

PRELIMINARY STAFF REPORT

To: City Planning Commission
Zoning Docket: 002/15

Prepared by: Dubravka Gilic
Date: January 3, 2015

I. GENERAL INFORMATION:

Applicant: Peter D. Coleman International Properties, Inc., and Downtown Star, LLC

Request: This is a request for a conditional use to permit a non-accessory parking garage in a CBD-1 Central Business District.

Location: The petitioned property is located on Square 262, Lots 23, 24, 25 26 27, 1 through 3 or 28 through 30, and 31, or X & Y, 1, 2, 3, 2, 1, 23 to 25, in the First Municipal District, bounded by O'Keefe Avenue and Perdido, Penn and Poydras Streets. The municipal addresses are 412 O'Keefe Avenue and 908-940 Poydras Street. (PD 1A)

Description: The petitioned site is a trapezoidal parcel that contains multiple lots and has frontages on O'Keefe Avenue, Perdido and Penn Streets. The parcel measures approximately fifty-nine feet, six inches (59'6") along O'Keefe Avenue and Penn Street and two hundred fourteen feet, (214') along Perdido Street for a total of approximately 19,468 square feet of area. The parcel is vacant and currently used as a non-accessory, commercial parking lot. The parking lot contains approximately 135-140 off-street parking spaces. The applicant proposes to redevelop the site with an 8-story non-accessory parking garage. The garage will contain 203,611 square feet and will have a capacity of 573 parking spaces.

Why is City Planning Commission action required?

Article 6, Section 6.1.5(5) Permitted Uses of the Comprehensive Zoning Ordinance states that non-accessory parking garages are conditional uses in the CBD-1 Central Business District. The City Planning Commission is required to make a recommendation on all conditional use applications prior to City Council action, in accordance with **Article 16, Section 16.6.4 Procedures for Conditional Use Permits** of the Comprehensive Zoning Ordinance.

II. ANALYSIS

A. What is the zoning of the surrounding areas? What is the existing land use and how are the surrounding areas used?

The subject site is located within the CBD-1 Central Business District. The upriver boundary of this district follows Lafayette Street from Tchoupitoulas Street to Loyola Avenue, while its downriver boundary staggers between Poydras, Perdido, Gravier and Common Streets before extending along the rear lot line of properties fronting on Canal Street between Camp Street and Loyola Avenue. The river-side boundary of the district alternates between Tchoupitoulas, Magazine and Camp Streets while Loyola Avenue serves as the lake-side boundary. This district serves as the office core of the city and, by virtue of this, an employment center for the larger New Orleans metropolitan area. Poydras Street serves as the spine of this district and is flanked by the largest structures in the district, high-rise glass and steel office towers that date primarily from the 1970s and 1980s. Many of these high-rise structures provide office space solely while others have ground level restaurant and retail uses and hotels, which contain ground floor bars, restaurants and retail uses. Non-accessory garages and surface level parking lots can be found throughout the district.

The subject site contains a non-accessory commercial parking lot with a capacity of 135-140 cars. The site occupies one half of the city block; the other half is developed with a modern office tower fronting Poydras Street. There is a mix of modern and historic architecture amongst the buildings near the subject site. Many of the structures include office uses on the upper floors with some commercial spaces, primarily banking, on the ground floor. There are several hotels buildings near the site.

B. What is the zoning and land use history of the site?

Zoning History

1929 – ‘K’ Industrial High Building District
1953 – ‘K’ Central Business District
1970 – CBD-1 Central Business District
Current – CBD-1 Central Business District

Land Use

1929 –Industrial and Warehousing
1949 –Commercial
1999 –Downtown¹

¹ The 1999 Land Use Plan presented a generalized indication of land uses, and was not lot-specific.

C. Have there been any recent zoning changes or conditional uses in the immediate area? If so, do these changes indicate any particular pattern or trend?

There have been the following land use requests within five (5) blocks of the site in the past five (5) years:

Zoning Docket 120/14 was a request for an amendment to the text of Article 18 of the Comprehensive Zoning Ordinance, to consider the establishment of the Central Business District Height and Floor Area Ratio Interim Zoning District (IZD). The City Planning Commission recommended approval of the request. The consideration by the City Council is pending. *This site is within the proposed IZD area.*

Zoning Docket 13/14 was a request for a conditional uses to permit a cocktail lounge in a CBD-1 Central Business District. The municipal address is 330 Carondelet Street. The City Planning Commission recommended approval of the request which was subsequently approved by the City Council. *This site is approximately three blocks from the subject site.*

Zoning Docket 66/13 was a request to amend conditional use Ordinance No. 11,115 M.C.S. which permitted a radio antennae and tower to permit a non-accessory parking garage in a CBD-1 Central Business District. The municipal addresses are 225 Baronne and 919 Gravier Streets. The City Planning Commission recommended approval of the request which was subsequently approved by the City Council. *This site is approximately four blocks from the subject site.*

Zoning Docket 26/13 was a request for a conditional use to permit a cocktail lounge in a CBD-1 Central Business District. The municipal address is 212 Loyola Avenue. The City Planning Commission recommended approval of the request which was subsequently approved by the City Council. *This site is approximately two blocks from the subject site.*

Zoning Docket 75/12 was a request for a conditional use to permit an amusement place in a CBD-1 Central Business District. The municipal addresses are 445, 447 and 449 South Rampart Street. The City Planning Commission recommended approval of the request which was subsequently approved by the City Council. *This site is approximately one block from the subject site.*

Zoning Docket 121/11 was a request for a conditional use to permit an increase in height in a CBD-7 Central Business District. The municipal address is 820 Girod Street. The City Planning Commission took no action on the request which was subsequently approved by the City Council. *This site is approximately four blocks from the subject site.*

Zoning Docket 116/11 was a request for a conditional use to permit an amusement place with the sale of alcoholic beverages in a CBD-1 Central Business District. The municipal address is 533 Baronne Street. The City Planning Commission recommended approval of the request which was subsequently approved by the City Council. *This site is approximately one block from the subject site.*

Zoning Docket 73-11 was a request for a conditional use to permit increases in height and floor area ratio, and a non-accessory parking garage, in a CBD-3 Central Business District. The municipal address is 1031 Canal Street. The City Planning Commission recommended approval of the request, which was subsequently approved by the City Council. *The property is located approximately four (5) blocks from the petitioned site.*

Zoning Docket 52/11 was a request for an amendment to the text of the Comprehensive Zoning Ordinance to establish a new Interim Zoning District (IZD) named the CBD ABO Transfer Prohibition District, prohibiting the transfer of ABO licenses within the CBD, as provided in Article 11, Section 11.48(e) of the Comprehensive Zoning Ordinance, in all Central Business District zoning classifications. The request affects all properties within each of the CBD Central Business Districts. The request was recommended for modified approval by the City Planning Commission and was subsequently granted modified approval by the City Council. However, this IZD is no longer active. *The subject site is within the geographic area to which the proposed Interim Zoning District was applied.*

Zoning Docket 16/11 was a request to rescind Ordinance No. 11,631 M.C.S., a conditional use to permit a parking garage providing non-accessory off-street parking spaces, and a waiver of height in a CBD-1 Central Business District. The municipal addresses are 810-20 Poydras Street and 505-51 Carondelet Street. The City Planning Commission recommended approval of the request which was subsequently approved by the City Council. *This site is approximately two blocks from the subject site.*

Zoning Docket 75/10 was a request for a conditional use to permit a non-accessory parking garage in a CBD-1 Central Business District. The municipal address is 930 Poydras Street. It was recommended for approval by the City Planning Commission and subsequently approved by the City Council. *This site is approximately one block from the subject site.*

Zoning Docket 41/09 was a request to reaffirm Ordinance No. 22,240 M.C.S. (Zoning Docket 105/05, a request for a Conditional Use to permit a 219 unit condominium development with an increase in the number of accessory off-street parking spaces, an increase in floor area ratio, and site review in a CBD-5 Central Business District.) The municipal addresses are 919-939 Girod Street and 616-642 O'Keefe Street. It was recommended for approval by the City Planning

Commission and was subsequently approved by the City Council. *This site is approximately two blocks from the subject site.*

These requests are indicative of various redevelopment activities that have occurred in the vicinity of the subject site in recent years. Three of these requests, Zoning Dockets 73/11, 16/11 and 75/10, involve development of non-accessory parking garages associated with other commercial uses and in addition to accessory parking spaces. In the case of Zoning Docket 73/11, a parking garage proposed as a part of the mixed-use development was permitted to provide non-accessory parking spaces. In the case of Zoning Docket 16/11, a parking garage proposed as part of the expansion of an existing hotel was allowed to provide non-accessory parking spaces. In the case of Zoning Docket 75/10, a parking garage within an existing commercial/residential development was permitted to provide non-accessory parking spaces. The granting of the current conditional use request would be consistent with these recent actions. All of these three requests were recommended for approval by the City Planning Commission and subsequently approved by the City Council.

D. What are the comments from the design review staff?

The petitioned site contains multiple lots and occupies almost a half of the city square fronting on O'Keefe Avenue, Perdido and Penn Streets. The site measures approximately fifty-nine feet, six inches (59'6") along O'keffe Avenue and Penn Street and two hundred fourteen feet, (214') along Perdido Street for a total of approximately 19,468 square feet of area. The parcel is vacant and currently used as a non-accessory, commercial parking lot with approximately 135-140 parking spaces. If the requested conditional use is approved, the applicant shall consolidate the lots into one lot of record.

- Prior to final approval of the conditional use, the applicant shall resubdivide the site into one lot of record. Additionally, the subdivision shall be finalized prior to the issuance of the Certificate of Use and Occupancy by the Department of Safety and Permits.

The applicant proposes to redevelop the site with an 8-story, 203,611 square feet non-accessory parking garage. The garage will have a total of 573 parking spaces, 130 of which will be designated as compact, and 9 as ADA accessible. The allocation of compact parking spaces meets the standards of **Article 15, Section 15.2.5** that limits the amount of compact parking to a maximum of 40% of the overall number of parking spaces within the garage. The project, however, will not meet the required number of ADA accessible parking spaces. According to set standards, 3% of the overall number of parking spaces within the parking garage must be ADA accessible. The project is required to provide 18 ADA accessible parking spaces, while only 9 are proposed. If the requested conditional use is

approved, the applicant shall revise the plan to ensure provision of the required ADA parking.

- The project shall provide the required number of ADA accessible parking spaces as per standards of Article 15, Section 15.2.5.

The proposed development meets all standards of **Article 6, Section 6.1.7 Height, Area and Bulk Requirements** in respect to a maximum permitted height (no restrictions), maximum FAR (13 permitted, 8 proposed) and setbacks (no setbacks requirements).

Compliance with standards of Article 15, Section 15.2.7 and 15.2.9 of the CZO

Garages developed within CBD are subject to standards of Article 15, Section 15.2 of the CZO intended to minimize traffic congestion, provide safe entrances and exits to the garage, secure quality design and compatibility with the adjacent uses and developments.

The proposed garage will have the main entrance and exit from/onto O’Keefe Avenue with a secondary entrance and exit from/onto Perdido Street. There will be two additional exits, one on Penn Street and the other one on O’Keefe Avenue. Ticket machines at the main O’Keefe Avenue entrance are setback approximately 80 feet from the gate, allowing queuing of six (6) vehicles within the structure. According to standards of **Article 15, Section 15.2.7 (11) Design Standards**:

“The design standards in Section 15.2.5 shall apply to all parking facilities in the CBD Central Business Districts. Accessory parking garages shall provide adequate reservoir space at the vehicular entrances within the structure to accommodate either ten (10) automobiles or five (5) percent of the total parking spaces provided by the garage, whichever amount is greater, but in no event shall such reservoir space be required for more than fifty (50) automobiles.”

As proposed, at the main garage entrance, the project provides six (6) queuing, “reservoir spaces,” while twenty-nine (29) is the required minimum. The Traffic Impact Analysis, to be submitted in conjunction with this request, must demonstrate that the proposed queuing space can accommodate peak hour traffic without creating congestion on the adjacent public rights-of-way. Therefore, should the project be recommended for approval, it should be subject to the following waiver:

- The applicant shall be granted a waiver of **Article 15, Section 15.2.7 (11)** to allow six (6) queuing spaces in lieu of the required twenty-nine (29) spaces within the garage and in front of the ticket booth. Granting of the waiver shall be predicated upon the CPC and DPW staffs’ approval of the Traffic Impact Analysis that supports the proposed entrance design.

15.2.9. *Specific Provisions for Parking Garages Authorized as Conditional Uses in CBD Districts*

According to **Article 15, Section 15.2.9**, “an off-street parking garage which requires permission by the City Council as a conditional use in a CBD District under the provisions of this Ordinance shall be authorized only when the garage complies with the standards required for all conditional uses in Section 16.6, and in addition, comply with all of the following specific provisions:

1. *The use is in conformance with the overall parking policy of the City for the Central Business District and for the particular CBD District in which the parking garage is to be located.*
2. *The siting and design of the parking garage is sensitive to protection of the integrity of surrounding buildings and areas of architectural and historical significance within the Central Business District and in conformance with the street façade controls in this Ordinance.*
3. *The parking garage will not be incompatible with or adversely affect the growth and development of uses comprising vital and essential functions in the portions of the Central Business District within which the garage is to be located.*
4. *The parking garage will not create or contribute to serious traffic congestion and will not unduly inhibit traffic and pedestrian flow and is compatible with the capacity of streets by which the garage is served, especially at peak hours.*
5. *The parking garage will not have an adverse impact on the street system based on the amount of existing parking and potential for future accessory parking allowed under the provisions of this article.*
6. *The exits and entrances to the parking garage are designed, located and planned to handle the anticipated peak hour volumes of entering and exiting vehicles and are compatible with street traffic patterns and volumes.*
7. *The size of the garage is related to the surrounding existing and anticipated development in the area and is compatible with the parking policy of the City in the Central Business District.*

As proposed, the parking garage will support goals and objectives of the Master Plan for the CBD that call for development of services and uses in support of a high-density office and commercial district. The proposed building elevations with the rhythm of enclosed and open panels, as well as the earth tone color scheme, have been carefully designed and selected to ensure harmonious relation with the adjacent office tower fronting Poydras Street. The staff believes that the project design meets the standard 1, 2, 3, and 7 listed above. The staff also enquired about the potential provision of ground floor retail or other commercial use that could improve the pedestrian experience and enliven the area. The applicant has stated that he had considered this idea but that the market analysis is not supporting commercial use at this location.

The standards listed under 4, 5, and 6 are related to traffic circulation and the location and design of garage entrance and exit points. The garage has multiple entrances and exits that should improve the traffic flow within the structure and minimize congestions at peak hours. In comparison with the existing parking lot on the site, it may be expected that the garage will have no significant impact on the traffic flow along the adjacent streets. The existing parking lot has an entrance and exit on both, O’Keefe Avenue and Perdido Street. Despite the fact that parking spaces are unmarked and onsite circulation rather chaotic, no queuing within the public rights-of-way currently occurs during regular or peak hours. While the capacity of the garage will be four times of the parking lot, its orderly design and two additional exits should not have adverse impact on the traffic in the surrounding area. The Traffic Impact Analysis (TIA), required as a part of the development proposal, must document no significant impact on the traffic during regular and peak hours. Therefore, the staff recommends the following proviso (see also provisos listed under Section E of this report related to the TIA):

- The Traffic Impact Analysis, to be submitted for review and approval by the City Planning Commission and the Department of Public Works staff, must document no significant impact on the traffic during regular and peak hours.

