

**21837 GEYSERVILLE AVENUE
HOUSING ELEMENT SITE (GEY-1)**

PROJECT STATEMENT

Introduction

City Ventures is delighted to submit our proposal for a housing development located at 21837 Geyserville Avenue in Geyserville, an unincorporated area of Sonoma County. We look forward to the opportunity to collaborate with Sonoma County and are pleased to submit an application that responds to the housing goals envisioned in Sonoma County's recently certified Housing Element.

The 5.11-acre project site represents the housing opportunity site "GEY-1" in Sonoma County's 2023-31 Housing Element. The land use designation for the project site is Urban Residential. The zoning is the High Density Residential District with a maximum density of 20 dwelling units an acre. The land, which is currently undeveloped, is proposed for 93 for-sale solar all-electric townhome-style condominiums, which at 18.1 units/acre is within the allowable density.

This housing development is designed with first-time homebuyers and young families in mind. The project is designed to be consistent with Sonoma County's Housing Element and the associated Environmental Impact Report which allowed for its approval. This proposed housing development is a Housing Development Project within the meaning of Government Code section 65589.5(h)(2) and has been designed to comply with applicable objective General Plan and subdivision standards and criteria as described in Government Code section 65589.5(j).

Per Sonoma County's Inclusionary Housing ordinance, an in-lieu fee may be paid in place of constructing affordable units on-site. This project currently proposes to satisfy the inclusionary housing requirements through the payment of the in-lieu fee. City Ventures reserves the right to alternatively satisfy the inclusionary housing requirement through providing at least 10 percent deed-restricted homes for households with low incomes, and 10 percent deed-restricted homes for households with moderate incomes, for a total of 20 percent deed-restricted homes, to become eligible for State Density Bonus Law (Gov. Code, §§ 65915-65918) benefits, including waivers and concessions.

We can't wait to bring this thoughtful project program to life and bring much needed housing to Geyserville. The 93-homes are comprised of 3 bedrooms, with some homes optioning up to 4 bedrooms, ranging in size from ± 1,480-sf to 1,912-sf. Each home has its own private garage accessed by an internal private street with the front doors accessed from gracious paseos. Each home will come standard with solar panels and will incorporate a specific focus on healthy, energy efficient living.

The proposed 93-homes would be distributed throughout 17-buildings, contemplated to have a modern agrarian aesthetic. The project proposes 204 parking spaces, comprised of 2-dedicated spaces within each home's garage, as well as 18 surface parking stalls. The project will include over 100 bicycle parking spaces, with 93-long-term spaces located in each residential garage, and the remainder in onsite bicycle racks. The housing development will have extensive landscaping with new plantings chosen to complement the project design and setting.

City Ventures is respectfully requesting a Vesting Tentative Map permit from Sonoma County. City Ventures has previously submitted an application on January 2, 2025 for consideration under the State's SB330 Application.

City Ventures looks forward to working with Sonoma County to create a housing development just up the sculpture trail from Geyserville's charming downtown, so that more Sonoma County families can put down roots, just like the vineyards adjacent to the project site.

Materials, Finishes, and Colors

The residential buildings proposed to be developed at 21837 Geyserville Avenue feature a cohesive and contemporary architectural palette designed to complement the rural character of Geyserville while providing durability and visual interest.

Primary siding materials include a combination of horizontal lap siding, vertical board and batten, and smooth-finish fiber cement panels. These materials are durable, fire-resistant, and low maintenance, aligning with Wildland Urban Interface (WUI) requirements. Select units incorporate vertical wood-look siding (likely fiber cement with a woodgrain finish) and stucco elements at recessed bays or balconies for added texture and contrast. Clean-lined fiber cement trim and fascia boards frame windows and rooflines in contrasting neutral tones.

The color palette uses a mix of earth tones and modern neutrals:

- Main body colors include soft grays, taupes, and off-whites.
- Accent colors for trim, entries, and balconies include warm browns, charcoal, and muted olive green.
- Roofing materials are a mix of dimensional asphalt shingles in dark gray or weathered wood tones, selected for energy efficiency and fire resistance.

This neutral but warm palette helps the buildings blend into the surrounding landscape while creating distinct visual character through varied material application across elevations.

Fences, Walls, and Other Site Features

- Fencing: Residential yards and common areas will be enclosed with wood fencing and open metal or cable guardrails in some areas for visibility.
- Trash and utility enclosures: These are screened with painted CMU block walls and/or vertical wood slats, matching the overall project materials.
- Site walls and retaining features, where required, will use textured concrete or CMU with integrated landscape screening.

