



**Council and Authorities Concurrent Meeting**

**Item #7 RTC 21-1048**  
**Alternatives for Revisions to the El Camino Real Specific Plan**

**September 28, 2021**

1



**El Camino Real Specific Plan**

**Project Background**

- 2010 – General Plan Update allows mixed-use development
- 2010–2017 – 13 Projects (1,292 Units) entitled
- May 2014 – Grant funding for the project from Bay Area Metro
- 2017 – Council direction to prepare a Specific Plan to provide detailed policies for new development
- June 15, 2021 – City Council direction to modify Specific Plan by reducing density
- June 30, 2021 – MTC grant funding ended

2



## Alternatives

### Alternative 1 - Redo the Specific Plan for a lower density

Direct staff to conduct additional planning work to revise the draft Specific Plan per City Council direction, including:

- Authorize the City Manager to execute an agreement with the consultant Rami & Associates, Inc. for an initial three-year term ending September 30, 2024
- Approve related budget amendment recognizing appropriations of an additional \$900,000 in FY 2021/22 General Fund

3

3



## Alternatives

### Alternative 2 – Prepare Roadway Plan and Rezoning

Direct staff to implement Council direction through two new zoning districts with objective design standards that align with the existing General Plan land use designations and prepare an Infrastructure Plan/Streetscape Plan for the creation of bicycle lanes, and:

- Authorize the City Manager to execute an agreement with Rami & Associates, Inc. to provide El Camino Real Specific Plan Consultant Services for a one-year term ending September 30, 2022
- Approve the related budget amendment recognizing appropriations of an additional \$50,000 in FY 2021/22 General Fund Staff

4

4

The seal of the City of Santa Clara, California, is circular. It features a central illustration of a mission-style building with a red roof and a bell tower. The text "CITY OF SANTA CLARA CALIFORNIA" is written around the top inner edge, "1852" is at the bottom, and "THE MISSION CITY" is at the bottom inner edge. The seal is set against a dark blue background with a white and orange diagonal stripe.

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**Item # 7 RTC 21-1048  
Alternatives for Revisions  
to the El Camino Real  
Specific Plan**

**September 28, 2021**

9/28/21

Item 7.

**Julie Minot**

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**From:** Mathew Reed <mathew@siliconvalleyathome.org>  
**Sent:** Tuesday, September 28, 2021 2:50 PM  
**To:** tmcmillan@bayareametro.gov  
**Cc:** Andrew Crabtree; Manager; mshorett@bayareametro.gov; abockelman@bayareametro.gov; dmartin@biabayarea.org; 'Vince Rocha'; David Meyer; Mayor and Council  
**Subject:** RE: City of Santa Clara El Camino Real Specific Plan  
**Attachments:** BIA\_SVH\_SVLG MTC Santa Clara ECRSP 9\_28\_21.pdf

I apologize.  
The attachment was left off of the last email.  
Please see the attached letter as described below.

Mathew Reed – Director of Policy  
SV@Home – [siliconvalleyathome.org](http://siliconvalleyathome.org)



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350 W Julian St. #5, San José, CA 95110

[Website](#) [Facebook](#) [LinkedIn](#) [Twitter](#)

**From:** Mathew Reed  
**Sent:** Tuesday, September 28, 2021 2:42 PM  
**To:** tmcmillan@bayareametro.gov  
**Cc:** Andrew Crabtree <ACrabtree@SantaClaraCA.gov>; manager@santaclaraca.gov; mshorett@bayareametro.gov; abockelman@bayareametro.gov; dmartin@biabayarea.org; 'Vince Rocha' <vrocha@svlg.org>; David Meyer <david@siliconvalleyathome.org>; MayorAndCouncil@santaclaraca.gov  
**Subject:** City of Santa Clara El Camino Real Specific Plan

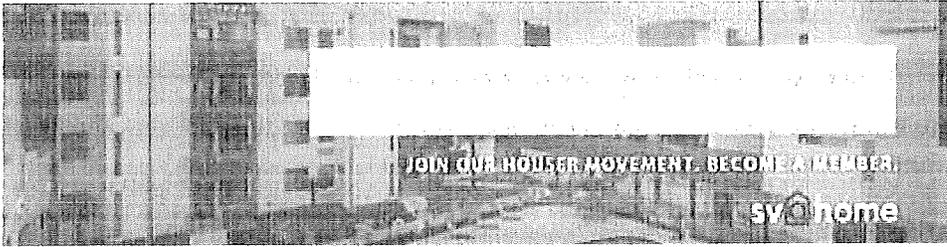
Director McMillan.