Landscaping

The garage will be developed from property line to property line, so there is no opportunity for on-site landscaping. The applicant is proposing to install street trees within the O’Keefe Avenue, Perido and Penn Streets public rights-of-way to improve the appearance of the site. Therefore, the following proviso:

- The applicant shall install street trees within the O’Keefe Avenue, Perdido and Penn Streets public rights-of-way subject to the review and approval of the staff of the Department of Parks and Parkways.

Encroachments

The proposed garage will occupy the site from property line to property line. Should there be any encroachment of building or signage onto the adjacent public rights-of-way, the applicant will have to obtain a long-term lease allowing these encroachments from the Department of Property Management, Division of Real Estate and Records.

- The applicant shall secure the appropriate rights to utilize City property in connection with any encroachments in accordance with the requirements of the Department of Property Management, Office of Real Estate and Records.

Trash Storage and Litter Abatement.

The applicant has not labeled an area for trash storage on the submitted site plan. To ensure that the location of trash storage does not affect the adjacent properties and is not visible from the street, the staff recommends the following proviso:

- The applicant shall indicate an area for the storage of waste on the site or floor plan. No trash storage shall be visible from the public rights-of-way. Additionally, the owner of the development shall submit a litter abatement program letter to the Department of Sanitation for approval, which is inclusive of the type and quantity of trash receptacles, and the frequency of trash pickup if contracted with a private trash removal company. The name and phone number of the manager or the owner of the business shall be included in this letter to be kept on file in case of any violation.

Signage

No signage plan has been submitted in conjunction with this application. Therefore, should the application be recommended for approval,

- The applicant shall submit a detailed signage plan, indicating the type, size, and location of all signage to be installed within the site. All proposed signage shall comply with **Article 6, Section 6.1.6 – Permitted Signs** of the Comprehensive Zoning Ordinance.

Lastly, to ensure the Department of Safety and Permits does not issue building permits, which are contradictory to the requirements of the conditional use; the staff recommends the following proviso:

- The Department of Safety and Permits shall issue no building permits or licenses for this project until final development plans are approved by the City Planning Commission and recorded with the Office of Conveyances. Failure to complete the conditional use process by properly recording plans within a one year time period or failure to request administrative extensions as provided for in **Article 16, Section 16.9.11** of the Comprehensive Zoning Ordinance will void the conditional use approval.

- E. What is the potential traffic impact? What are the off-street parking and off-street loading requirements? Can the required number of off-street parking spaces be provided on site, or would a waiver be required?**

Streets

The petitioned site is bounded by O’Keffe Avenue, and Perdido Street which are both one-way minor streets with two traffic lanes. The site also fronts on Penn

Street which is a one-way minor streets with a single lane of traffic. The site is a half block distance from Poydras Street and two blocks distance from Loyola Avenue, both major streets with three traffic lanes in each direction and a landscaped neutral ground. A new streetcar line was recently completed using a portion of the Loyola Avenue right-of-way. Both streets are the major routes for the public transit system.

Traffic Impact Analysis (TIA)

The proposed parking garage will be developed on the site currently occupied with a 135-140 space commercial parking lot. The garage will have eight (8) stories and contain 203,611 square feet with a capacity of 573 parking spaces. It will generate additional vehicular traffic to and from the site.

According to **Article 6, Section 6.12 Central Business District Traffic Impact Analysis**, *“All new developments or building renovations or additions which create a total aggregate floor area of 50,000 square feet or more, or additions or changes of use to any existing structure(s) which create a total aggregate floor area of 50,000 square feet or more and which generate ten (10) percent more trips than those of existing development are required to submit a traffic impact analysis describing the impact which the project will have on the Central Business District transportation system in accordance with this section.”*

A Traffic Impact Analysis (TIA) has not been submitted as a part of the application. Therefore, the staff recommends:

- The applicant shall submit the Traffic Impact Analysis (TIA) for review and approval by the Department of Public Works and City Planning Commission staffs. The TIA must document that the surrounding infrastructure should be capable of handling the increase in vehicular traffic associated with the proposed use. The TIA should also document that the proposed development will not have negative impact on the traffic flow and that the appropriate mitigation measure, if needed, will address any traffic flow issue.

The site plan indicates several new curb cuts being made to provide access to the garage. The plan does not indicate restoration of the existing curbs no longer needed to access the site nor the restoration of the adjacent sidewalks. Therefore the staff recommends the following proviso:

- The applicant shall submit plans for review and approval of the Department of Public Works and the Downtown Development District for sidewalk improvements within the public rights-of-way. The applicant shall modify the sidewalks to the design specifications of the respective department and/or agency.

- All new curb-cuts shall be subject to review and approval by the Department of Public Works.

F. Are there any comments from other agencies, departments or committees?

The proposal was considered by the Planning Advisory Committee at its meeting of December 17, 2014. A representative for the applicant was present and described the project. He stated that the building is designed to blend with the adjacent office tower in terms of colors and architectural details. He further stated that the Traffic Impact Analysis is being finalized and that it will be submitted for review by the City Planning Commission and the Department of Public Works. The committee passed a motion of no objection subject to further review by the City Planning Commission, Departments of Public Works and Parks and Parkways (for street trees), and Sewerage and Water Board. (for house connections).

G. What effects or impacts would the proposed conditional use have on adjacent properties?

The petitioned property occupies a large, corner site at the intersection of O'Keefe Avenue, Perdido and Penn Street, a half block distance from Poydras Street and a few blocks away from Loyola Avenue. The proposal involves redevelopment of the surface parking lot into an 8-story non-accessory, commercial parking garage. The parking lot is one of several unimproved, surface level parking lots in the area and the proposed development of a garage structure will have a positive impact on the area. The proposal will create two new curb cuts along O'Keefe Avenue and Penn Street to access a garage while retaining some of the existing ones. To improve the visual appearance of the site and of the surrounding area, the applicant is proposing to install street trees within the public rights-of-way of O'Keefe Avenue, Perdido and Penn Streets.

The proposed non-accessory parking spaces would provide parking to support uses in the surrounding area, which is characterized by high-density development, a mixture of office, commercial and residential uses, and a limited supply of on-street parking. The garage structure has been designed to ensure harmonious visual relation with the adjacent office tower fronting Poydras Street. To minimize the potential impact that the proposed development may have on the traffic circulation in the area, the Traffic Impact Analysis for the project must document no significant impact on the traffic circulation during regular and peak hours. With this and other provisos imposed, the staff believes that the proposed garage should be a welcomed addition to the area.

III. Is the proposed action supported by or in conflict with the policies and strategies of the *Plan for the 21st Century*?

The proposal is **consistent** with the *Plan for the 21st Century*. “Chapter 14: Land Use Plan” of the Master Plan designates the future land use of the petitioned site as “Downtown Mixed Use.” The goal, range of uses, and development character for that designation are copied below:

Goal: Support and encourage a vibrant, 24-hour live-work-play environment in the Central Business District, and provide areas to support a high density office corridor.

Range of Uses: High density office, multifamily residential, hotel, government, institutional entertainment and retail uses. No new heavy or light industrial uses allowed.

Development Character: The scale of new development will vary depending on location within the CBD and will be determined by appropriate height and massing, particularly near historic districts.

The proposed use is consistent with the goal and range of uses described above. The design of the existing structure is consistent with the surrounding neighborhood

IV. SUMMARY

Zoning Docket 002/15 is a request for a conditional uses to permit a non-accessory parking garage in a CBD-1 Central Business District. The proposed parking garage will be developed on the site currently occupied by an unimproved, non-accessory surface parking lot. The 8-story garage will contain 203,611 square feet with a capacity of 573 parking spaces. Garages developed within CBD are subject to standards of Article 15, Section 15.2 of the CZO intended to minimize traffic congestion, provide safe entrances and exits to the garage, and to secure quality design and compatibility with the adjacent uses and developments. The staff believes that the project design provides a harmonious visual relation with the adjacent office tower fronting Poydras Street. To minimize the potential impact that the proposed development may have on the traffic circulation in the area, the Traffic Impact Analysis for the project must document no significant impact on the traffic circulation during regular and peak hours. With this and other provisos imposed, the staff believes that the proposed garage should be a welcomed addition to the area.

V. PRELIMINARY STAFF RECOMMENDATION²

The staff recommends **APPROVAL** of Zoning Docket 002/15, subject to one (1) waiver and eleven (11) provisos.

Waiver:

1. The applicant shall be granted a waiver of **Article 15, Section 15.2.7 (11)** to allow six (6) queuing spaces in lieu of the required twenty-nine (29) spaces within the garage and in front of the ticket booth. Granting of the waiver shall be predicated upon the CPC and DPW staffs' approval of the Traffic Impact Analysis that supports the proposed entrance design.

Provisos:

1. The Department of Safety and Permits shall issue no building permits or licenses for this project until final development plans are approved by the City Planning Commission and recorded with the Office of Conveyances. Failure to complete the conditional use process by properly recording plans within a one year time period or failure to request an administrative extension as provided for in Article 16, Section 16.9.11 of the Comprehensive Zoning Ordinance will void the conditional use approval.
2. Prior to final approval of the conditional use, the applicant shall resubdivide the site into one lot of record. Additionally, the subdivision shall be finalized prior to the issuance of the Certificate of Use and Occupancy by the Department of Safety and Permits.
3. The project shall provide the required number of ADA accessible parking spaces as per standards of Article 15, Section 15.2.5.
4. The Traffic Impact Analysis, to be submitted for review and approval by the City Planning Commission and the Department of Public Works staff, must document no significant impact on the traffic during regular and peak hours.
5. The applicant shall install street trees within the O'Keefe Avenue, Perdido and Penn Streets public rights-of-way subject to the review and approval of the staff of the Department of Parks and Parkways.
6. The applicant shall secure the appropriate rights to utilize City property in connection with any encroachments in accordance with the requirements of

² Subject to modification by the City Planning Commission

the Department of Property Management, Office of Real Estate and Records.

7. The applicant shall indicate an area for the storage of waste on the site or floor plan. No trash storage shall be visible from the public rights-of-way. Additionally, the owner of the development shall submit a litter abatement program letter to the Department of Sanitation for approval, which is inclusive of the type and quantity of trash receptacles, and the frequency of trash pickup if contracted with a private trash removal company. The name and phone number of the manager or the owner of the business shall be included in this letter to be kept on file in case of any violation.
8. The applicant shall submit a detailed signage plan, indicating the type, size, and location of all signage to be installed within the site. All proposed signage shall comply with **Article 6, Section 6.1.6 – Permitted Signs** of the Comprehensive Zoning Ordinance.
9. The applicant shall submit the Traffic Impact Analysis (TIA) for review and approval by the Department of Public Works and City Planning Commission staffs. The TIA must document that the surrounding infrastructure should be capable of handling the increase in vehicular traffic associated with the proposed use. The TIA should also document that the proposed development will not have negative impact on the traffic flow and that the appropriate mitigation measure, if needed, will address any traffic flow issue.
10. The applicant shall submit plans for review and approval of the Department of Public Works and the Downtown Development District for sidewalk improvements within the public rights-of-way. The applicant shall modify the sidewalks to the design specifications of the respective department and/or agency.
11. All new curb-cuts shall be subject to review and approval by the Department of Public Works.

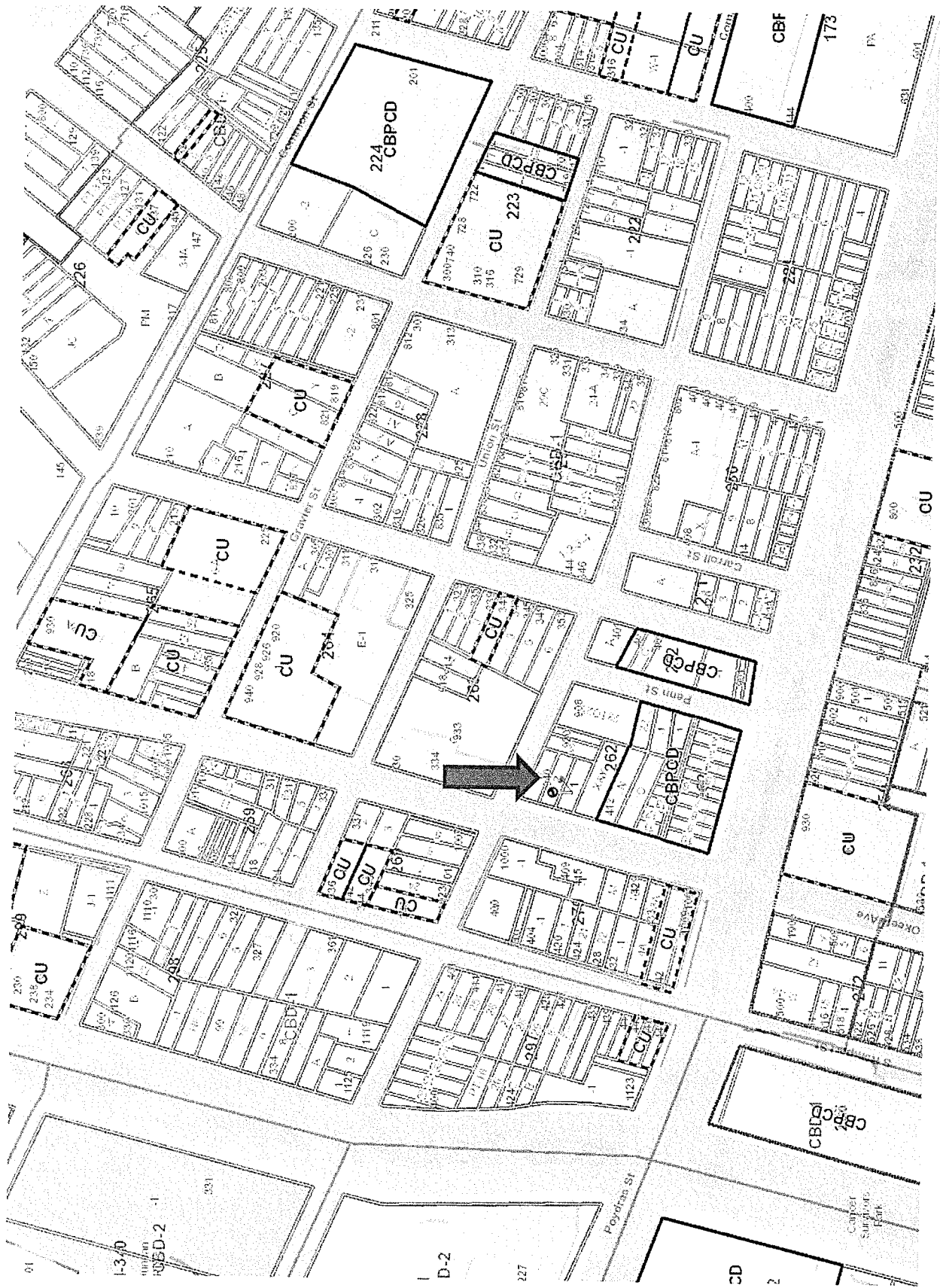
VI. REASONS FOR RECOMMENDATION

1. The proposed parking garage will replace an unimproved non-accessory parking lot and improve to overall appearance of the site.
2. The proposed development will contribute to the ongoing revitalization of the Central Business District as a 24-hour, vibrant, mixed-use environment.