Lighting Plan

A complete photometric plan is included, but to briefly summarize:

- Wall-mounted sconce lighting is shown adjacent to unit entries and garage doors, using full-cutoff fixtures to minimize glare and light spill.
- Pedestrian-scale path lights and bollard fixtures will be incorporated along internal walkways and common areas for safety and wayfinding.
- Parking areas and internal streets will feature shielded pole lights designed to comply with County standards for residential lighting. These will be low-intensity, warm-white LEDs, positioned to avoid spillover to adjacent parcels.

All lighting will comply with dark-sky best practices, using downward-facing, fully shielded fixtures. The lighting design prioritizes resident safety and security while minimizing ambient light pollution and preserving the rural night sky character.

Surrounding Land Uses

The project site at 21837 Geyserville Avenue is located within the rural town of Geyserville in unincorporated Sonoma County. The 5.11-acre site is situated along Geyserville Avenue, a two-lane public roadway that provides direct access to the site. The surrounding area

reflects a blend of residential, agricultural, and limited commercial uses characteristic of small-town Sonoma County.

Immediately adjacent to the site are several single-family residential properties located along Geyserville Avenue and on nearby parcels to the east and south. These homes are generally within 0 to 50 feet of the project's property line. To the south, approximately 0.2 miles from the site, is the Geyserville Inn, a local lodging establishment that serves both visitors and agricultural tourism. Agricultural land uses—including working vineyards and open space—surround the site to the north and east, with the broader area dominated by viticultural uses associated with the Dry Creek Valley and Alexander Valley appellations. U.S. Highway 101 runs just west of the site, separated by a narrow corridor and accessible via nearby on- and off-ramps.

The nearest sensitive land uses include a concentration of single-family residences immediately adjacent to the project site and along the surrounding street network. Geyserville Union Elementary School is located approximately 0.3 miles to the south of the site, within a short walking distance. The Geyserville New Tech Academy, serving middle and high school students, is located roughly 1.5 miles away. There are no hospitals or urgent care clinics in the immediate vicinity; however, regional medical services are available at Healdsburg District Hospital, located approximately 8 miles south of the site in the City of Healdsburg.

Proposed Structures: Square Footage

Building	Building Type	Floor			Total
		1	2	3	
A	302	4,818	4,886	4,251	13,955
B	303	4,696	4,731	4,251	13,678
C	302	4,818	4,886	4,251	13,955
D	301	4,812	4,879	4,251	13,942
E	301	4,812	4,879	4,251	13,942
F	501	6,677	6,717	5,887	19,281
G	500	6,201	6,290	5,686	18,177
H	400	5,686	5,724	5,069	16,479
I	400	5,686	5,724	5,069	16,479
J	400	5,686	5,724	5,069	16,479
K	400	5,686	5,724	5,069	16,479
L	502	6,677	6,717	5,887	19,281
M	304	4,455	4,474	4,112	13,041
N	200	3,814	3,808	3,453	11,075
O	201	3,936	3,963	3,453	11,352
P	300	4,760	4,831	4,246	13,837
Q	300	4,760	4,831	4,246	13,837
Total:					255,269

*Note: Buildings identified on Sheet C2.0

Onsite Circulation

The proposed project at 21837 Geyserville Avenue includes a well-defined internal circulation network designed to support vehicles, bicycles, and pedestrians safely and efficiently.

The site is accessed directly from Geyserville Avenue, a public roadway. Internal vehicular circulation is organized around a primary loop road labeled Main Drive, which branches into five internal access drives: Drive A through Drive E. Main Drive/Drive A: 26 feet wide (two-way traffic with parking on one side), Drives B through E: 24 feet wide

The driveway entrance along Geyserville Avenue is aligned in relatively straight segments of the roadway with minimal obstructions with more than adequate sight distance for safe ingress and egress.

Sidewalks run parallel to all internal drives, providing continuous pedestrian access to all units. There are no dedicated bike lanes shown within the site, though the internal streets are low-speed shared-use roads. The internal road loop, combined with turning radii at intersections comply with fire regulations and are sufficient for service vehicles, garbage trucks, and emergency access.

