



File #: 15-0987, Version: 1

REPORT TO PLANNING COMMISSION

SUBJECT

File #: 2015-7772

Location: 460 Persian Drive (APN: 110-29-028)

Zoning: R-4/PD (High Density Residential/Planned Development)

Proposed Project:

SPECIAL DEVELOPMENT PERMIT: to demolish a 24,014 sq. ft. one-story commercial building and construct a four-story, 66-unit affordable rental apartment building (65 low-income units and one on-site manager's residence), including a ground-level podium parking garage and associated site improvements.

Applicant / Owner: MidPen Housing Corporation (applicant) / MP Edwina Benner Associates, L.P. (owner)

Environmental Review: Mitigated Negative Declaration

Project Planner: George Schroeder, (408) 730-7443, gschroeder@sunnyvale.ca.gov

REPORT IN BRIEF

General Plan: Industrial to Residential Medium-High Density

Existing Site Conditions: One-story commercial building

Surrounding Land Uses

North: Persian Drive and California State Route 237 (SR-237)

South: Community-serving place of assembly

East: Residential condominiums

West: Community-serving place of assembly

Issues: Parking, architecture, building setbacks, lot coverage, landscaping/open space

Staff Recommendation: Approve with conditions

BACKGROUND

Description of Proposed Project

The project includes the complete demolition of an existing 24,014 square foot commercial building and existing site improvements and construction of a four-story, 66-unit, affordable rental apartment building with a ground-level podium parking garage and associated site and off-site improvements. The project would be managed by MidPen Housing Corporation, and one of the units would be reserved for the onsite property manager. The project would accommodate a range of income levels, including seven extremely low-income units (less than 30% of the area median income or AMI); 39 low-income units (between 30 and 50% of the AMI); and 19 moderate-income units (between 51 and

60% of the AMI). 33 of the total units are planned for Section 8 housing in accordance with a recent grant awarded to the applicant. The federal Section 8 program increases affordable housing choices for very low-income households by subsidizing the costs of the difference between 30 percent of the household's adjusted income and the unit's rent.

A total of 104,727 square feet of building area is proposed for the project. The proposed unit mix includes 30 one-bedroom units, 19 two-bedroom units, and 17 three-bedroom units. The average unit size is 793 square feet, with sizes ranging from 532 to 1,347 square feet. Resident amenities within the building include a secured Class I bicycle parking room, computer room, learning center, community room with kitchen, and a fitness room. Common open spaces are provided in courtyards and green spaces in the ground and second floors, and private open space for each unit is provided through patios or balconies. Every unit has 300 cubic feet of lockable storage space within the building, consistent with Sunnyvale Municipal Code (SMC) requirements.

Solid waste and recycling service is provided through chutes on each floor that dispose into a central trash room within the parking garage that is completely screened from public view. Community solid waste and recycling bins will be staged on the west side of the building in a designated loading area during pickup days. All units are within 150 feet to a solid waste and recycling chute as required by the SMC.

All three existing trees on-site would be removed and replaced to accommodate the project. The project would include a planting buffer around the perimeter of the site and a landscape frontage strip, consistent with SMC requirements.

See Attachment 1 for the vicinity and noticing radius map and Attachment 2 for the project data table. See Attachment 5 for the applicant's project description letter and design narrative.

State Density Bonus Law

The project complies with the City's density requirements. A maximum of 48 units are allowed with the current R-4 zoning of the property and two additional units can be considered with additional green building measures. Chapter 19.18 of the SMC allows a density bonus of up to 35% above the maximum allowable density (17 additional units) if the project provides affordable units in accordance with the State Density Bonus Law (California Government Code Sections 65915 through 65918). In order to qualify for the density bonus, State law requires at least 20% of the units to be available to low-income households. 59% of the units will be available to low-income households; therefore the project qualifies for the density bonus of up to 67 units total and the applicant is proposing 66 units.