3. The proposed use is consistent with the *Plan for the 21st Century: New Orleans 2030 Land Use Plan* which designates the site Mixed-Use Downtown.

VII. Should the applicant desire changes to any recommended waivers or provisos, the applicant is encouraged to bring any proposed alternative language for discussion at the meeting.

412 O'Keefe Avenue



O'Keefe Garage, L.L.C.
403 Baronne Street
New Orleans, Louisiana 70112

December 30, 2014

Dubravka Gilic, Planning Administrator
City Planning Commission
City of New Orleans
1300 Perdido Street, 7th Floor
New Orleans, LA 70112

RE: O'Keefe Parking Garage Conditional Use Application
Zoning Docket 002/15

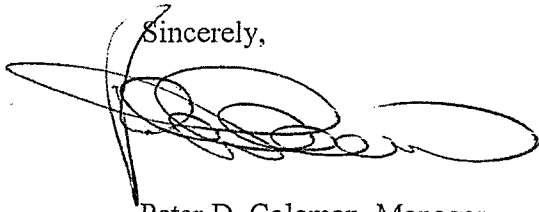
Subject: Ground Floor Tenant Space

Dear Ms. Gilic:

We understand that a question has arisen concerning potential inclusion of a ground floor tenant for this project. Please be advised that after careful consideration the owners feel that this is not a viable option. Given this project's location there is insufficient demand for any type of commercial use in a relatively small space. The market for lease space in the vicinity of this site is already saturated. As a result, the space would likely remain vacant to the detriment to the streetscape and this project.

For these reasons, the ownership wishes not to include a ground floor tenant space into this project. Thank you for your consideration in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter D. Coleman", with a large, sweeping flourish extending to the left.

