

Attachment VI

Develop. Standards	Maximum Allowed/Minimum Required	Proposed
Height	Up to 65 ft.	55 and 65 ft. ¹
Residential Density	65 units/acre	80 units/acre ² (for 3-acre residential/garage building site)
Floor Area Ratio ³	1.5 (per the General Plan)	1.1 (related to the one-acre medical office building site)
Setbacks	Front (Main St.): 4 ft. Rear (Maple Ct): 0 ft. Side Street (McKeever Ave.): 10 ft.	Front: 8 ft. Rear: 0-4 ft. Side Street: >10 ft.
Parking	≥1.5 spaces per market rate unit (≥288 spaces) and ≤0.5 spaces per affordable bedroom (≤41 spaces ⁴); ≥1 space per 315 sq. ft. of office space (≥152 spaces); ≥1 space per 315 sq. ft. of <u>retail space (>18 spaces)</u> Total: 499spaces	293* spaces for residential units ⁵ ; 158** spaces for medical office bldg; <u>18 spaces for retail</u> 469 spaces total *Incorporates 19 spaces credit allowed by the City's regulations (6-space credit for 12 motorcycle stalls and 13-space credit for 52 bike stalls), and 17 spaces reduction allowed per footnote 5 below **Includes 6 spaces for <i>Planned Parenthood</i>

¹ 55 feet generally, and 65 feet as measured to top of parapets and rooftop solar panels (see Plan Sheets A-8 and A-10)

² State Density Bonus Law ([AB 2222](#) and [AB 744](#)) allows the proponent to request a density bonus of up to 35% above maximum allowed (264 units for this site), as well as up to three concessions to normal development standards. As reflected in Attachment VI, the proponent has requested a density bonus of 23% above that normally allowed.

³ Floor Area Ratio (FAR) is total building area of a building divided by the area of the property/site

⁴ Normally, per the City's regulations, affordable units are required to be parked at 1.5 spaces per unit. However, State Density Bonus Law ([AB 2222](#) and [AB 744](#)) stipulates that cities cannot require more than 0.5 spaces per bedroom of the affordable units for this project (81 bedrooms; 41 spaces).

⁵ As stated in footnote 2 above, up to three concessions to development standards may be requested by a project proponent. As reflected in Attachment VI, the proponent has requested that one concession be granted to the State mandated maximum parking ratio of 0.5 parking space per bedroom, to be one space per unit (**24 spaces**).

Per State law, "The city, county, or city and county shall grant the concession or incentive requested by the applicant unless the city, county, or city and county makes a written finding, based upon substantial evidence, of any of the following:

- (A) The concession or incentive is not required in order to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted units to be set as specified in subdivision (c).
- (B) The concession or incentive would have a specific adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households.
- (C) The concession or incentive would be contrary to state or federal law.

Architectural Design/Site Layout – The City’s CC-C Zoning District regulations state:

- (i) New commercial and multi-family residential construction should reflect the qualities of its particular design environment through use of similar materials, glazing, finishes and colors.
- (ii) Buildings must be oriented to the street for ease of pedestrian access and to insure continuity of frontages.
- (iii) Parking areas must be screened and landscaped, and must not be so designed as to create barriers for pedestrians.
- (iv) Landscaping must be scaled to pedestrians and used to accent architecture.
- (v) Buildings may be setback to accommodate landscaping, plaza areas or outdoor dining.

As shown in the first three plan sheets, the proposed new building has been designed in a contemporary architectural style, utilizing clean lines, varying roof planes, and well-articulated façades. Design elements include a flat parapet roof with sloped painted metal roof elements, stucco exterior finish with stonework and hardi-plank siding, glass and metal balcony railings, metal awnings and glass storefronts along the ground floor along Main Street. The color palate for the building includes a combination of warm tones which will further accentuate the architectural design features of the building (see plan sheet A-11).

Pedestrian access is provided off Main Street at the building lobby and into retail shops, and from Maple Court via a building entry. Pedestrian access throughout the site and to courtyards and the fitness center will be from the northern Fire Lane off Maple Court, from the McKeever Avenue medical office building parking lot, and from the Fire Lane along Main Street at the southwestern portion of the site (see sheet A-1).

Although the ten apartments proposed along Main Street and Maple Court do not have front doors that front onto the streets, all but one of them have patios along the streets. Staff is including as recommended condition of approval No. 25 in Attachment III that, where physically feasible⁶, gates be installed along the patios of those units. Also, as shown in plan sheets L-1 and L-2, lighting and new trees and landscaping are proposed along Maple Court and Main Street property frontage, as are three ground-level courtyards (the most central with a swimming pool) and a top level terrace.

⁶ The site slopes upward along Main Street toward McKeever Avenue, resulting in the building being “set into” the slope, which will help reduce massing, but will preclude the ability to install a gate in those patios.