Special Development Permit

A Special Development Permit (SDP) is required for site and architectural review on project sites within a Planned Development zoning district. An SDP also allows for consideration of deviations from specified development standards (siting, bulk, and parking) in exchange for superior design, environmental preservation or public benefit.

The State Density Bonus Law also allows consideration of up to three city code concessions since this project is a qualifying affordable housing project with at least 30% of the units available for low-income households.

The applicant is requesting four deviations for this project including upper floor front yard setbacks,

east side yard setback, balcony projection into the east side yard setback, and provision of other landscaped area per unit. In addition, the applicant proposes to utilize three code concessions for lot coverage, useable open space per unit, and auto parking supply. A detailed discussion is included later in the report.

Previous Actions on the Site

The existing one-story commercial building was developed in 1969 as an industrial building. Subsequent discretionary permits were issued for unenclosed equipment and antennas associated with previous industrial uses. A use permit was approved in 1993 for a change of use to a commercial center, including food manufacturing/processing and retail sales spaces. A master sign program was approved in 1995 and a special development permit was approved for a restaurant use within the building in 1996. Other ministerial commercial tenant improvement permits have been issued throughout the life of the building.

EXISTING POLICY

Key goals and policies from the General Plan that pertain to the proposed project are provided in Attachment 3. The Citywide Design Guidelines provide recommendations for site planning, architecture and design. The project site is also located within the Tasman/Fair Oaks Area Pedestrian and Bicycle Circulation Plan, which applies to properties within the ITR 7 and 8 districts and serves to enhance pedestrian access to amenities and transit, as well as encourage pedestrian, bicycle, and transit use through streetscape improvements, land use planning, and architectural design. Consistency with the guidelines and plan is also described in Attachment 3.

ENVIRONMENTAL REVIEW

A Mitigated Negative Declaration has been prepared in compliance with California Environmental Quality Act (CEQA) provisions and City guidelines (see the Initial Study in Attachment 6). The Initial Study determined that the proposed project would not create any significant environmental impacts with implementation of mitigation measures pertaining to noise, biological resources, cultural resources, air quality, and hazardous materials. The environmental mitigation measures have been incorporated as Conditions of Approval (Attachment 4). The development is below the threshold for requiring a Traffic Impact Analysis (TIA) since the project does not generate more than 100 net new AM and PM peak hour trips.

Potential exterior noise impacts will be mitigated through solid four-foot tall railings at second floor courtyard edges and balcony/ patio railings on particular living units, as well as positioning first floor courtyard seating behind the building wall. Potential interior noise impacts will be mitigated through sound-rated windows. The conditions of approval require the project's acoustical consultant to test noise levels prior to occupancy. Potential air quality impacts will be mitigated through an air filtration system within the building and maintenance plan for its upkeep. Construction-related mitigation measures are also required for temporary noise and air quality impacts.

There was a history of soil contamination at the east-adjacent residential condominium site prior to its redevelopment and the State Department of Toxic Substances Control (DTSC) was asked to review the applicant's environmental site assessment reports and supplemental risk evaluation. The DTSC concluded that there would not be a significant risk to the residents of the project and no risk mitigation measures would be required. The applicant is voluntarily incorporating a vapor barrier mitigation system in certain areas of the project site as suggested by the DTSC.

DISCUSSION

Present Site Conditions

The 1.32-acre project site is located on the south side of Persian Drive, mid-block between Morse Avenue and Fair Oaks Avenue. Persian Drive runs parallel to the south side of California State Route 237 (SR-237). A freeway off-ramp to Fair Oaks Avenue is located to the northeast of the project site. An existing sound wall along the freeway terminates just to the west of the project site, leaving no sound wall along the project site's freeway frontage. An informal asphalt path (not in accordance with City standards) is present along the site's frontage on Persian Drive.