Peter D. Coleman, Manager

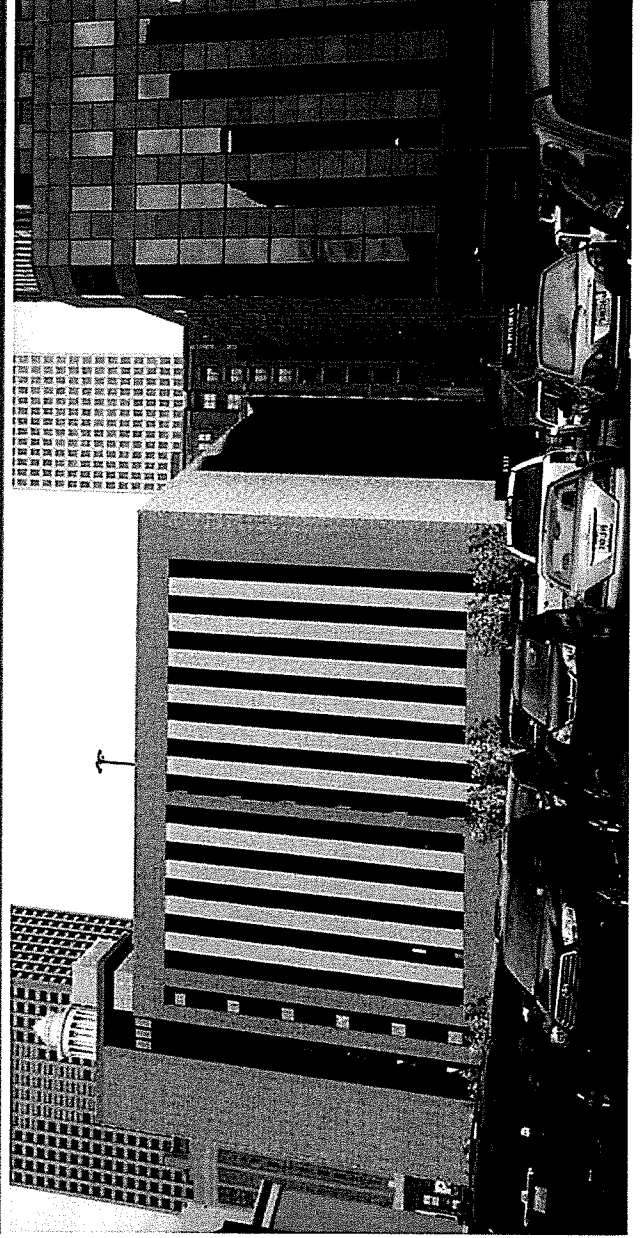
Cc: Donald Fant, Woodward Design Group

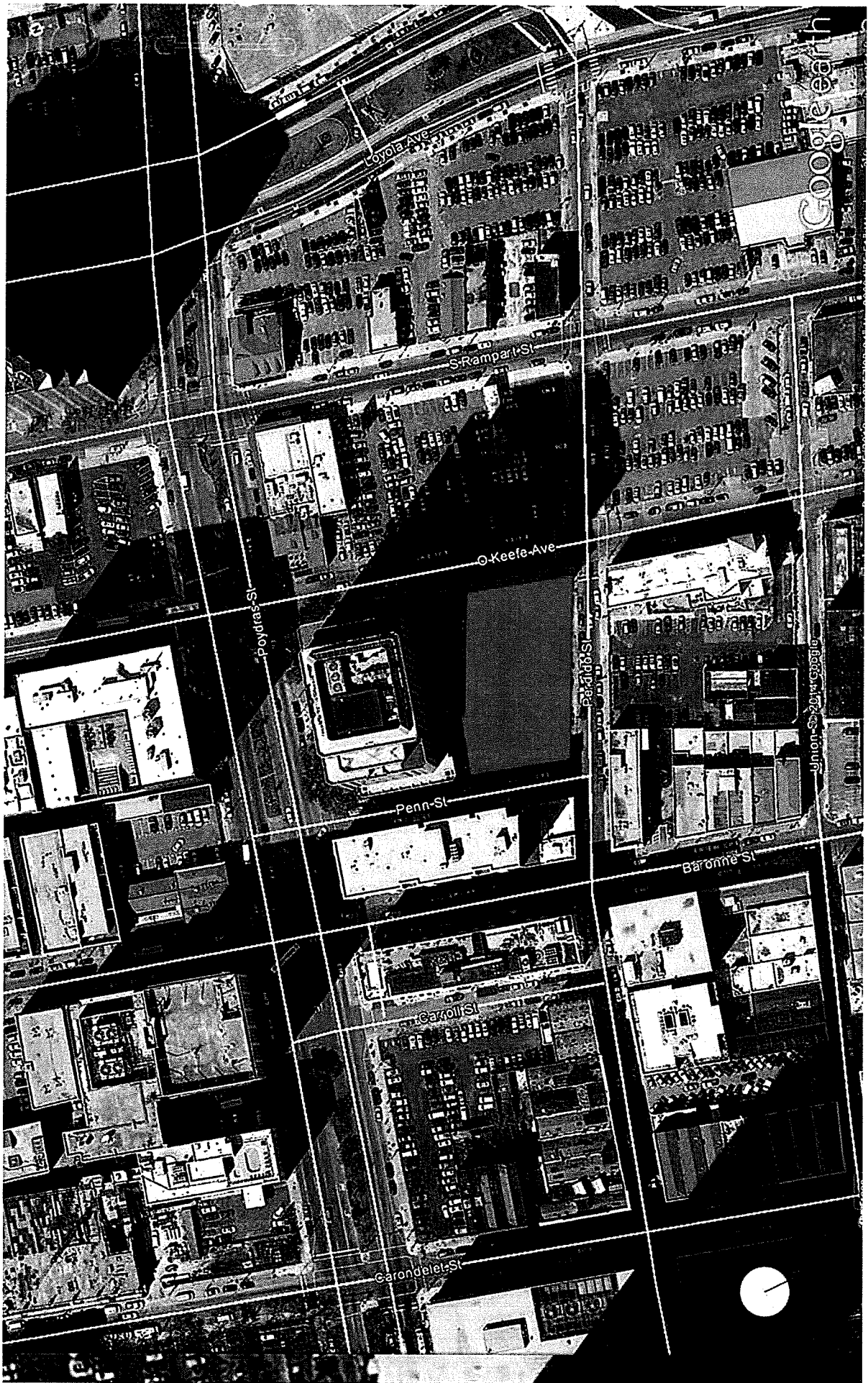
woodward
design+build

O'Keefe Parking Garage

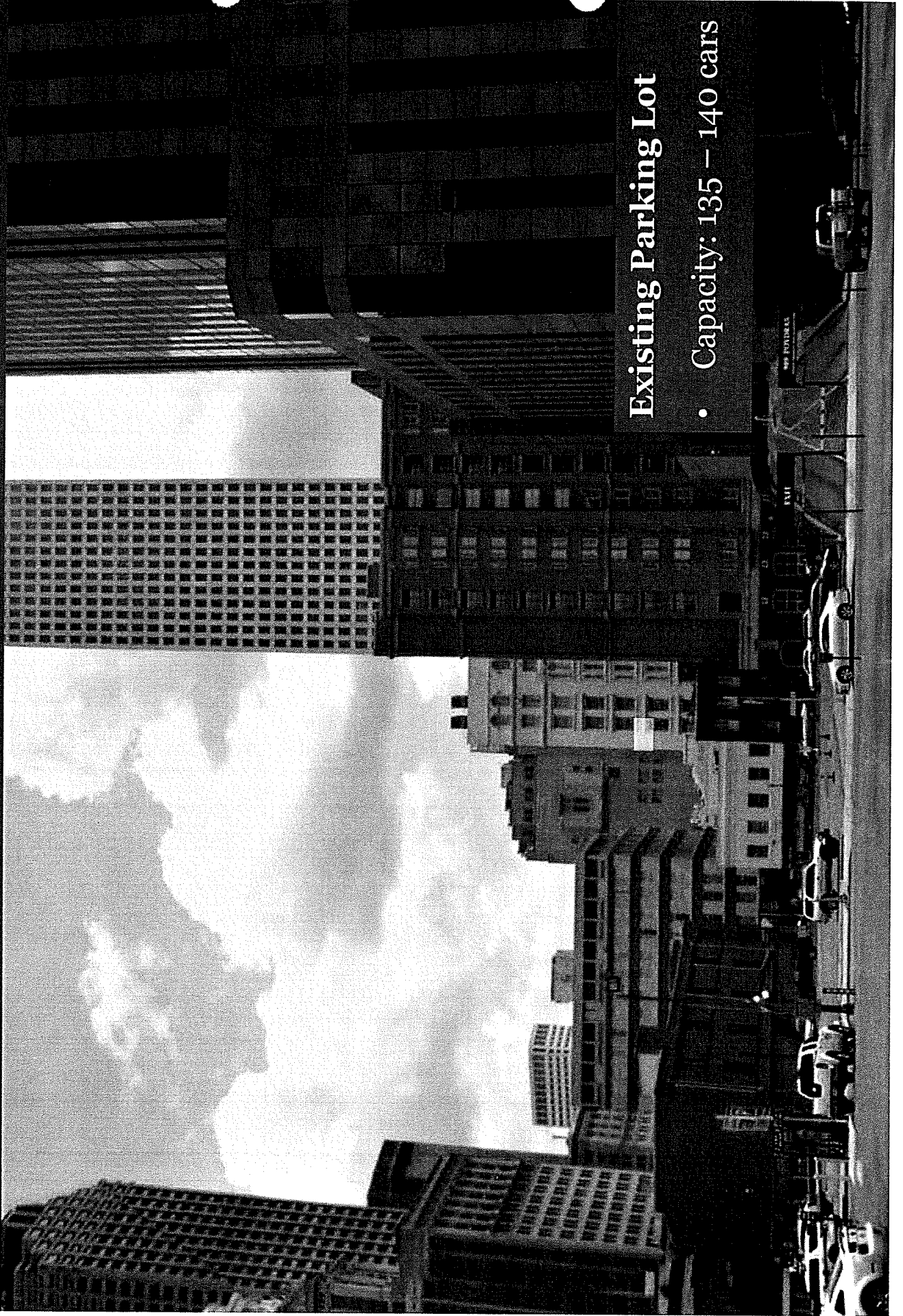
Proposed Design

October 30, 2014





Existing

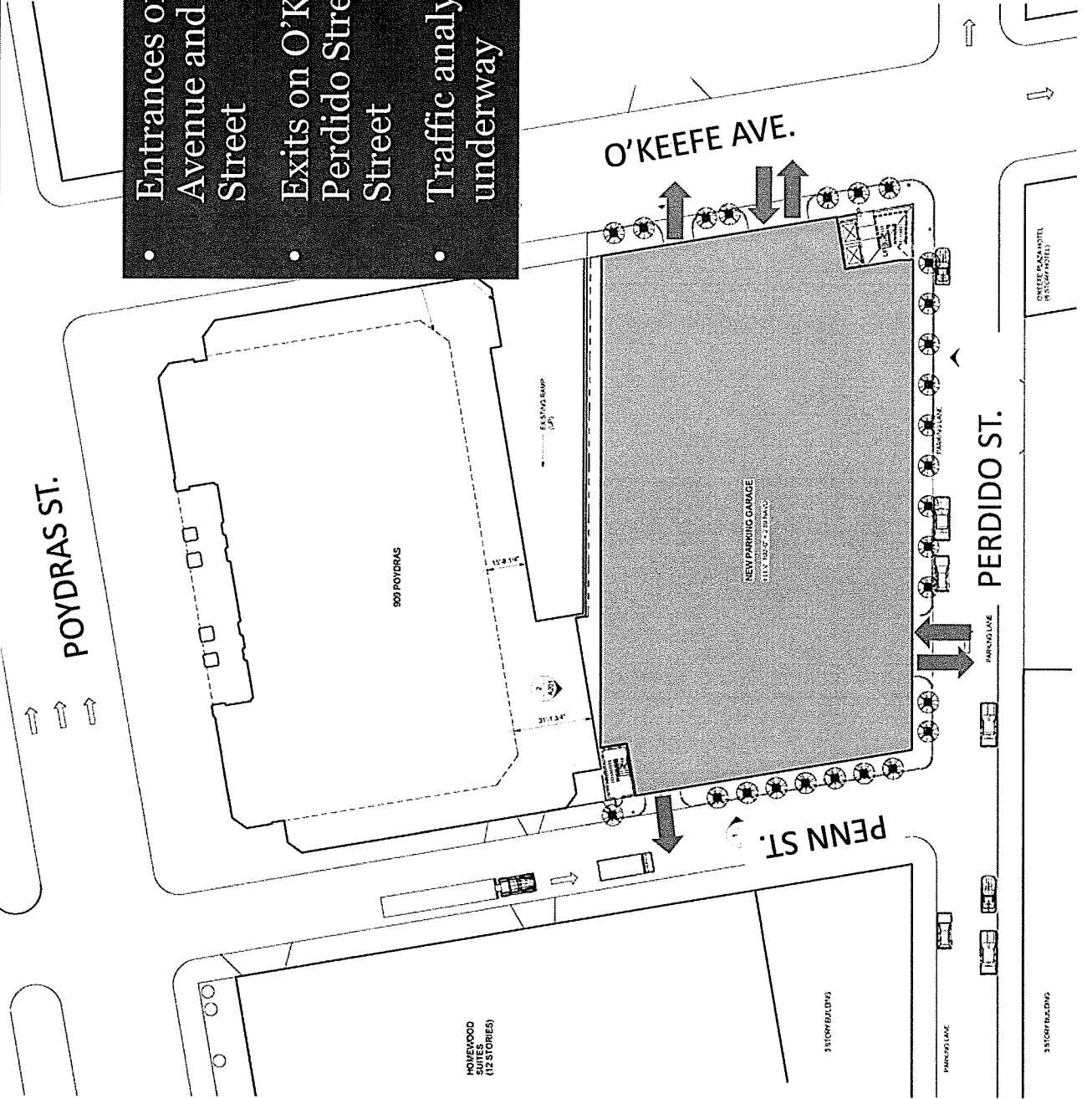


Existing Parking Lot

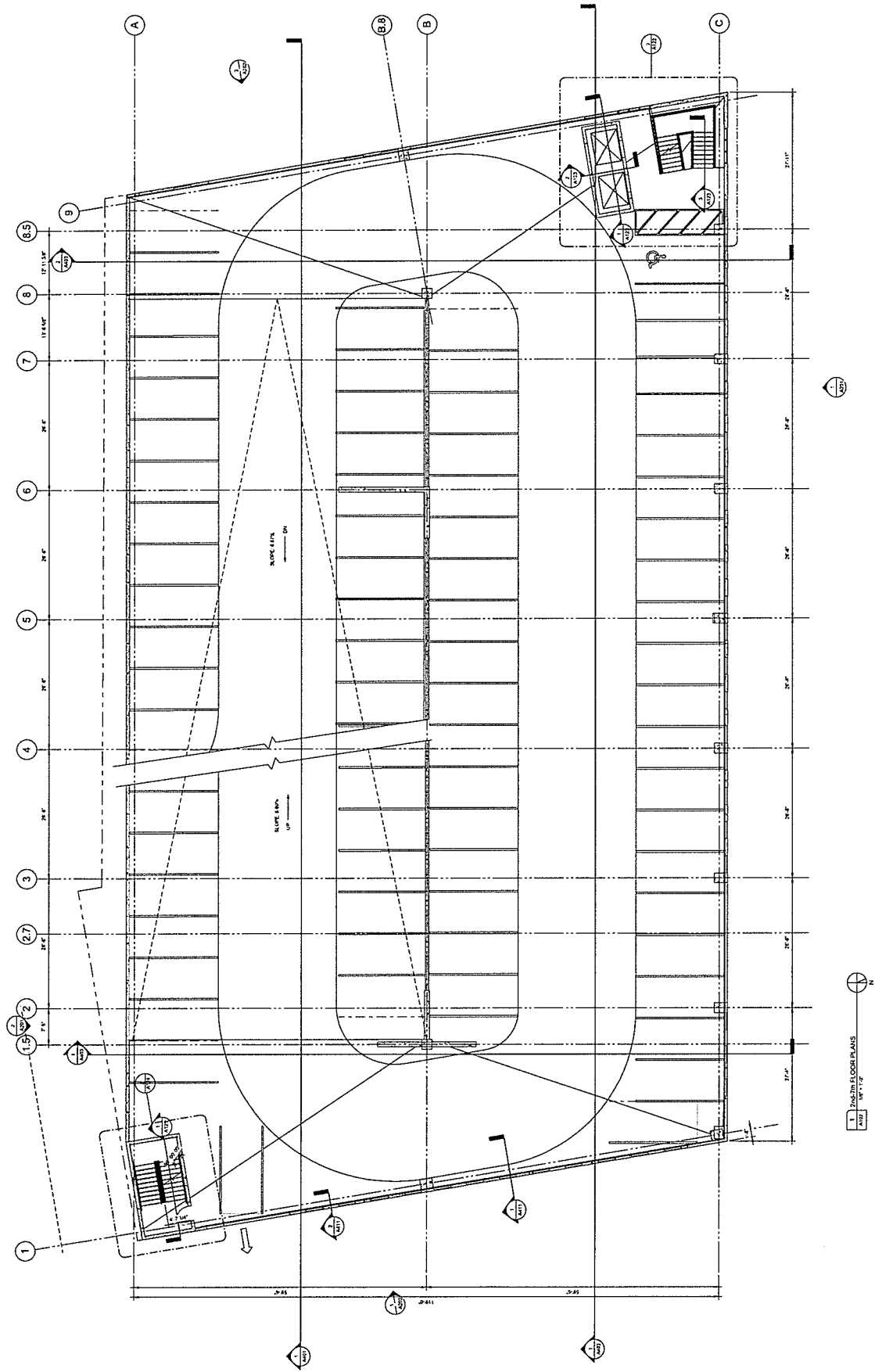
- Capacity: 135 – 140 cars

Traffic Flow

- Entrances on O'Keefe Avenue and Perdido Street
- Exits on O'Keefe Avenue, Perdido Street, and Penn Street
- Traffic analysis study is underway



GENERAL NOTES:
1. 78 PARKING SPACES PER FLOOR.



1. 2nd FLOOR PLAN
A102 11/11/11



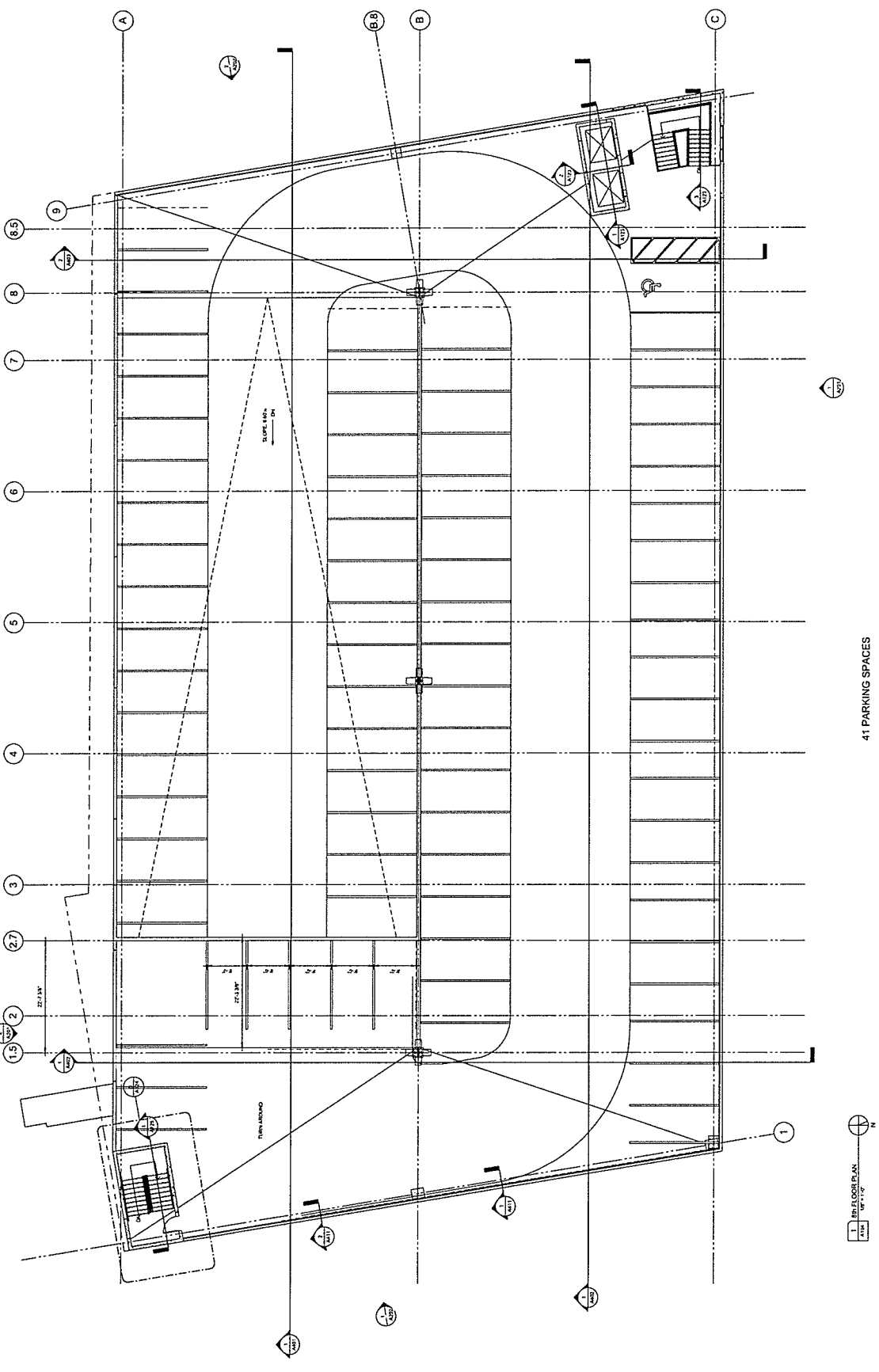
woodward design group
 ARCHITECT AIA LEED AP
 David Park
 1000 15th St NW, Suite 1000
 Washington, DC 20004
 Tel: 202.331.1000
 Fax: 202.331.1001
 www.woodwarddesign.com

O'Keefe Parking Garage
 1000 15th St NW
 Washington, DC 20004

NOT FOR CONSTRUCTION
 DATE: 11/11/11
 DRAWING NO: 11-1000-01
 PROJECT NO: 11-1000
 SHEET NO: 11-1000-01-10
 SCALE: 1/8" = 1'-0"
 11/11/11
 11-1000-01-10

A104

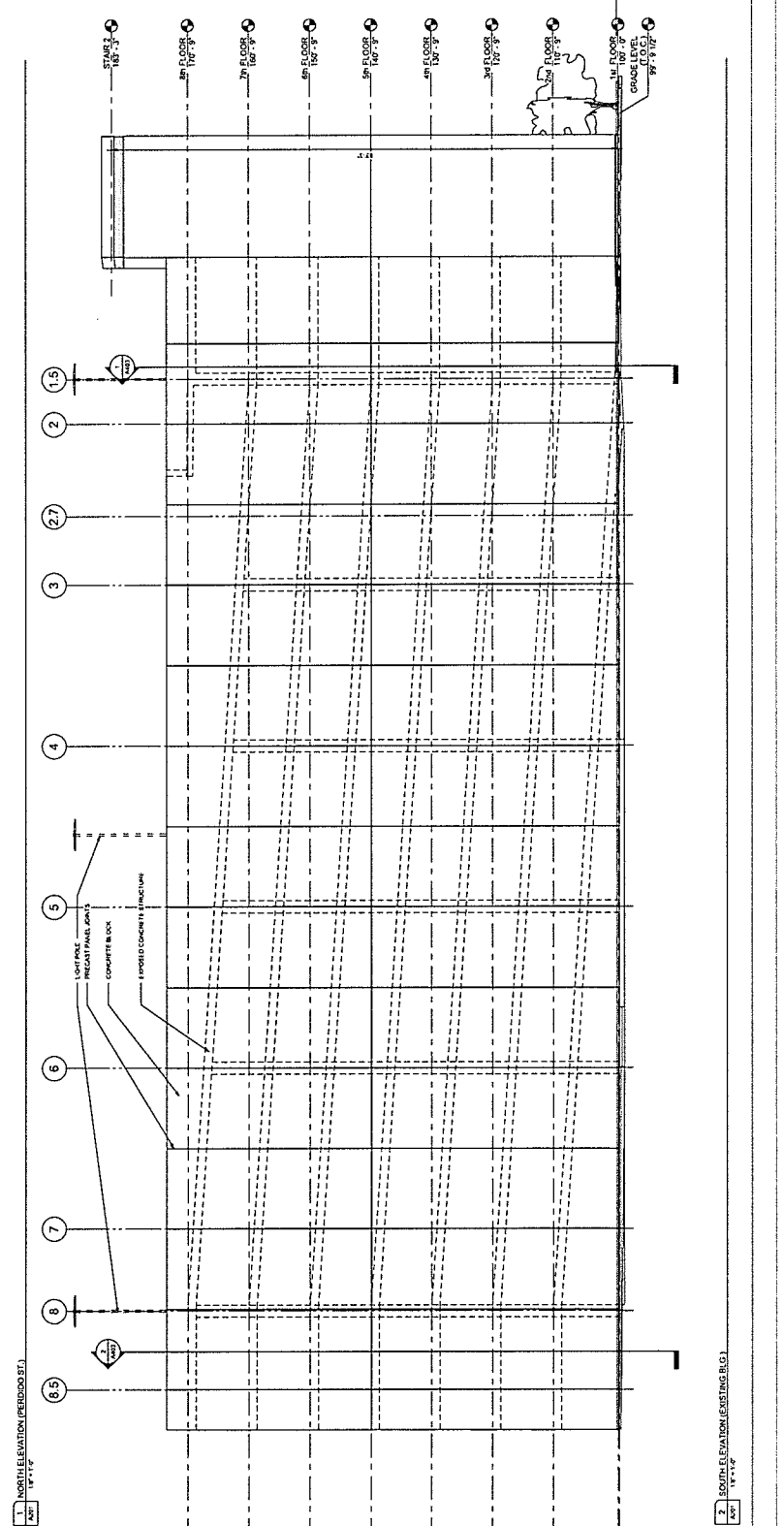
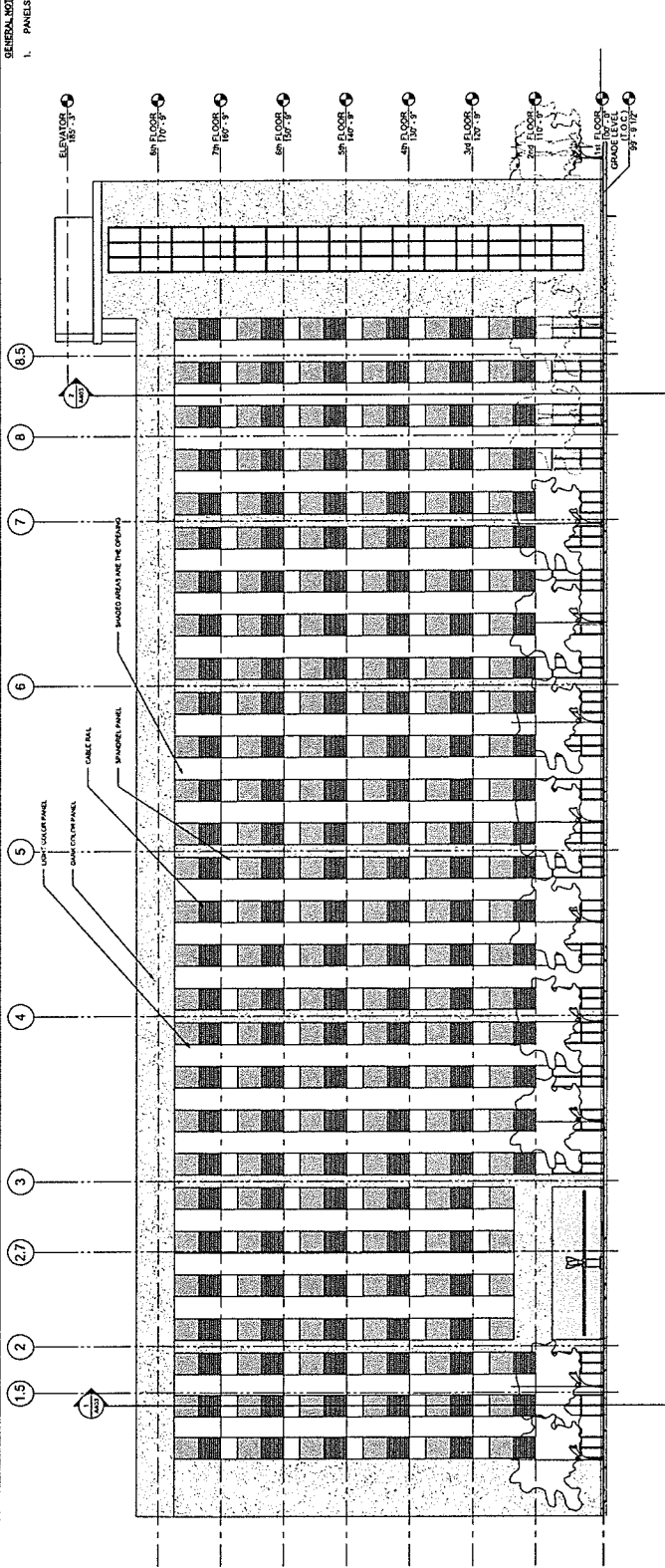
GENERAL NOTE:
 1. 41 PARKING SPACES



1. FIRST FLOOR PLAN
 1/8" = 1'-0"
 11/11/11

41 PARKING SPACES

GENERAL NOTES:
 1. PANELS TO BE STAINED DARK BROWN IN COLOR AT PLANT.



