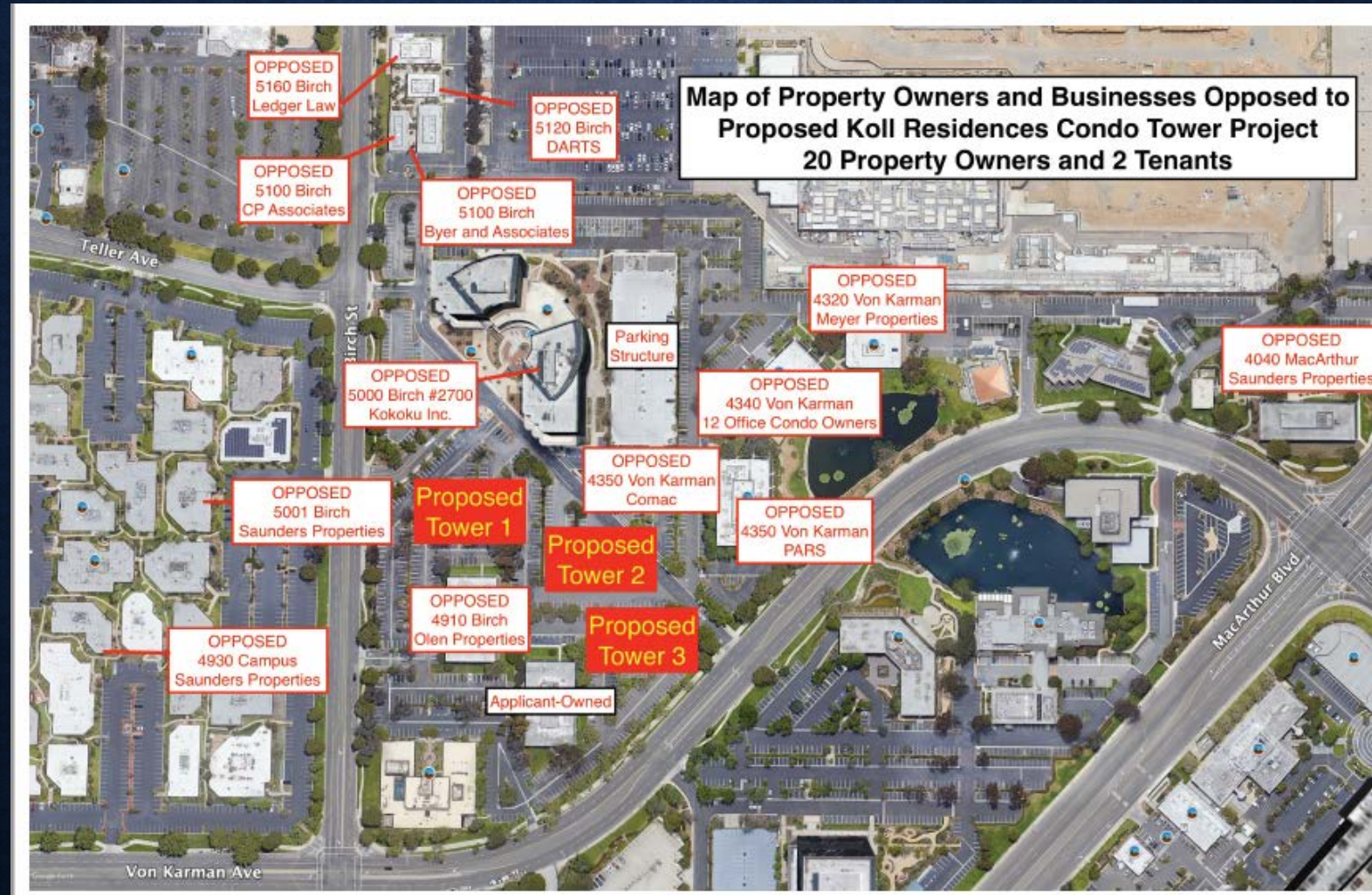
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Integrated Conceptual Development Plan

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“The General Plan requires the property owners ... to collaborate ... [and] to demonstrate the compatible and cohesive integration of new housing...”

BUSINESSES OPPOSE PROJECT



OUTREACH CHECKLIST





REVISIT THE ICDP PROCESS



AIRPORT BUSINESS AREA
RECOMMENDED INTEGRATED CONCEPTUAL DEVELOPMENT PLAN
FOR CONEXANT AND KOLL PROPERTIES

SEPTEMBER 28, 2010



WHAT IS NEEDED

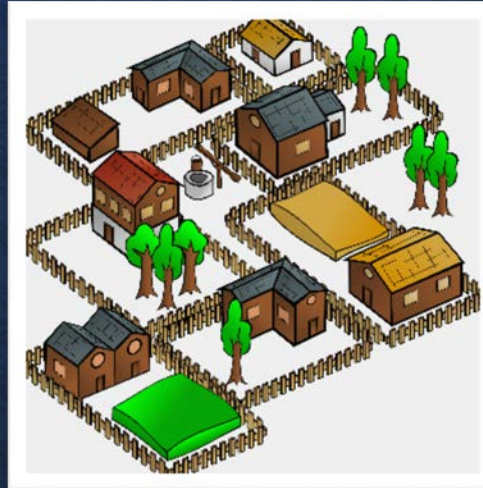


Balanced Approach



Trust in the Process

FIVE KEY CONCERNS





OUR POSITION