A one-story, multi-tenant commercial building is currently located onsite, which was developed in 1969. Prior to the existing development, the site was historically used as agricultural land. Commercial businesses currently onsite include a market, specialty food store, personal service salons, a clothing store, and small commercial office uses. A parking lot is located on the north, west, and south sides of the building, and a landscape strip is located along the project's frontage on Persian Drive. The existing building has a zero lot line with the property to the east. An existing emergency vehicle access easement (EVA) is located on the western half of the project site, through to the property to the south, and out to Morse Drive. This EVA will be maintained as part of the project.

To the north of the project site and across Persian Drive is SR-237; to the east is a 47-unit, three-story condominium development that was completed in 2015. A community-serving place of assembly use, currently occupied by the Sunnyvale Hindu Temple and Community Center is located to the west and south. Bus and light rail transit service is provided by the Santa Clara Valley Transportation Authority (VTA) with stops located within 0.5 miles to the southeast of the project site. Transit service is accessible by pedestrians through existing sidewalks on Persian Drive, Morse Avenue, Fair Oaks Avenue, and Tasman Drive. An existing east-west Class II bicycle lane is located along the project frontage on Persian Drive. A shopping center and a commercially-zoned property are located within 0.5 miles of the project site at the intersection of Tasman Drive and Fair Oaks Avenue.

Site Design and Architecture

Site Design

The project site is semi-rectangular in shape due to the curvature of Persian Drive. The proposed building siting is consistent with Citywide Design Guidelines and the Tasman/Fair Oaks Area Pedestrian and Bicycle Circulation Plan by being close to the street frontage with a sizeable landscape frontage strip and auto parking concealed from street view. Pedestrian walkways allow direct access from the building to the public sidewalk along Persian Drive, and direct access internally within the building, through the parking garage and between the different areas of the building. Bicycling is encouraged through adequate Class I bicycle parking onsite in secured lockers and Class II bicycle racks along the project frontage.

Most auto parking is provided within the ground level podium parking garage located toward the rear of the building. Three uncovered parking spaces are proposed along the rear property line, but staff has concerns on their usability due to their location and design. A new driveway on the west side of the project site (in approximately the same location as the existing) will provide vehicular access to

Persian Drive. The driveway follows the limits of the existing emergency vehicle access easement (EVA), with access to the property to the south through to Morse Avenue. Two restricted access security gates are proposed on the EVA - one where the project site adjoins its southern neighbor and the other toward the front of the project, setback behind the building face. Both gates would include a Knox Box for emergency vehicle access. The loading area for moving trucks, delivery trucks, and refuse trucks is provided on the west side of the building, screened from street view by the security gate.

Architecture

The proposed building would be four stories tall with a height of 52 feet from the street curb elevation on Persian Drive. The zoning of the project site allows heights up to four stories and 55 feet from the street curb elevation. The proposed building is one floor taller than the recently built townhomes near the project site, and though it incorporates a unique architectural design, it is not inconsistent with the neighboring residential development. The building design will create an iconic building easily visible from surrounding streets and SR-237.

The building has been sited and designed with the intent to attenuate noise and reduce visual impacts from SR-237. To help achieve this, a folded wall concept has been implemented into the front façade, in lieu of building a sound wall along the project's frontage. The project is located within a single structure at the ground floor, and then separates into three vertical building pods beginning at the second floor, creating the visual effect of three separate buildings with light and air access and common open spaces in between. The building pods are connected through elevated walkways at upper levels.

The architectural style of the proposed building is considered to be modern. As stated earlier, although the architecture is different than other recently constructed multifamily buildings in the neighborhood, it has been designed to complement the character of the existing neighborhood through articulation, color/material variation, and building form. The folded wall along the building frontage is separated into two distinctive sections on either side with window openings throughout. The folded wall partially wraps around the edges of the front façade where colors, materials, and building form transition to different styles on the sides and rear of the building. Building form along the sides and rear is simple and rectangular, consistent with the modern style. Building articulation is provided through inset windows, wall offsets, vertical and horizontal forms, and variation in colors and materials. The front façade consists of fiber cement panels with scattered placement of windows and accent colors. A ground floor storefront window system provides views into common areas inside the building. The predominant cladding on the sides and rear of the building is horizontal Hardie siding, with vertical board-and-batten detailing at recesses and infill panels. Projecting wood balconies provide additional variation in materials. The overall color palette includes warm, neutral colors with colorful accents. Attachment 5 further describes the applicant's design intent.