1 NORTH ELEVATION (PERIODIC SET)

2 SOUTH ELEVATION (EXISTING B.C.)



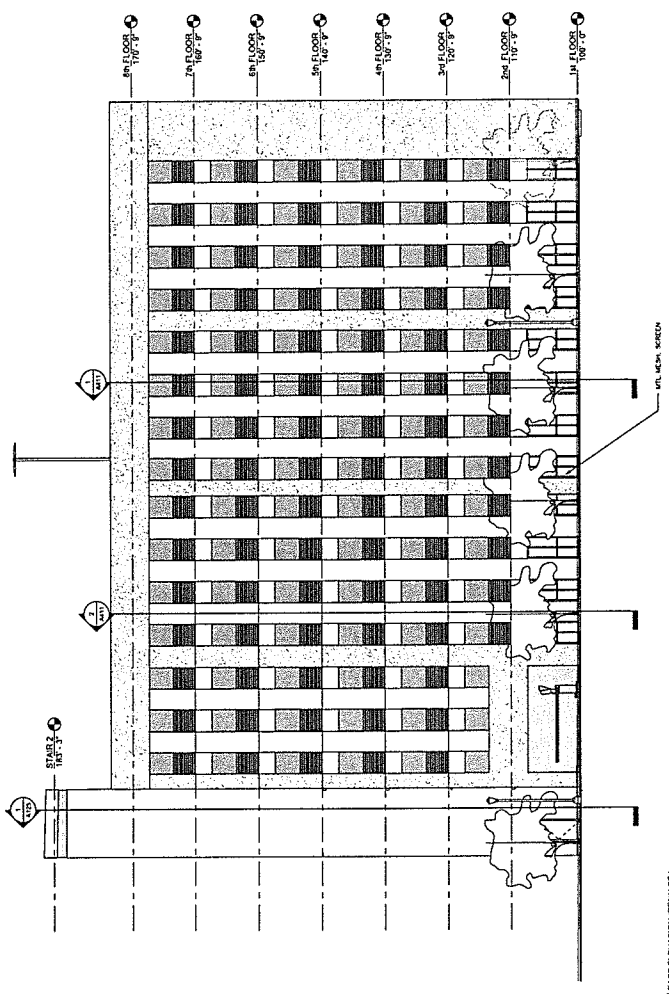
woodward design group
 Donald East
 ARCHITECT AIA LEED AP
 1000 WEST 10TH AVENUE, SUITE 100
 DENVER, CO 80202

O'Keefe Parking Garage

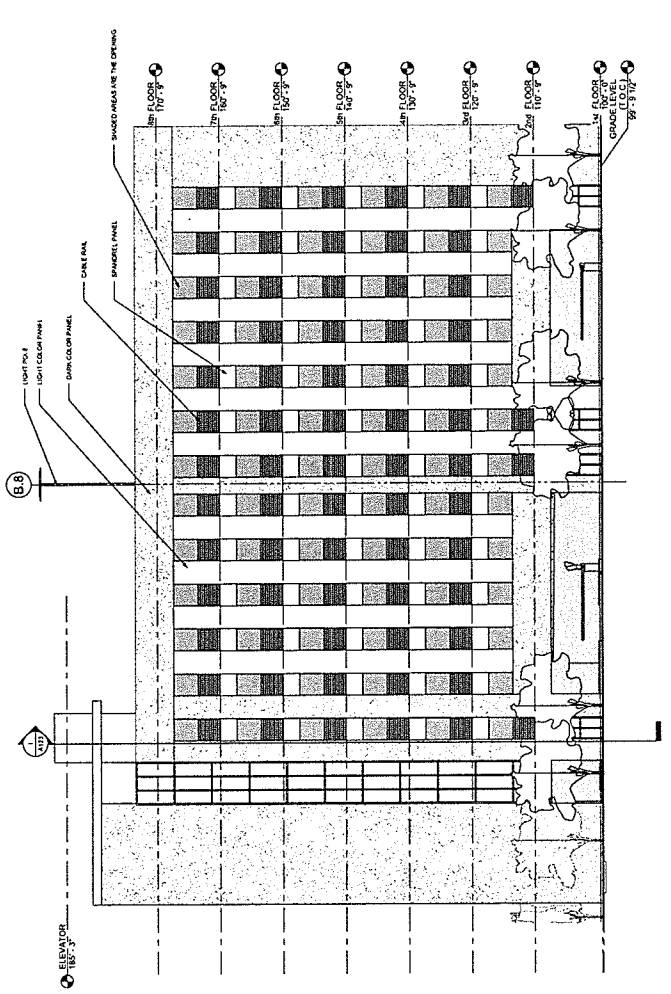
NOT FOR CONSTRUCTION
 DATE: 10/11/11
 SHEET: 10/11/11
 PROJECT: O'KEEFE PARKING GARAGE
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]

A202

GENERAL NOTE:
 1. PANELS TO BE STAINED DARK BROWN IN COLOR AT PLANT.

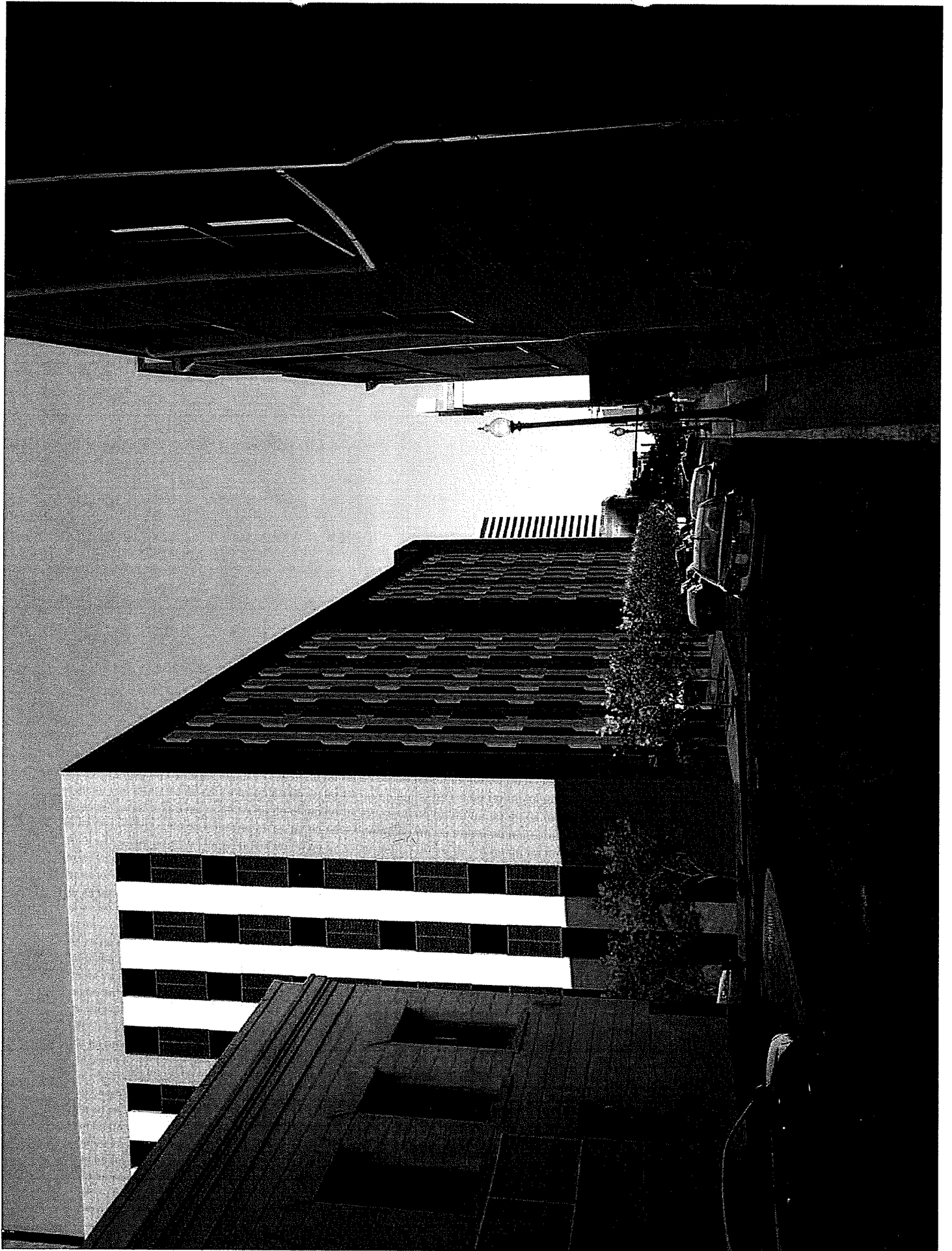


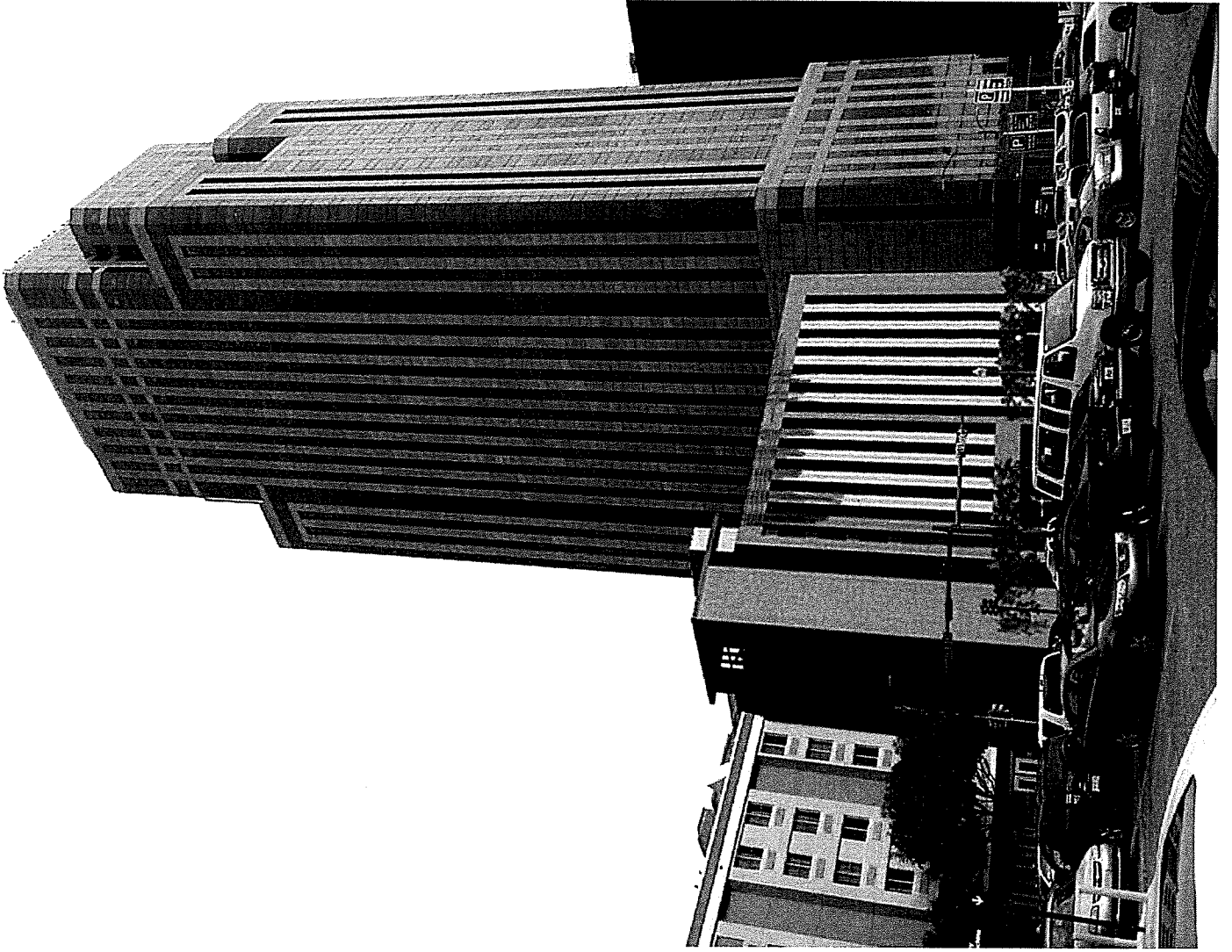
1 EAST ELEVATION (PERRIN ST)
 10'-0" x 11'-0"