The project site is conveniently accessed from Highway 101 via nearby on/off ramps, with Geyserville Avenue serving as the main connector. Canyon Road to the south also supports circulation in the surrounding area. Geyserville Avenue is a public two-lane state highway (Highway 128) in fair to good condition and serves as the site's primary connection to regional and local destinations.

Estimated Trip Generation

A full transportation impact analysis and study is currently being prepared by W-Trans. For project statement purposes, please find the preliminary estimated trip generation calculations below.

ITE Trip Generation Manual, 11th Edition

Total Units	93	
Land Use Code	230	"Residential Condominium/Townhouse"

	Rate/Dwelling Unit	Directional Split	
		Inbound	Outbound
AM peak-hour	0.44		
PM peak-hour	0.39		
Weekday ADT	5.81		
		AM peak	PM peak
		25%	75%
		60%	40%

Trip Estimates for 93 Dwelling Units

	Inbound	Outbound	Total Trips
AM peak-hour	10	31	41
PM peak-hour	22	15	36
Weekday ADT			540

Transit Access & Active Transportation Context

The project site at 21837 Geyserville Avenue is served by Sonoma County Transit's Route 60, which provides intercity bus service connecting Geyserville to Cloverdale, Healdsburg, Windsor, and Santa Rosa. The nearest bus stop—an intercity "Park & Ride" stop on Geyserville Avenue—is located directly adjacent to the site. Route 60 operates daily, with buses departing Geyserville approximately every two hours in each direction. The system also offers bike racks on all buses.

Although there is no direct passenger rail station in Geyserville, the Sonoma–Marin Area Rail Transit (SMART) system has expanded service northward, with active passenger rail service now extending to Windsor. There is also a planned expansion through Healdsburg and Cloverdale. Once operational, this regional rail line—combined with the adjacent

multi-use SMART Pathway—will draw closer to the project site and offer additional transit options.

Pedestrian & Bicycle Facilities

Existing pedestrian infrastructure along the project frontage includes a paved sidewalk along Geyserville Avenue and internal walkways connecting bus stops, residential units, and shared amenities. Bicycle access along the site is currently accommodated on-road. The Sonoma County Bicycle and Pedestrian Plan and related Countywide Active Transportation Plan promote the integration of transit, pedestrian, and bicycle networks.

Key policies direct the County to provide pedestrian and bicycle links to transit stops and emphasize safe route design where transit stops intersect bikeways. Bikeway design guidance within the plan further recommends signage, separated paths, and bus-stop accommodations such as bus-loading areas that don't conflict with bicycle lanes.

This parcel's direct bus stop location, supported by Sonoma County Transit's Route 60 service and multimodal integration, positions the development well within the County's Bicycle and Pedestrian Plan objectives. With future rail expansion and implementation of on-site pedestrian and bicycle enhancements, the project will support active transportation, transit use, and a sustainable regional mobility network.

Parking

More fully defined in the site coverage exhibit, as it relates to parking, there are 3,787-sf of open/outdoor parking on the site. This does not include each townhome's 2-car indoor garage on the ground floor. Dimensions of the stalls are shown on Sheet 2.0, but are 9' x 20'.

Water Supply

The proposed 93-unit residential development will be served by public water provided by the Cal-American Water Company, which operates the municipal water system in the Geyserville area. A will-serve letter has been issued.

No mutual water system or private well is proposed or required for the project. The development will connect to existing Cal-American infrastructure located within or adjacent to the project frontage. All domestic and fire water supply systems will be designed in coordination with Cal-American and in compliance with Sonoma County Fire Code standards.

The project site is not located within a medium- or high-priority Groundwater Management Basin as defined by the California Department of Water Resources. Furthermore, the property lies within a Class 1 – Major Groundwater Basin Area, indicating an area with relatively abundant groundwater resources. Accordingly, a Groundwater Study is not required under current County policy.

Water conservation measures will be incorporated throughout the development, including the use of high-efficiency plumbing fixtures and a low-water-use landscape palette consistent with Sonoma County’s Water Efficient Landscape Ordinance (WELO).

Annual Water Demand Estimate

Units	93					
		Gallons				Acre Feet
Component	Avg. HH Size	Per Capita/Day	Unit/Day	Project/Day	Project/Year	Per Year
Indoor use	2.5	47	117.5	10,928	3,988,538	12.2
Landscape Irrigation				2,604	753,231	2.3
Total Demand				13,532	4,741,769	14.5
Notes: Indoor per capita use (47 gallons per capita demand) follows California's current residential indoor water efficiency standard for 2025.						