Staff finds that the project is well-designed and is compatible with the character of the neighborhood. Staff is recommending a condition (PS-2a) to cover the fourth floor walkways with a roof structure to provide protection from the elements for residents traversing between building pods and to add enhancements to highlight the parking garage walkway as well as final refinements of the tree palette and driveway gate design at the building permit stage (Condition PS-2b-d).

Concessions from Development Standards Using State Density Allowances

The Project Data Table in Attachment 2 summarizes the project's compliance with code standards, with code deviations and concessions noted. State Density Bonus Law allows a developer to request up to three concessions from the City's Zoning Ordinance for projects that include at least 30% of the total units available for low income households. The City has the ability to deny concessions if findings are made that the concessions are not required in order to provide for affordable housing costs or rents or if the concessions would have a specific adverse impact upon public health and safety or the physical environment. The applicant has requested the following concessions (as described in Attachment 5):

- Lot Coverage - 55% proposed when up to 40% is allowed, per Section 19.32.020;
- Useable Open Space - 205 square feet per unit proposed, when a minimum of 380 square feet is required, per Section 19.37.040
- Auto Parking - 87 spaces proposed when 102 are required, per Section 19.46.080;

While the above concessions must be considered by the City per State law, these types of deviations are common for affordable housing projects and have been granted in the past through the SDP process.

Lot Coverage

The lot coverage concession is reasonable since the project is achieving a density bonus allowed by City ordinance and State law that increases the footprint of the structure beyond the normally permissible building area on a lot of this size. Height limitations restrict additional floor area beyond the fourth floor if the building footprint was to be reduced to 40%. Additionally, the building massing is concentrated on the east side of the project site with adequate visual separation between building pods and adjoining properties.

Useable Open Space

The Zoning Code requires 380 square feet of usable open space per unit, and the proposal is for 205 square feet per dwelling unit. The request to reduce this standard is not unreasonable for the following reasons:

- The applicant meets the total required site landscaping area in part because some areas with potential for open space are used for decorative landscaping purposes;
- Immediate private open space access is provided for each residence in accordance with code requirements;
- The project includes active community spaces within the building that provide opportunities for recreation and social interaction;
- The main community room exceeds the 225 square foot requirement specified in the SMC by over 700 square feet; and
- Seven Seas Park is located approximately 0.5 miles away from the project site, which can be accessed by pedestrians through a complete sidewalk network or bicycle lanes along Persian Drive and Fair Oaks or Morse Avenue.

Auto Parking

A minimum of 102 total parking spaces (1.55 spaces per unit) is required by City code, while the applicant proposes 87 parking spaces (1.32 spaces per unit). The applicant is requesting the concession for the following reasons:

- The proposed bedroom mix and reduced parking ratio allows the project to qualify for additional state funding which is vital to the feasibility of the project;

- The project qualifies for the reduced parking ratio of 0.5 spaces per bedroom (60 total required spaces) as allowed by recent State law (AB 744) since a major transit stop is located within 0.5 miles of the project site (Fair Oaks Station, VTA light rail) and there is a complete sidewalk network that provides seamless access to transit;
- A parking study was conducted by Nelson Nygaard (Attachment 7) and concluded that the proposed parking supply is expected to be adequate to address typical peak residential parking demand since the parking supply is more than the surveyed number of occupied parking spaces per unit in similar projects; and
- Preliminary data from Housing Authority's wait list indicates that approximately 50 percent of the heads of households for the 33 units planned for Section 8 are likely to be seniors or people with disabilities. These sixteen units in particular are less likely to need a parking space, increasing the availability of guest parking spaces.