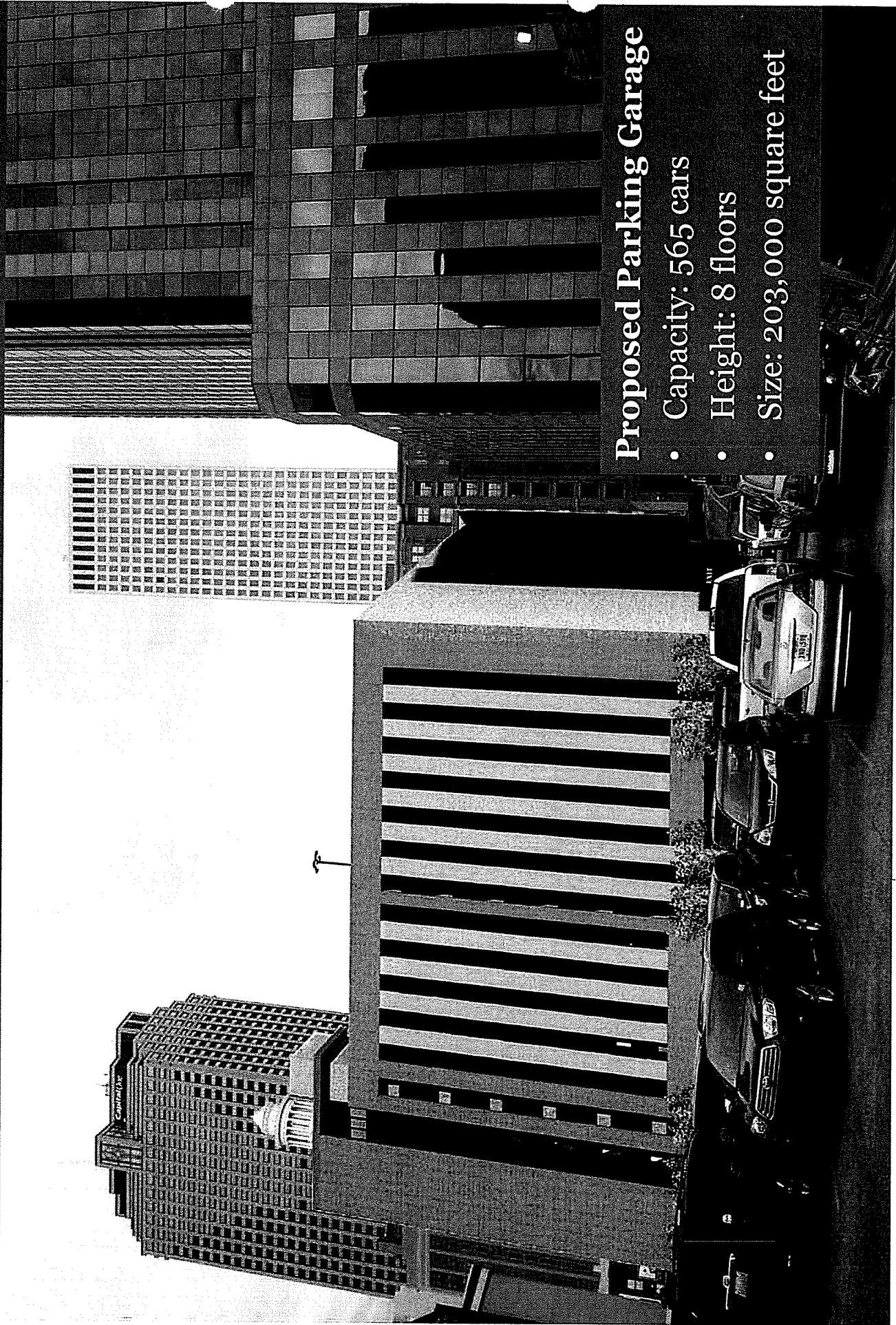
2 WEST ELEVATION (O'KEEFE AVE)
 10'-0" x 11'-0"

—Renderings—





Proposed



Proposed Parking Garage

- Capacity: 565 cars
- Height: 8 floors
- Size: 203,000 square feet

November 10, 2014

**RE: Proposed Parking Garage
O'Keefe and Perdido Streets**

Subject: Project NPP Report

Overview: This report provides results of the implementation of the Project Neighborhood Participation Program for property located at 908/920/940 Perdido Street and 412 O'Keefe Avenue, at the southeast corner of O'Keefe and Perdido. The applicant intends to file an application for a Conditional Use of a parking garage providing nonaccessory off-street parking spaces in a CBD-1 Central Business District. This report provides a summary of contacts with citizens, neighbors, public agencies, and interested parties. Opportunities have been provided to learn about and comment on the proposed plans and actions. Comments, sign-in lists, letters, summary sheets, and other materials are attached.

Contact:

Donald F. Fant, AIA
Director of Design
Woodward Design + Build
1000 S. Jefferson Davis Parkway
New Orleans, LA 70112
504.822.6443
dfant@woodwarddesignbuild.com

Neighborhood Meetings: The following dates and locations of all meetings where citizens were invited to discuss the applicant's proposal (comments, sign in lists, and other feedback are attached).

1. October 30, 2014 – The Good Shepherd School, 353 Baronne Street, 6pm – 8pm, 7 people in attendance.

Correspondence and Telephone Calls:

1. September 16, 2014 - conducted a pre-application conference call with City Planning Commission staff member Dale Thayer.
2. October 14, 2014 – coordinated potential meeting locations and format with Mayor's Neighborhood Engagement Office staff member Greg Lawson
3. October 24, 2014 – letters mailed to contact list provided by City Planning Commission staff (see attached)
4. October 29, 2014 – emailed rendering of current design to James Huger with JMH Companies per his request to voice mail the previous day
5. October 29, 2014 – discussed project with Leigh Ferguson, Director of Economic Development with the Downtown Development District; emailed rendering of current design per his request
6. November 1, 2014 – responded to additional request for information from Mr. Huger via email

Results:

There were 192 persons/addresses invited to the community meeting. See attached copy of PowerPoint presentation, sign-in sheet, and meeting minutes.

10/30/2014
O'Keefe Parking Garage
Community Meeting

Woodward Design Group Presentation

- Introduction
 - Project by Woodward Design Group and Woodward Design+Build
 - Site plan overview – bordered by Penn Street, Perdido Street, O'Keefe Avenue, and the 909 Poydras office tower
 - Existing parking lot capacity ~135 to 140 cars
 - Proposed parking garage
 - ~565 car capacity
 - 8 floors
 - 203,000 square feet
- Traffic Flow
 - Entrances/Exits
 - Traffic study is still underway
- Proposed Design Renderings and Architectural Plans
 - Proposed design plays off of architecture of 909 Poydras office tower
 - Trees will be planted along 3 sides of the garage on Penn Street, Perdido Street, and O'Keefe Avenue
 - Materials:
 - Pre-cast structure matched closely to color of 909 Poydras
 - Vertical pre-cast panels with a screen between the openings on the ground floor
 - Glass in the stair tower/elevator tower areas for natural light and aesthetic value
 - Garage will look more like a conventional building than typical parking garages because each floor will appear level from the street, with the ramp running along the solid wall that abuts the 909 Poydras building
 - Potential for building tie-in between 909 Poydras and the garage

Public Comments

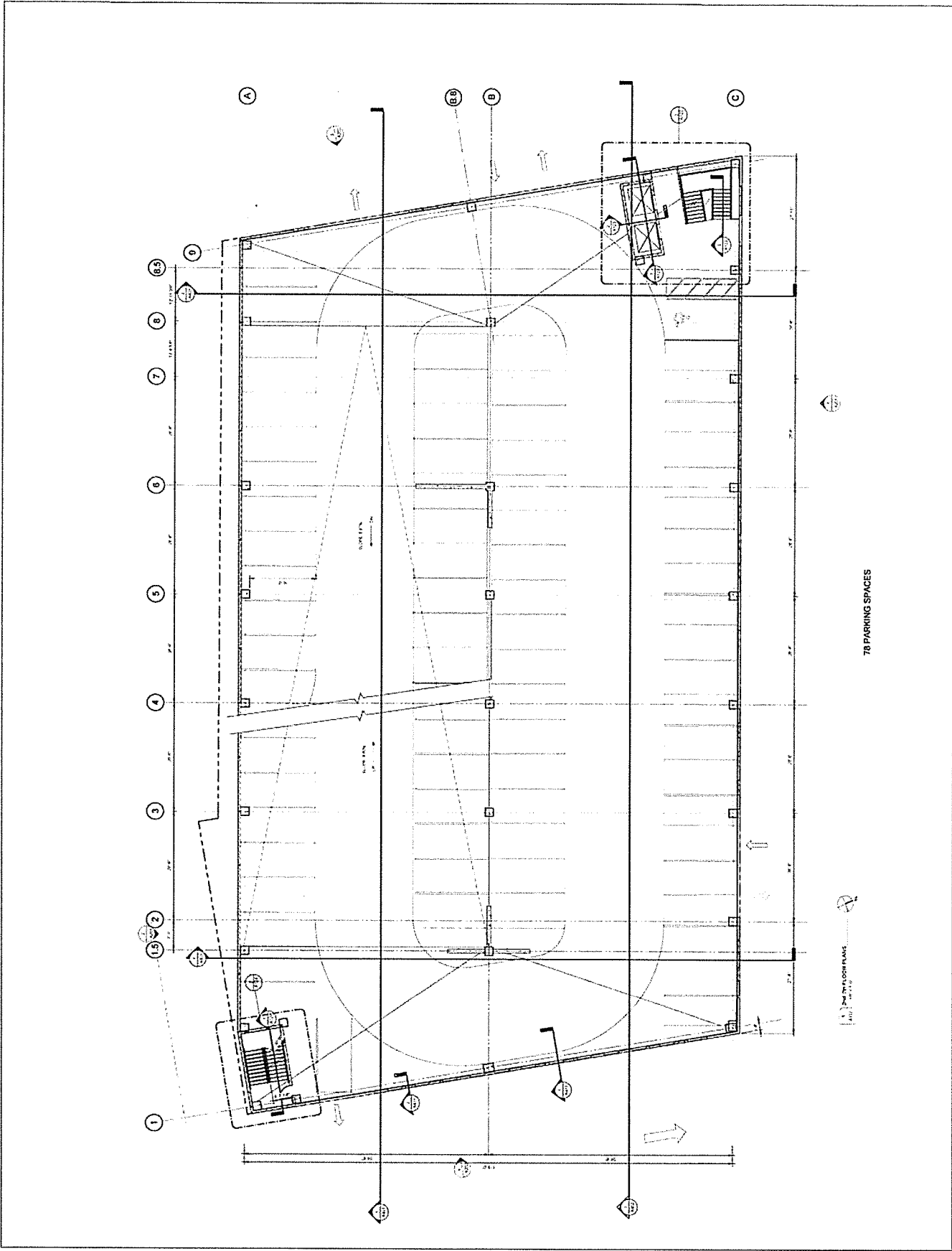
- What will be effect on businesses near Rampart Street, with construction closing down the block for 1 year?
 - Stoppages will be minimized, with possibly only the street parking blocked off
 - Pre-cast concrete construction means many materials will be built off-site and then delivered, leading to speedy building erection
 - Most construction traffic will probably come down O'Keefe Avenue, drop off material, and continue down O'Keefe to Canal Street

- If road closure are necessary, they will be in temporary, short durations or during select weekend hours
- Will the increased parking supply bring down rents for parking spots in the surrounding area? What's the plan for who will operate it?
 - Operator has not been chosen yet
 - Cannot speculate on the effect of increased supply on downtown parking prices
 - Projections are that by the year 2020, 10,000 more people will be living here so there is definitely a need for more parking.