All proposed fixtures are water-efficient; actual indoor use could be slightly lower (42-45 GPCD) with high occupant conservation, or higher with heavy use. The landscape figure assumes compliance with MWELo evapotranspiration factors and remains constant; drought restrictions or smart irrigation controllers could reduce it further. The average household size of Sonoma County, 2.5, was used as the projected average household size of the project.

The project is expected to require 4,741,769 gallons per year of potable water under 2025 efficiency standards.

Sewage Disposal System

The proposed 93-unit townhome development will be served by a public sanitary sewer system. The site will connect to the existing public sewer infrastructure operated by Sonoma County Sanitation, which serves the Geyserville area.

The sewer system will be a gravity-fed collection system comprised of:

- 8-inch diameter SDR-26 PVC sewer mains installed within the private streets and common drive aisles.

- 6-inch lateral connections to each residential unit or shared building line, depending on configuration.

Sewer mains are located within the interior private drive loop and cul-de-sacs, as shown on Sheet C4.0. The system flows north-to-south, with the main line tying into an existing 10-inch public sewer main at the southern property boundary near the Geyserville Avenue frontage, as depicted on Sheet C4.1.

Two-way cleanouts and standard drop manholes are located at all necessary junctions and direction changes. Cleanouts are spaced in accordance with County standards and are labeled in plan view. The final alignment, manhole placement, and invert elevations will be coordinated with Sonoma County Sanitation during improvement plan review.

No on-site septic systems are proposed. All wastewater generated by the development will be conveyed off-site via the public sewer system.

Solid Waste Disposal Facilities and Waste Reduction Opportunities

The project will include comprehensive on-site solid waste disposal facilities designed to promote sanitation, convenience, and sustainability. Each home will be provided with individual bins for garbage, recycling, and compost, in accordance with local waste management protocols and California state law (e.g., SB 1383 and AB 341).

These curbside containers will be stored in private garages and will be set out for collection on designated service days. In addition to individual household service, the development will feature one or more screened, trash and recycling containers to serve common areas. Placement will comply with fire safety, ADA access, and aesthetic standards. Curbside waste collection will be conducted by Recology, the local waste hauler for unincorporated Sonoma County.

To support waste reduction and diversion goals, the project incorporates the following strategies:

- **Source Separation:** Each household will have clearly labeled bins for landfill, recycling, and organics, enabling convenient source separation at the point of disposal.
- **Recycling & Reuse:** Informational materials will be provided to residents on how to recycle properly and where to donate or repurpose reusable goods.
- **Composting:** Organics bins will support the diversion of food scraps and yard waste, in line with state-mandated composting regulations.
- **Construction Waste Management:** During construction, the project will implement a waste diversion plan targeting a minimum 65% diversion rate of construction and demolition debris, per CalGreen standards.

- Resident Education: Outreach materials, signage, and welcome packets will reinforce best practices for waste sorting and reduction, helping to ensure high levels of participation and compliance.

These measures will enable efficient solid waste management while advancing the project's commitment to environmental responsibility and sustainability.

Emergency Services and Fire Hazard Assessment

The project site at 21837 Geyserville Avenue is located within a Very High Fire Hazard Severity Zone (VHFHSZ), as designated by Cal Fire. As such, wildfire risk is a significant planning consideration, and the project has been designed with appropriate access and circulation for emergency response.

The site is served by the Northern Sonoma County Protection District (GFPD). The nearest fire station is Geyserville Fire Station 1, located at 20975 Geyserville Avenue—approximately 1-mile south of the project site. The short travel distance and direct access via Geyserville Avenue ensure a rapid emergency response time.

Law enforcement services are provided by the Sonoma County Sheriff's Office, which maintains a regional presence. Additional backup is available from the California Highway Patrol due to the site's proximity to Highway 101.

Emergency medical response is coordinated through local fire stations and EMS providers. The nearest full-service hospital is Healdsburg District Hospital, located approximately 8 miles south, accessible via Highway 101.

The site includes a continuous loop circulation system (Main Drive), with multiple connecting drives (Drives A–E), ensuring adequate access and redundancy for emergency vehicles. The widths of internal drives range from 24 to 26 feet, compliant with standard fire department access requirements for residential developments.

Additionally, turning radii at intersections and driveway widths are sufficient for fire apparatus and fire lanes and hydrant locations will be finalized per Fire Department review and approval

As the site is located within a VHFHSZ, the homes will be constructed in accordance with Wildland Urban Interface (WUI) standards, including ignition-resistant building materials, defensible space, and fire-rated construction assemblies as required by the California Building Code and Fire Code.