Given that the proposed parking supply exceeds the standard required by State Law, and there is evidence from the parking study that suggests a lower parking ratio, staff recommends that the three uncovered spaces at the rear either be removed or reduced to allow easier access to/from those spaces.

A parking management plan is required for the management of assigned and unassigned spaces within the development, as well as guest parking. The onsite manager will be responsible for implementing and enforcing the plan. Also, staff recommends including a condition that free VTA Eco-Passes be issued to all residents of the development (Condition GC-9) in order to encourage usage of transit.

Deviations from Development Standards

Along with the above requested concessions, the proposal includes four additional deviations from the SMC which can be considered through the SDP process. These deviations are discussed below:

- Front Yard Setback - 20' proposed at the third floor, when a minimum of 25' is required, and 20' proposed at the fourth floor, when a minimum of 31.5' is required, per Section 19.34.050;
- East (Left) Side Yard Setback - 9' proposed, when a minimum of 18' is required, per Section 19.34.080;
- Balcony Projection Into East (Left) Side Yard Setback - 9' projection proposed, when up to 3' is allowed, per Section 19.48.070
- Other Landscaped Area - 179 square feet per unit proposed, when a minimum of 375 square feet is required, per Section 19.37.040; and

Setbacks

The proposed project complies with the west (right) side, rear, and first and second floor front setback standards, but not those listed above. The intent of the increased setback requirements is to provide additional visual relief from the street frontage and neighboring properties to achieve a human-scale building plane. The setback deviations are requested for the following reasons:

- To accommodate the unique front façade of the project, as well as to account for the space limitations imposed by the angular lot line along Persian Drive;
- A similar front setback deviation was approved for the condominium development to the east because of the angled lot line;
- The front setback deviation still provides adequate light and air clearance from the public sidewalk and allows sufficient space for a landscape buffer to soften the appearance of the

building. Additionally, due to the angle of the lot line, only a portion of the east side of the building encroaches into the required third floor setback and a slightly larger portion of the east side and an edge of the west side of the building encroaches into the required fourth floor setback;

- The building has been sited to the east due to the location of the existing 26-foot wide EVA on the west side of the project site;
- The balconies serving the units on the east side project more than three feet into the required setback, but retain the same setback as the building wall;
- The proposed side yard setback deviations for the building wall and balcony projections are constrained due to the EVA location, as well as sufficient distance and separation between the proposed building and the condominium buildings to the east; and
- Adequate privacy mitigation measures have been incorporated through the orientation of living spaces and balconies towards the interior courtyard of the project.

Other Landscaped Area per Unit

Although the project does not meet the required minimum 375 square feet of landscape area per unit, it does include the following:

- There is not enough area onsite to accommodate the required landscaping given the density bonus;
- The project meets the minimum landscaped area requirement with approximately 12,035 square feet of landscaping (21% of the project site), where 20% minimum of the site is required;
- Trees are proposed along the frontage and perimeter of the project site to demonstrate compliance with the 50% parking lot shading requirement and provide screening along adjoining properties;
- The landscape design would result in less impervious surface area than currently on the site;
- The project is designed to comply with water-efficient landscaping requirements by not using any turf and providing at least 80% native, low water, or no water plantings; and
- The site is adequately landscaped and provides for private open space for every unit.

Tree Preservation, Removal, and Replacement

An arborist report was provided, which evaluated the health and disposition of all trees onsite and a tree on the neighboring property to the west. The report recommended removal of all three existing trees onsite (36" diameter Shamel Ash; and two 25" diameter Monterey Pine). The Shamel Ash is in fair condition, but has been topped to avoid interference with overhead utility lines, and has also caused damage to nearby hardscape. The Monterey Pines are dead or in poor condition, and have been topped. The report notes that all three trees are recommended for removal due to their condition and location within the proposed site improvements. The City's Tree Replacement Standards require a minimum of twelve 24-inch box trees to be planted to offset the loss of protected trees. The proposed project includes 48 24-inch box trees, which will mitigate the loss of the existing protected trees in accordance with the City's Tree Replacement Standards.