—Architectural Plans—

NO.	DESCRIPTION	DATE
1	PRELIMINARY	10/10/00
2	REVISED	11/15/00
3	REVISED	12/15/00
4	REVISED	1/15/01
5	REVISED	2/15/01
6	REVISED	3/15/01
7	REVISED	4/15/01
8	REVISED	5/15/01
9	REVISED	6/15/01
10	REVISED	7/15/01
11	REVISED	8/15/01
12	REVISED	9/15/01
13	REVISED	10/15/01
14	REVISED	11/15/01
15	REVISED	12/15/01
16	REVISED	1/15/02
17	REVISED	2/15/02
18	REVISED	3/15/02
19	REVISED	4/15/02
20	REVISED	5/15/02
21	REVISED	6/15/02
22	REVISED	7/15/02
23	REVISED	8/15/02
24	REVISED	9/15/02
25	REVISED	10/15/02
26	REVISED	11/15/02
27	REVISED	12/15/02
28	REVISED	1/15/03
29	REVISED	2/15/03
30	REVISED	3/15/03
31	REVISED	4/15/03
32	REVISED	5/15/03
33	REVISED	6/15/03
34	REVISED	7/15/03
35	REVISED	8/15/03
36	REVISED	9/15/03
37	REVISED	10/15/03
38	REVISED	11/15/03
39	REVISED	12/15/03
40	REVISED	1/15/04
41	REVISED	2/15/04
42	REVISED	3/15/04
43	REVISED	4/15/04
44	REVISED	5/15/04
45	REVISED	6/15/04
46	REVISED	7/15/04
47	REVISED	8/15/04
48	REVISED	9/15/04
49	REVISED	10/15/04
50	REVISED	11/15/04
51	REVISED	12/15/04
52	REVISED	1/15/05
53	REVISED	2/15/05
54	REVISED	3/15/05
55	REVISED	4/15/05
56	REVISED	5/15/05
57	REVISED	6/15/05
58	REVISED	7/15/05
59	REVISED	8/15/05
60	REVISED	9/15/05
61	REVISED	10/15/05
62	REVISED	11/15/05
63	REVISED	12/15/05
64	REVISED	1/15/06
65	REVISED	2/15/06
66	REVISED	3/15/06
67	REVISED	4/15/06
68	REVISED	5/15/06
69	REVISED	6/15/06
70	REVISED	7/15/06
71	REVISED	8/15/06
72	REVISED	9/15/06
73	REVISED	10/15/06
74	REVISED	11/15/06
75	REVISED	12/15/06
76	REVISED	1/15/07
77	REVISED	2/15/07
78	REVISED	3/15/07
79	REVISED	4/15/07
80	REVISED	5/15/07
81	REVISED	6/15/07
82	REVISED	7/15/07
83	REVISED	8/15/07
84	REVISED	9/15/07
85	REVISED	10/15/07
86	REVISED	11/15/07
87	REVISED	12/15/07
88	REVISED	1/15/08
89	REVISED	2/15/08
90	REVISED	3/15/08
91	REVISED	4/15/08
92	REVISED	5/15/08
93	REVISED	6/15/08
94	REVISED	7/15/08
95	REVISED	8/15/08
96	REVISED	9/15/08
97	REVISED	10/15/08
98	REVISED	11/15/08
99	REVISED	12/15/08
100	REVISED	1/15/09
101	REVISED	2/15/09
102	REVISED	3/15/09
103	REVISED	4/15/09
104	REVISED	5/15/09
105	REVISED	6/15/09
106	REVISED	7/15/09
107	REVISED	8/15/09
108	REVISED	9/15/09
109	REVISED	10/15/09
110	REVISED	11/15/09
111	REVISED	12/15/09
112	REVISED	1/15/10
113	REVISED	2/15/10
114	REVISED	3/15/10
115	REVISED	4/15/10
116	REVISED	5/15/10
117	REVISED	6/15/10
118	REVISED	7/15/10
119	REVISED	8/15/10
120	REVISED	9/15/10
121	REVISED	10/15/10
122	REVISED	11/15/10
123	REVISED	12/15/10
124	REVISED	1/15/11
125	REVISED	2/15/11
126	REVISED	3/15/11
127	REVISED	4/15/11
128	REVISED	5/15/11
129	REVISED	6/15/11
130	REVISED	7/15/11
131	REVISED	8/15/11
132	REVISED	9/15/11
133	REVISED	10/15/11
134	REVISED	11/15/11
135	REVISED	12/15/11
136	REVISED	1/15/12
137	REVISED	2/15/12
138	REVISED	3/15/12
139	REVISED	4/15/12
140	REVISED	5/15/12
141	REVISED	6/15/12
142	REVISED	7/15/12
143	REVISED	8/15/12
144	REVISED	9/15/12
145	REVISED	10/15/12
146	REVISED	11/15/12
147	REVISED	12/15/12
148	REVISED	1/15/13
149	REVISED	2/15/13
150	REVISED	3/15/13
151	REVISED	4/15/13
152	REVISED	5/15/13
153	REVISED	6/15/13
154	REVISED	7/15/13
155	REVISED	8/15/13
156	REVISED	9/15/13
157	REVISED	10/15/13
158	REVISED	11/15/13
159	REVISED	12/15/13
160	REVISED	1/15/14
161	REVISED	2/15/14
162	REVISED	3/15/14
163	REVISED	4/15/14
164	REVISED	5/15/14
165	REVISED	6/15/14
166	REVISED	7/15/14
167	REVISED	8/15/14
168	REVISED	9/15/14
169	REVISED	10/15/14
170	REVISED	11/15/14
171	REVISED	12/15/14
172	REVISED	1/15/15
173	REVISED	2/15/15
174	REVISED	3/15/15
175	REVISED	4/15/15
176	REVISED	5/15/15
177	REVISED	6/15/15
178	REVISED	7/15/15
179	REVISED	8/15/15
180	REVISED	9/15/15
181	REVISED	10/15/15
182	REVISED	11/15/15
183	REVISED	12/15/15
184	REVISED	1/15/16
185	REVISED	2/15/16
186	REVISED	3/15/16
187	REVISED	4/15/16
188	REVISED	5/15/16
189	REVISED	6/15/16
190	REVISED	7/15/16
191	REVISED	8/15/16
192	REVISED	9/15/16
193	REVISED	10/15/16
194	REVISED	11/15/16
195	REVISED	12/15/16
196	REVISED	1/15/17
197	REVISED	2/15/17
198	REVISED	3/15/17
199	REVISED	4/15/17
200	REVISED	5/15/17
201	REVISED	6/15/17
202	REVISED	7/15/17
203	REVISED	8/15/17
204	REVISED	9/15/17
205	REVISED	10/15/17
206	REVISED	11/15/17
207	REVISED	12/15/17
208	REVISED	1/15/18
209	REVISED	2/15/18
210	REVISED	3/15/18
211	REVISED	4/15/18
212	REVISED	5/15/18
213	REVISED	6/15/18
214	REVISED	7/15/18
215	REVISED	8/15/18
216	REVISED	9/15/18
217	REVISED	10/15/18
218	REVISED	11/15/18
219	REVISED	12/15/18
220	REVISED	1/15/19
221	REVISED	2/15/19
222	REVISED	3/15/19
223	REVISED	4/15/19
224	REVISED	5/15/19
225	REVISED	6/15/19
226	REVISED	7/15/19
227	REVISED	8/15/19
228	REVISED	9/15/19
229	REVISED	10/15/19
230	REVISED	11/15/19
231	REVISED	12/15/19
232	REVISED	1/15/20
233	REVISED	2/15/20
234	REVISED	3/15/20
235	REVISED	4/15/20
236	REVISED	5/15/20
237	REVISED	6/15/20
238	REVISED	7/15/20
239	REVISED	8/15/20
240	REVISED	9/15/20
241	REVISED	10/15/20
242	REVISED	11/15/20
243	REVISED	12/15/20
244	REVISED	1/15/21
245	REVISED	2/15/21
246	REVISED	3/15/21
247	REVISED	4/15/21
248	REVISED	5/15/21
249	REVISED	6/15/21
250	REVISED	7/15/21
251	REVISED	8/15/21
252	REVISED	9/15/21
253	REVISED	10/15/21
254	REVISED	11/15/21
255	REVISED	12/15/21
256	REVISED	1/15/22
257	REVISED	2/15/22
258	REVISED	3/15/22
259	REVISED	4/15/22
260	REVISED	5/15/22
261	REVISED	6/15/22
262	REVISED	7/15/22
263	REVISED	8/15/22
264	REVISED	9/15/22
265	REVISED	10/15/22
266	REVISED	11/15/22
267	REVISED	12/15/22
268	REVISED	1/15/23
269	REVISED	2/15/23
270	REVISED	3/15/23
271	REVISED	4/15/23
272	REVISED	5/15/23
273	REVISED	6/15/23
274	REVISED	7/15/23
275	REVISED	8/15/23
276	REVISED	9/15/23
277	REVISED	10/15/23
278	REVISED	11/15/23
279	REVISED	12/15/23
280	REVISED	1/15/24
281	REVISED	2/15/24
282	REVISED	3/15/24
283	REVISED	4/15/24
284	REVISED	5/15/24
285	REVISED	6/15/24
286	REVISED	7/15/24
287	REVISED	8/15/24
288	REVISED	9/15/24
289	REVISED	10/15/24
290	REVISED	11/15/24
291	REVISED	12/15/24
292	REVISED	1/15/25
293	REVISED	2/15/25
294	REVISED	3/15/25
295	REVISED	4/15/25
296	REVISED	5/15/25
297	REVISED	6/15/25
298	REVISED	7/15/25
299	REVISED	8/15/25
300	REVISED	9/15/25
301	REVISED	10/15/25
302	REVISED	11/15/25
303	REVISED	12/15/25
304	REVISED	1/15/26
305	REVISED	2/15/26
306	REVISED	3/15/26
307	REVISED	4/15/26
308	REVISED	5/15/26
309	REVISED	6/15/26
310	REVISED	7/15/26
311	REVISED	8/15/26
312	REVISED	9/15/26
313	REVISED	10/15/26
314	REVISED	11/15/26
315	REVISED	12/15/26
316	REVISED	1/15/27
317	REVISED	2/15/27
318	REVISED	3/15/27
319	REVISED	4/15/27
320	REVISED	5/15/27
321	REVISED	6/15/27
322	REVISED	7/15/27
323	REVISED	8/15/27
324	REVISED	9/15/27
325	REVISED	10/15/27
326	REVISED	11/15/27
327	REVISED	12/15/27
328	REVISED	1/15/28
329	REVISED	2/15/28
330	REVISED	3/15/28
331	REVISED	4/15/28
332	REVISED	5/15/28
333	REVISED	6/15/28
334	REVISED	7/15/28
335	REVISED	8/15/28
336	REVISED	9/15/28
337	REVISED	10/15/28
338	REVISED	11/15/28
339	REVISED	12/15/28
340	REVISED	1/15/29
341	REVISED	2/15/29
342	REVISED	3/15/29
343	REVISED	4/15/29
344	REVISED	5/15/29
345	REVISED	6/15/29
346	REVISED	7/15/29
347	REVISED	8/15/29
348	REVISED	9/15/29
349	REVISED	10/15/29
350	REVISED	11/15/29
351	REVISED	12/15/29
352	REVISED	1/15/30
353	REVISED	2/15/30
354	REVISED	3/15/30
355	REVISED	4/15/30
356	REVISED	5/15/30
357	REVISED	6/15/30
358	REVISED	7/15/30
359	REVISED	8/15/30
360	REVISED	9/15/30
361	REVISED	10/15/30
362	REVISED	11/15/30
363	REVISED	12/15/30
364	REVISED	1/15/31
365	REVISED	2/15/31
366	REVISED	3/15/31
367	REVISED	4/15/31
368	REVISED	5/15/31
369	REVISED	6/15/31
370	REVISED	7/15/31
371	REVISED	8/15/31
372	REVISED	9/15/31
373	REVISED	10/15/31
374	REVISED	11/15/31
375	REVISED	12/15/31
376	REVISED	1/15/32
377	REVISED	2/15/32
378	REVISED	3/15/32
379	REVISED	4/15/32
380	REVISED	5/15/32
381	REVISED	6/15/32
382	REVISED	7/15/32
383	REVISED	8/15/32
384	REVISED	9/15/32
385	REVISED	10/15/32
386	REVISED	11/15/32
387	REVISED	12/15/32
388	REVISED	1/15/33
389	REVISED	2/15/33
390	REVISED	3/15/33
391		

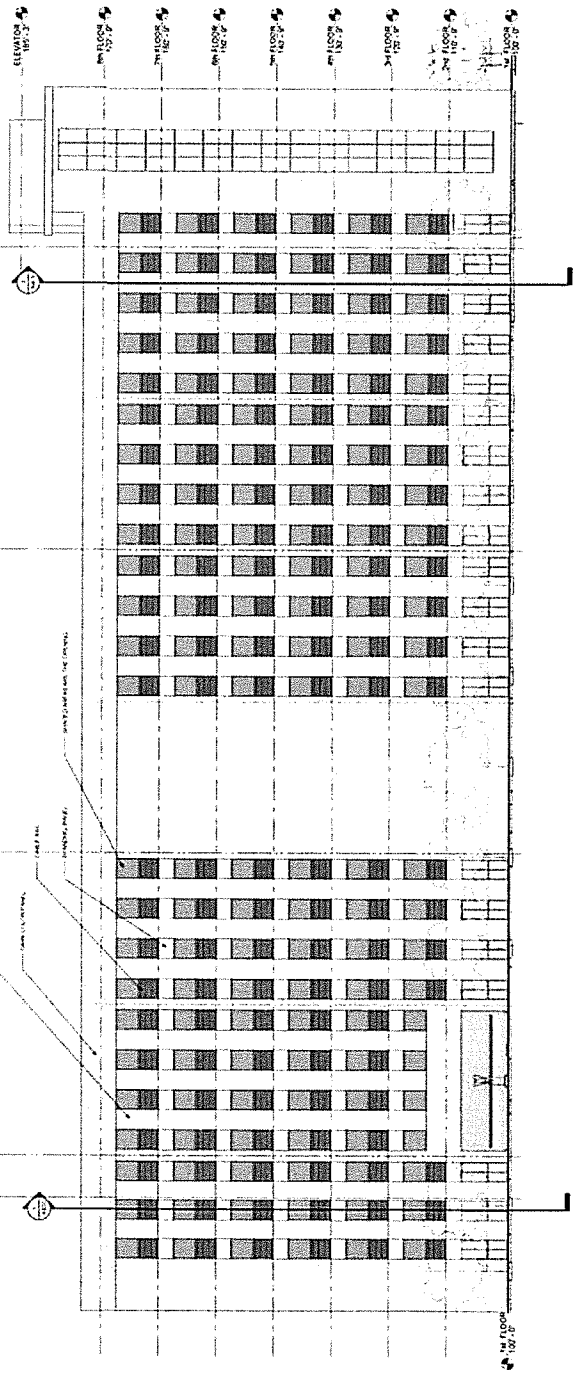
NO.	DATE	DESCRIPTION
1	10/10/11	ISSUED FOR PERMITTING
2	11/15/11	ISSUED FOR PERMITTING
3	12/15/11	ISSUED FOR PERMITTING
4	01/15/12	ISSUED FOR PERMITTING
5	02/15/12	ISSUED FOR PERMITTING
6	03/15/12	ISSUED FOR PERMITTING
7	04/15/12	ISSUED FOR PERMITTING
8	05/15/12	ISSUED FOR PERMITTING
9	06/15/12	ISSUED FOR PERMITTING
10	07/15/12	ISSUED FOR PERMITTING
11	08/15/12	ISSUED FOR PERMITTING
12	09/15/12	ISSUED FOR PERMITTING
13	10/15/12	ISSUED FOR PERMITTING
14	11/15/12	ISSUED FOR PERMITTING
15	12/15/12	ISSUED FOR PERMITTING
16	01/15/13	ISSUED FOR PERMITTING
17	02/15/13	ISSUED FOR PERMITTING
18	03/15/13	ISSUED FOR PERMITTING
19	04/15/13	ISSUED FOR PERMITTING
20	05/15/13	ISSUED FOR PERMITTING
21	06/15/13	ISSUED FOR PERMITTING
22	07/15/13	ISSUED FOR PERMITTING
23	08/15/13	ISSUED FOR PERMITTING
24	09/15/13	ISSUED FOR PERMITTING
25	10/15/13	ISSUED FOR PERMITTING
26	11/15/13	ISSUED FOR PERMITTING
27	12/15/13	ISSUED FOR PERMITTING
28	01/15/14	ISSUED FOR PERMITTING
29	02/15/14	ISSUED FOR PERMITTING
30	03/15/14	ISSUED FOR PERMITTING
31	04/15/14	ISSUED FOR PERMITTING
32	05/15/14	ISSUED FOR PERMITTING
33	06/15/14	ISSUED FOR PERMITTING
34	07/15/14	ISSUED FOR PERMITTING
35	08/15/14	ISSUED FOR PERMITTING
36	09/15/14	ISSUED FOR PERMITTING
37	10/15/14	ISSUED FOR PERMITTING
38	11/15/14	ISSUED FOR PERMITTING
39	12/15/14	ISSUED FOR PERMITTING
40	01/15/15	ISSUED FOR PERMITTING
41	02/15/15	ISSUED FOR PERMITTING
42	03/15/15	ISSUED FOR PERMITTING
43	04/15/15	ISSUED FOR PERMITTING
44	05/15/15	ISSUED FOR PERMITTING
45	06/15/15	ISSUED FOR PERMITTING
46	07/15/15	ISSUED FOR PERMITTING
47	08/15/15	ISSUED FOR PERMITTING
48	09/15/15	ISSUED FOR PERMITTING
49	10/15/15	ISSUED FOR PERMITTING
50	11/15/15	ISSUED FOR PERMITTING
51	12/15/15	ISSUED FOR PERMITTING
52	01/15/16	ISSUED FOR PERMITTING
53	02/15/16	ISSUED FOR PERMITTING
54	03/15/16	ISSUED FOR PERMITTING
55	04/15/16	ISSUED FOR PERMITTING
56	05/15/16	ISSUED FOR PERMITTING
57	06/15/16	ISSUED FOR PERMITTING
58	07/15/16	ISSUED FOR PERMITTING
59	08/15/16	ISSUED FOR PERMITTING
60	09/15/16	ISSUED FOR PERMITTING
61	10/15/16	ISSUED FOR PERMITTING
62	11/15/16	ISSUED FOR PERMITTING
63	12/15/16	ISSUED FOR PERMITTING
64	01/15/17	ISSUED FOR PERMITTING
65	02/15/17	ISSUED FOR PERMITTING
66	03/15/17	ISSUED FOR PERMITTING
67	04/15/17	ISSUED FOR PERMITTING
68	05/15/17	ISSUED FOR PERMITTING
69	06/15/17	ISSUED FOR PERMITTING
70	07/15/17	ISSUED FOR PERMITTING
71	08/15/17	ISSUED FOR PERMITTING
72	09/15/17	ISSUED FOR PERMITTING
73	10/15/17	ISSUED FOR PERMITTING
74	11/15/17	ISSUED FOR PERMITTING
75	12/15/17	ISSUED FOR PERMITTING
76	01/15/18	ISSUED FOR PERMITTING
77	02/15/18	ISSUED FOR PERMITTING
78	03/15/18	ISSUED FOR PERMITTING
79	04/15/18	ISSUED FOR PERMITTING
80	05/15/18	ISSUED FOR PERMITTING
81	06/15/18	ISSUED FOR PERMITTING
82	07/15/18	ISSUED FOR PERMITTING
83	08/15/18	ISSUED FOR PERMITTING
84	09/15/18	ISSUED FOR PERMITTING
85	10/15/18	ISSUED FOR PERMITTING
86	11/15/18	ISSUED FOR PERMITTING
87	12/15/18	ISSUED FOR PERMITTING
88	01/15/19	ISSUED FOR PERMITTING
89	02/15/19	ISSUED FOR PERMITTING
90	03/15/19	ISSUED FOR PERMITTING
91	04/15/19	ISSUED FOR PERMITTING
92	05/15/19	ISSUED FOR PERMITTING
93	06/15/19	ISSUED FOR PERMITTING
94	07/15/19	ISSUED FOR PERMITTING
95	08/15/19	ISSUED FOR PERMITTING
96	09/15/19	ISSUED FOR PERMITTING
97	10/15/19	ISSUED FOR PERMITTING
98	11/15/19	ISSUED FOR PERMITTING
99	12/15/19	ISSUED FOR PERMITTING
100	01/15/20	ISSUED FOR PERMITTING