Site Biology

The project biologist visited the site and determined there is no riparian corridor. This will be fully discussed in a forthcoming biotic assessment. Additionally, there are no sensitive plant communities onsite and most of the site is comprised of fill material (fill soil) which does not support any sensitive community. Seasonal surveys have determined there are no rare plants. Additionally, the site is surrounded by a highway, a busy road, vineyards and development and does not provide a regional or local wildlife corridor.

Construction

The project will convert a 5.11-acre undeveloped site into 93 three-story townhomes with internal private streets, utilities, sidewalks, and landscaping.

Site grading will be required to establish level building pads, roadways, and proper stormwater drainage.

- Total Cut: 3,300 cubic yards
- Total Fill: 4,700 cubic yards
- Net Import: Approximately 1,400 cubic yards of fill material will be imported to balance the site.
- Spoils/stockpiles: Temporary stockpiling and staging will occur in open areas on the southern portion of the site, likely within the future Drive F or adjacent to Main Drive. Excess soil will be managed in accordance with County standards.

Site preparation will include clearing and grubbing, followed by mass grading with scrapers, dozers, and water trucks. No blasting or pile driving is proposed; all homes will be constructed on conventional slab-on-grade foundations with shallow footings, as supported by anticipated geotechnical conditions. Utility trenching and installation will follow the layouts in the preliminary utility plans. Internal streets will be constructed with structural sections including aggregate base and asphalt paving. Building construction will use light-frame wood over post-tensioned slabs.

As it relates to dust and erosion control, there will be use of water trucks, silt fencing, stabilized construction entrance, and daily cleanup. All equipment will have functional mufflers; no pile driving or other high-impact operations are proposed. Flaggers will be present during high-volume truck activity. Haul routes will be posted and coordinated to minimize neighborhood disruption.

This phased, balanced grading and conventional construction approach ensures compliance with County regulations while minimizing impacts to adjacent uses and reducing the need for extensive earthmoving or heavy industrial methods.

Noise

The ambient noise environment at 21837 Geyserville Avenue is characteristic of a rural-residential setting located at the edge of a small town within Sonoma County. The area is generally quiet, with intermittent noise typical of rural communities—such as local vehicular traffic, agricultural operations, and residential activity.

The project site fronts Geyserville Avenue, a two-lane collector road with light to moderate daily traffic. Traffic noise from local vehicles, including cars, delivery trucks, and agricultural equipment, is the most immediate and consistent noise source affecting the site.

The most prominent regional noise source is Highway 101, located approximately 0.1 to 0.2 miles west of the project boundary. While there is some intervening land and vegetation between the highway and the site, traffic on this major corridor—particularly heavy trucks and high-speed vehicles—contributes to low-to-moderate ambient noise levels, particularly on the western side of the site. Noise levels decrease with distance from the highway and are buffered by topography and existing structures. Occasional noise from local events, utility operations, or community activity in the Geyserville town core may be perceptible but are infrequent and not considered significant contributors to the site's ongoing noise environment.

Overall, the ambient noise level is consistent with a semi-rural, low-density residential environment. Peak noise periods generally coincide with daytime traffic hours and agricultural activity, with significantly quieter conditions at night. While Highway 101 represents a consistent background source of noise, it is attenuated by distance and intervening land uses and is not expected to result in noise levels incompatible with residential development, particularly with modern construction practices and sound-rated building materials.

This will all be discussed at length in a forthcoming acoustical/noise analysis.

Hazards

Wildfire: The project is situated within a Very High Fire Hazard Severity Zone (VHFHSZ), as mapped in Sonoma County's General Plan Public Safety. The site's semi-rural woodland setting also places it within the Wildland–Urban Interface (WUI). Mitigation measures include incorporating defensible space and ignition-resistant landscaping, installing on-site fire hydrants per County and CalFire standards, and constructing dwellings to meet WUI building codes with fire-resistant siding, roofing, and vents.

Flood: Sonoma County's public safety maps show the project site outside FEMA-designated 100-year floodplains and dam-inundation zones. The site is however within the dam failure inundation area.

Earthquake: County maps identify moderate-to-high seismic shaking potential. All new buildings must comply with California Building Code seismic requirements. A site-specific geotechnical evaluation will guide foundation design and improvements, particularly to address liquefaction or ground settlement.