Public Right-of-Way Improvements

The existing site has no concrete sidewalk along the Persian Drive. A new sidewalk, street trees, and street lights will be installed in the public right-of-way, according to standard applicable specifications and the Tasman/Fair Oaks Area Pedestrian and Bicycle Circulation Plan. The new sidewalk would align with recently constructed sidewalks on the east and west sides of the project site. Standard water, sewer, right-of-way and utility upgrades will be provided as required by the Municipal Code.

The project is also subject to payment of sense of place fees of \$1,149 per dwelling unit, which results in a fee of \$75,834 to be used to implement elements of the plan as determined by the City.

To assist the project in obtaining State Affordable Housing and Sustainable Communities Program (AHSC) funding, the project may include the construction of a new offsite sidewalk not immediately along the project site, to be constructed by the City of Sunnyvale. The AHSC Program funds land-use, housing, and transportation projects to support infill and compact development that reduce greenhouse gas (GHG) emissions. The sidewalk would fill a gap in the pedestrian network along the south side of Persian Drive from Morse Avenue to Borregas Avenue. The sidewalk would provide a direct pedestrian connection to an existing pedestrian overcrossing over SR-237 near Borregas Avenue which leads to Moffett Park, a major employment district. The sidewalk connection has the potential to reduce automobile trips to Moffett Park as well as enhance pedestrian connectivity and safety. If approved by the State, a grant would be provided to the City to construct the sidewalk.

Green Building

A minimum of 80 points on the GreenPoint Rated checklist are required for new multi-family residential construction. With 110 points or greater, the project may increase building height, lot coverage, or density. A preliminary GreenPoint Rated checklist was prepared by the applicant with 131 points targeted. The applicant proposes to utilize the incentive to increase allowable density by an additional 5 percent.

Solar Access and Shadow Analysis

The City's Municipal Code limits shading caused by proposed buildings to a maximum of ten percent of the roof area of nearby properties during the hours of 9 AM to 3 PM during the solar cycle. The applicant's shadow study demonstrates that shadows cast by the proposed buildings do not shade more than ten percent of the roof area on existing buildings on nearby properties.

FISCAL IMPACT

The project is subject to payment of sense of place fees in accordance with the Tasman/Fair Oaks Area Pedestrian and Bicycle Circulation Plan and school impact fees to the Sunnyvale School District. Other standard fees and taxes apply. Affordable rental development is exempt from park in-lieu and housing mitigation fee requirements. A transportation impact fee (TIF) is not required due to credit given to the existing commercial building.

The project will not impact the City's General Fund because the City already conditionally committed \$5 million from the Housing Mitigation Fund to this project for a period of up to two years. This fund exists for the purpose of funding affordable housing projects of this type. The final loan commitment will be reviewed by the City Council in March.

PUBLIC CONTACT

Community Outreach Meeting

The applicant held a community outreach meeting the evening of October 29, 2015 at the Daesung Korean Presbyterian Church near the project site at 425 Tasman Drive. A resident within the project vicinity attended the meeting and voiced concerns on the project's potential impact on property values in the area and loss of the existing commercial services onsite.

Planning Commission Study Session

Staff presented the project to the Planning Commission at a study session on December 14, 2015. The Planning Commissioners were supportive of the affordable housing use and commented primarily on the project architecture, parking, potential privacy impacts, and pedestrian connectivity. Most Planning Commissioners felt the proposed front façade looked too imposing and suggested additional fenestration and variation in colors and materials. Most Planning Commissioners were also concerned about the proposed parking supply below City standards, and suggested that VTA Eco-Passes be a requirement of the project. Some Planning Commissioners expressed privacy concerns with windows and balconies facing the condominium project to the east. Planning Commissioners also requested that the project have better pedestrian connectivity to neighboring properties.