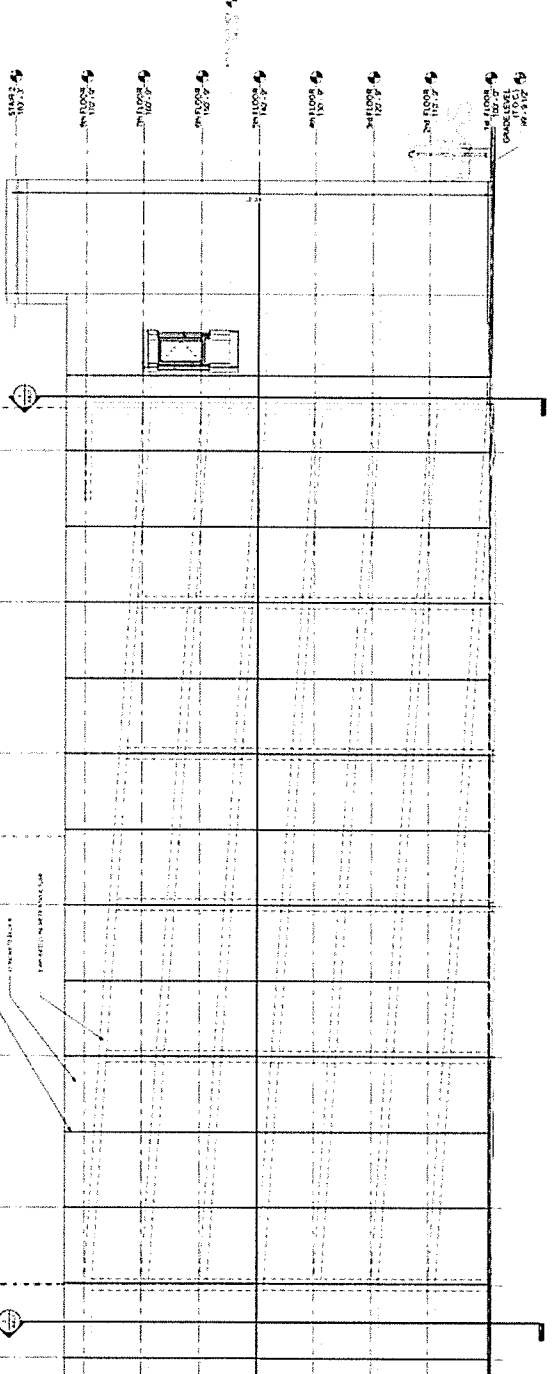
78 PARKING SPACES

MECHANICAL ROOM

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITS	10/13/10
2	ISSUED FOR CONSTRUCTION	11/15/10
3	ISSUED FOR CONSTRUCTION	11/15/10
4	ISSUED FOR CONSTRUCTION	11/15/10
5	ISSUED FOR CONSTRUCTION	11/15/10
6	ISSUED FOR CONSTRUCTION	11/15/10
7	ISSUED FOR CONSTRUCTION	11/15/10
8	ISSUED FOR CONSTRUCTION	11/15/10
9	ISSUED FOR CONSTRUCTION	11/15/10
10	ISSUED FOR CONSTRUCTION	11/15/10
11	ISSUED FOR CONSTRUCTION	11/15/10
12	ISSUED FOR CONSTRUCTION	11/15/10
13	ISSUED FOR CONSTRUCTION	11/15/10
14	ISSUED FOR CONSTRUCTION	11/15/10
15	ISSUED FOR CONSTRUCTION	11/15/10
16	ISSUED FOR CONSTRUCTION	11/15/10
17	ISSUED FOR CONSTRUCTION	11/15/10
18	ISSUED FOR CONSTRUCTION	11/15/10
19	ISSUED FOR CONSTRUCTION	11/15/10
20	ISSUED FOR CONSTRUCTION	11/15/10
21	ISSUED FOR CONSTRUCTION	11/15/10
22	ISSUED FOR CONSTRUCTION	11/15/10
23	ISSUED FOR CONSTRUCTION	11/15/10
24	ISSUED FOR CONSTRUCTION	11/15/10
25	ISSUED FOR CONSTRUCTION	11/15/10
26	ISSUED FOR CONSTRUCTION	11/15/10
27	ISSUED FOR CONSTRUCTION	11/15/10
28	ISSUED FOR CONSTRUCTION	11/15/10
29	ISSUED FOR CONSTRUCTION	11/15/10
30	ISSUED FOR CONSTRUCTION	11/15/10
31	ISSUED FOR CONSTRUCTION	11/15/10
32	ISSUED FOR CONSTRUCTION	11/15/10
33	ISSUED FOR CONSTRUCTION	11/15/10
34	ISSUED FOR CONSTRUCTION	11/15/10
35	ISSUED FOR CONSTRUCTION	11/15/10
36	ISSUED FOR CONSTRUCTION	11/15/10
37	ISSUED FOR CONSTRUCTION	11/15/10
38	ISSUED FOR CONSTRUCTION	11/15/10
39	ISSUED FOR CONSTRUCTION	11/15/10
40	ISSUED FOR CONSTRUCTION	11/15/10
41	ISSUED FOR CONSTRUCTION	11/15/10
42	ISSUED FOR CONSTRUCTION	11/15/10
43	ISSUED FOR CONSTRUCTION	11/15/10
44	ISSUED FOR CONSTRUCTION	11/15/10
45	ISSUED FOR CONSTRUCTION	11/15/10
46	ISSUED FOR CONSTRUCTION	11/15/10
47	ISSUED FOR CONSTRUCTION	11/15/10
48	ISSUED FOR CONSTRUCTION	11/15/10
49	ISSUED FOR CONSTRUCTION	11/15/10
50	ISSUED FOR CONSTRUCTION	11/15/10

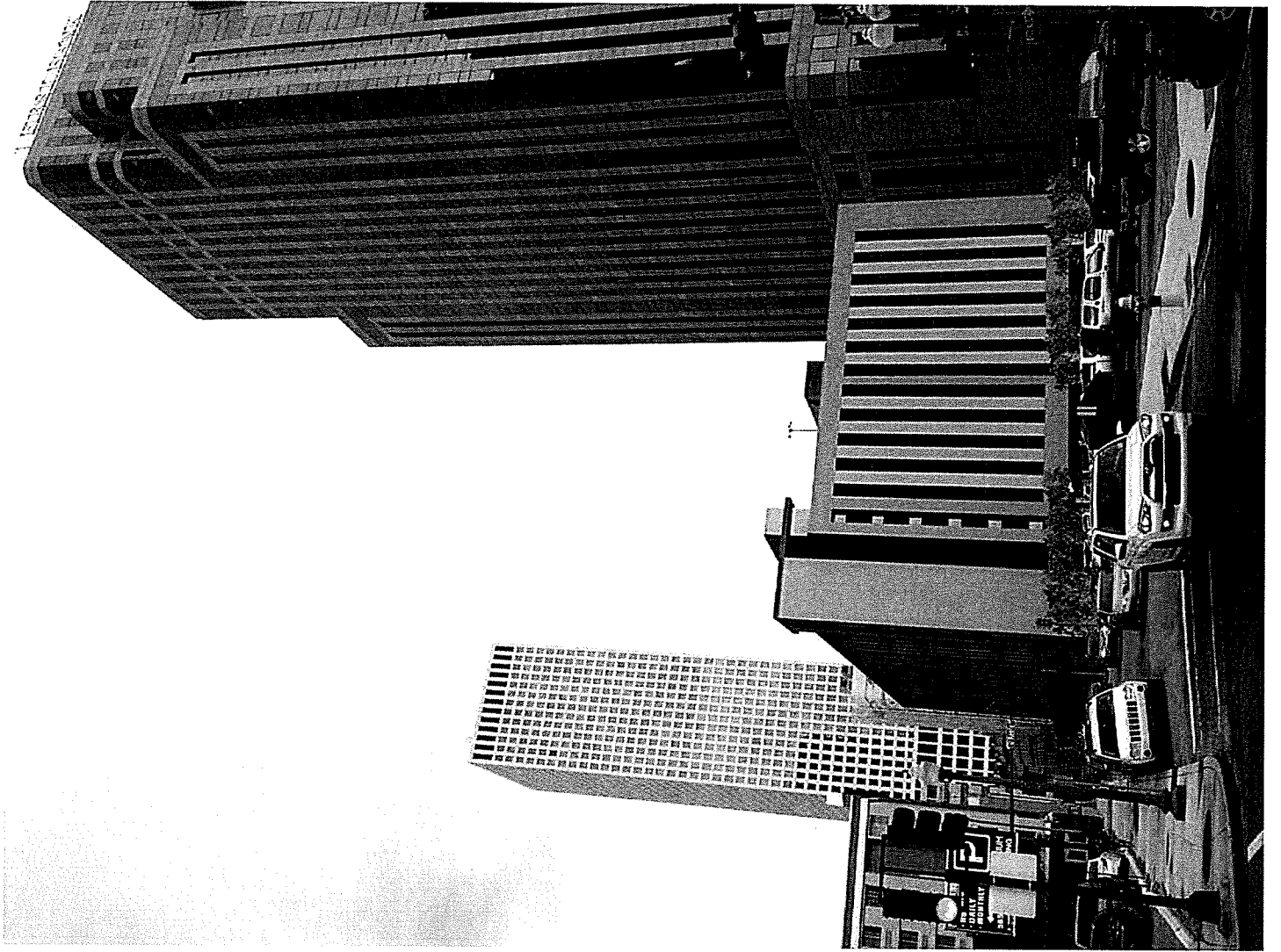


1. TOP FLOOR (EXISTING) 10/13/10



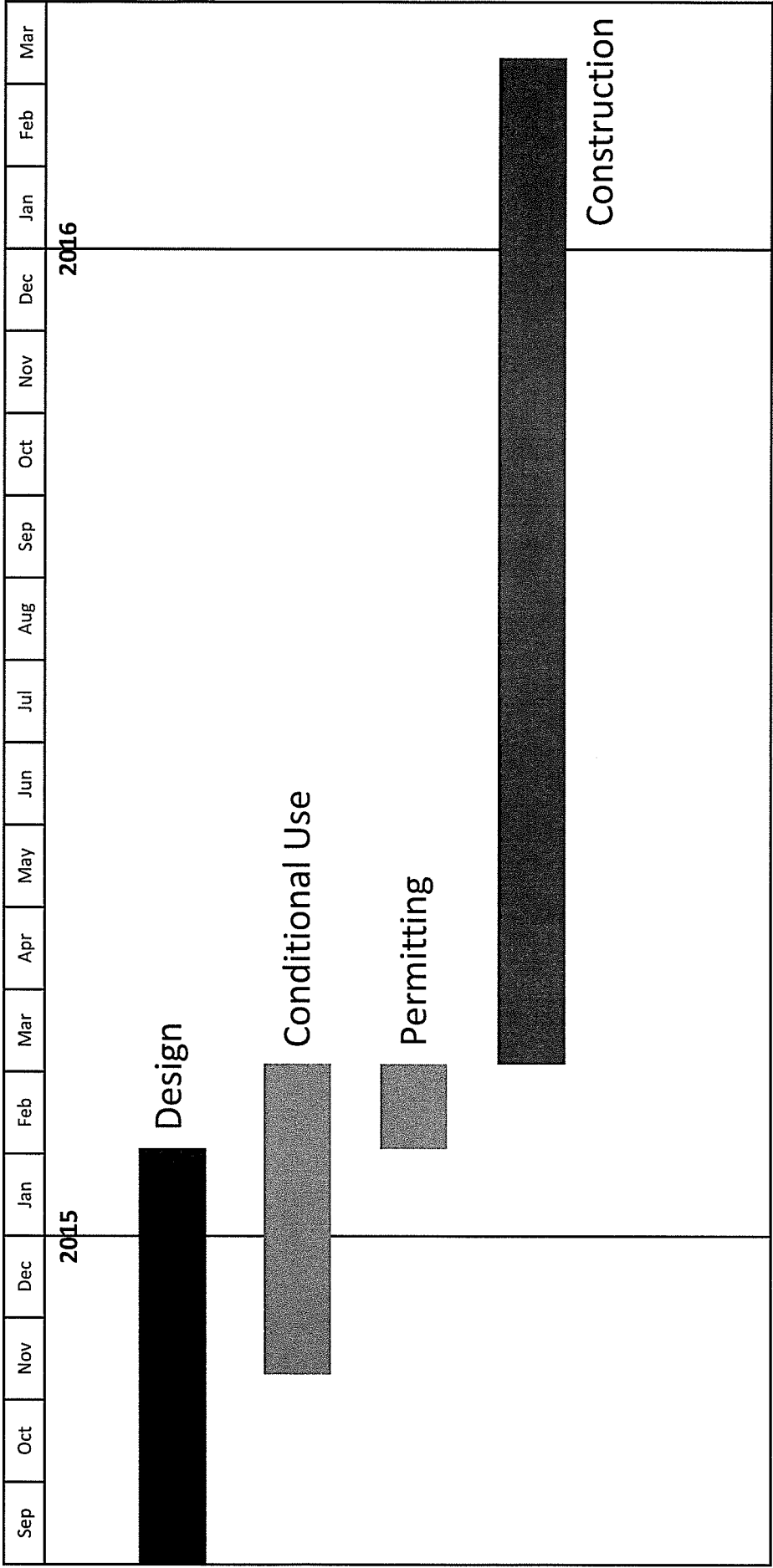
2. TOP FLOOR (EXISTING) 10/13/10





—Project Timeline—

Project Timeline



—Q & A—

— THANK YOU —