Landslide: County maps include designated zones with landslide risk, however, the relatively flat terrain of the site suggests minimal landslide exposure.

The above potential hazards are addressed in the following ways:

- Wildfire: code compliance, defensible space, ignition-resistant design
- Flood: stormwater management and site grading
- Earthquake: seismic-adapted foundations and structural systems
- Landslide: geotechnical review and erosion controls

These measures ensure that the project aligns with Sonoma County's Public Safety and Hazard Mitigation planning objectives, providing a well-prepared, safe development

Cortese List

The subject property is not located on a state list of sites containing hazardous materials compiled pursuant to Section 65962.5 of the Government Code or a hazardous waste site designated by DTSC pursuant to Section 25356 of the Health and Safety Code. Specifically, the site is not located on the Cortese List.

Setbacks

The proposed 93-unit townhome development has been designed to meet or exceed the required setbacks for the site's zoning designation. All buildings, driveways, parking areas, and other site features maintain appropriate distances from adjacent property lines

Buildings are sited a minimum of 10 to 27 feet from any property line. Closest distance occurs at Building D along the western property boundary: approximately 10 feet. Greatest distance occurs on the northern edge near Building Q: approximately 27 feet. Loop drive and all drive aisles maintain at least 5 to 15 feet from adjacent property lines, with wider setbacks at site entrances. No drive aisle or turning movement encroaches within the minimum fire access or landscape buffer zone.

Fences & Walls

The project includes a variety of fencing and wall types designed to balance privacy, security, aesthetics, and functionality. All fencing and walls have been carefully sited and specified to comply with applicable zoning standards and community design goals.

A 6-foot high vinyl privacy fence is proposed along select portions of the project perimeter. This fence is intended to provide visual screening and separation from adjacent properties.

Material will be durable vinyl in a neutral color, ensuring long-term low-maintenance performance.

Along prominent edges and locations where visual openness is desirable, such as fronting open space areas or road frontages, a 6-foot high tubular steel view fence will be used. This fence is designed to provide security without creating a closed-off appearance. The finish color will match the architectural palette. Private patios for residential units will be enclosed by 3.5-foot high tubular steel fences and gates. These provide a sense of delineation for private outdoor areas while maintaining openness and light.

A 6-foot high masonry sound wall is proposed along portions of the site adjacent to traffic noise sources, including the Redwood Highway off-ramp. This wall will be constructed of slump block in gray (or equal), offering acoustic buffering and visual consistency with adjacent improvements.

Retaining walls are proposed throughout the site where needed to accommodate grade changes. Wall heights will vary depending on location and existing topography and will be coordinated with the civil engineering drawings. Where exposed, retaining walls will be finished to blend with adjacent landscape and architectural elements.

Accessory Structures

Accessory structures are proposed throughout the development's common open space and amenity areas to support resident enjoyment, neighborhood cohesion, and compliance with County open space standards.

Freestanding shade structures (10-12 ft.) are provided within the central open space to offer sun protection over seating and picnic areas. These are open-air pergola-style elements, with final design to be consistent with the overall architectural character of the development. Park-style barbecue grills and picnic tables (3-4 feet for equipment) will be installed in designated areas to support outdoor dining and gatherings. These features are placed adjacent to seating areas under the shade structures.

A community garden with vineyard planting and seating areas is located in the social open space area. These areas are designed with decomposed granite surfacing, fruit trees, and planter beds. Seating is at standard bench height (~1.5–2 feet). Centralized mailbox structures (5-6 feet high) will be located near site entrances and designed to meet USPS standards for clustered mail delivery. These are standard prefabricated metal units, typically no more than 6 feet in height.

Bicycle racks (3-feet) are distributed across the site, particularly near guest parking areas and open space nodes. These are standard U-rack designs and are not taller than 3 feet. Pocket parks and gathering areas will include art elements such as sculptures and vertical focal pieces. Final height and design of these elements will be provided as part of the art program and are not anticipated to exceed 6 feet.

Site Coverage

As demonstrated in the Site Coverage Exhibit, the total area in square feet of the lot covered by buildings and structures for the building lot coverage; provide the total area in square feet of the lot covered by impervious surfaces are as follows:

SITE COVERAGE	
Buildings	85,672
Walkways/Hardscape	25,051
AC Pavement (Driveway)	59,275
Parking	3,787
Total Impervious	169,998