Public comments at the study session included support for affordable housing, and concerns with loss of existing commercial space, the proposed parking supply, and the proposed four-story height where three-stories are the predominant residential height in the neighborhood.

In response to the comments received at the study session, the applicant revised the front façade to have more and wider window openings on upper floors. At the ground floor, a new storefront window system was added to provide visual interest into the building. The massing of the folded wall on the front façade was also broken into two parts with different color schemes to further reduce visual mass and provide visual interest. Colors and materials were also varied on the side and rear elevations. The proposed balconies along the east side of the project were relocated to face the courtyard to reduce potential privacy impacts to the adjacent residential condominiums. Pedestrian circulation was enhanced through the interior of the project directly to the public sidewalk. Onsite pedestrian connections to adjoining developments beyond the public sidewalk are not proposed since connections would lead to existing parking or vehicular access ways.

Phone/Written Correspondence

Staff received a phone call from a resident in the Morse Park neighborhood who supports the project, but was concerned about the parking concession. The resident noted that their parking concerns would be mitigated if VTA Eco-Passes were required for the project.

The applicant provided letters of support from several non-profit and business associations, as well as local apartment communities nearby other MidPen projects in Sunnyvale. These letters are included in Attachment 8.

Notice of Mitigated Negative Declaration and Public Hearing

- Published in the *Sun* newspaper
- Posted on the site
- 1,072 notices were mailed to the Morse Park Neighborhood Association and property owners and tenants within 1,000 feet of the project as shown in Attachment 1.

Staff Report

- Posted on the City of Sunnyvale's web site
- Provided at the Reference Section of the City of Sunnyvale's Public Library

Agenda

- Posted on the City's official notice bulletin board

- City of Sunnyvale's web site

CONCLUSION

Staff was able to make the required Findings for the Special Development Permit shown in Attachment 3. The project contributes towards the City's affordable housing goals and fulfills the Industrial-to-Residential transition envisioned by the General Plan. The project's location is within a pedestrian and transit-oriented neighborhood with walkable access to local commercial services, as well as close proximity to major employment centers. The Citywide Design Guidelines have generally been met, and the architecture will create a unique visual element to the area and the city. The requested concessions and deviations are reasonable considering the significant gain in affordable rental housing and will not adversely impact neighboring properties. The project incorporates environmental mitigation measures that create an environment suitable for residential development in accordance with the General Plan.

ALTERNATIVES

1. Adopt the Mitigated Negative Declaration and approve the Special Development Permit with concessions for lot coverage, useable open space, and total parking spaces under State Density Bonus Law; and deviations for front and side setbacks and landscaping per unit with the conditions in Attachment 4.
2. Adopt the Mitigated Negative Declaration and approve the Special Development Permit with associated concessions and deviations with modified conditions.
3. Adopt the Mitigated Negative Declaration and deny the Special Development Permit.
4. Do not adopt the Mitigated Negative Declaration and direct staff as to where additional environmental analysis is required.

RECOMMENDATION

Alternative 1 to adopt the Mitigated Negative Declaration and approve the Special Development Permit with concessions for lot coverage, useable open space, and total parking spaces under State Density Bonus Law; and deviations for front and side setbacks and landscaping per unit based on the findings in Attachment 3 and with the recommended conditions of approval in Attachment 4.

Prepared by: George Schroeder, Associate Planner

Reviewed by: Gerri Caruso, Principal Planner

Approved by: Andrew Miner, Planning Officer

ATTACHMENTS

1. Vicinity and Noticing Map
2. Project Data Table
3. Recommended Findings
4. Recommended Conditions of Approval
5. Applicant's Project Description Letter/Design Narrative
6. Initial Study
7. Parking Study
8. Letters of Support
9. Project Plans