On behalf of BIA Bay Area, Silicon Valley at Home, and the Silicon Valley Leadership Group, we write today to share our attached concerns regarding the MTC PDA Planning Grant for the City of Santa Clara's El Camino Real Specific Plan. We would ask that you respond to our request that MTC engage with the City of Santa Clara to address the divergence of the expected City's actions from the agreement made with your agency about the purpose of this grant and the regional importance of the El Camino Real corridor.

Thank you for your attention.

Mathew Reed – Director of Policy  
SV@Home – [siliconvalleyathome.org](http://siliconvalleyathome.org)

**POST MEETING MATERIAL**



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September 28, 2021

Therese McMillan  
Executive Director  
Metropolitan Transportation Commission  
375 Beale Street, Suite 800  
San Francisco, CA 94105

**RE: City of Santa Clara El Camino Real Specific Plan**

Director McMillan.

On behalf of BIA Bay Area, Silicon Valley at Home and the Silicon Valley Leadership Group, we call on MTC to investigate alarming developments in the progress of the City of Santa Clara's El Camino Real Specific Plan. Each of our organizations served on the Community Advisory Committee for the specific plan and participated in the series of public community meetings, as well as a number of study sessions with both the Santa Clara Planning Commission and City Council, as the plan was developed and refined. We believe that without intervention from MTC, the Plan is now at serious risk of failing to provide opportunity for significant housing growth and support for vital public and alternative transportation infrastructure, two key MTC planning policy objectives. We urge MTC to immediately initiate contact with the City of Santa Clara regarding the status of the planning grants for preparation of the El Camino Real Specific Plan with a goal of providing guidance on ways of leading the plan back to policy objectives considered essential to sustainable regional development by MTC, and originally supported and committed to by the City.

**El Camino Real Focus Area PDA and Metropolitan Transportation Commission Planning Grant**

As MTC is aware, the El Camino Real Focus Area in Santa Clara has been identified as a Priority Development Area since at least 2011. One of the foremost objectives of the PDA program is to increase the opportunity for housing development in the PDA. The City's General Plan Housing Element identifies the potential for 2,274 net new units within current land use and zoning designations of which 1,292 units have received approvals.

In 2014, MTC awarded an initial PDA Grant to the City in the amount of \$750,000, later expanded to \$910,000 (along with \$105,000 matching City funds), to begin the development of the El Camino Real Specific Plan in accordance with MTC goals and objectives. The PDA Planning Program funds Specific

September 28, 2021

Re: City of Santa Clara ECR Specific Plan

Plans that result in intensified land uses around public transit hubs and bus and rail corridors in the Bay Area.

**MTC Planning Application Grant Funding Guidelines:**

- Increase housing supply, including affordable housing, and jobs;
- Boost transit ridership and reduce vehicle miles traveled (VMT)
- Increase walking, bicycling, carpooling and carsharing by effectively managing parking and driving while promoting multimodal connections; and
- Retain and expand community assets, and locate key services and retail within the planning area.

In their grant application submitted in April of 2014, the City committed to supporting a planning process and outcomes aligned with MTC Planning Program funding guidelines:

City Grant Application Cover Letter (April 2014)

*The City of Santa Clara is pleased to submit the enclosed Priority Development Area (PDA) Planning Program grant application for the El Camino Real Precise Plan. This planning effort will intensify the land use around the City's mixed-use corridor with emphasis on increasing housing supply, implementing multi-modal access and connectivity, and promoting pedestrian friendly design.*

City Grant Application Part 6

*To guide this transformation of El Camino Real, Santa Clara, with support from the Santa Clara Valley Transportation Authority (VTA), is seeking grant funding to develop a Precise Plan and Environmental Impact Report for El Camino Real within the City. The Precise Plan will build on three supporting plans: the City's 2010-2035 General Plan, which envisions El Camino as a tree-lined, pedestrian and transit-oriented corridor with a mix of residential and retail uses;*

- *El Camino Real is still the most important street in Santa Clara today. It provides commercial services for many of the City's residential neighborhoods. The corridor is served by VTA's highest ridership lines, with transit usage expected to increase by up to 50 percent with implementation of BRT. However, the corridor is primarily fronted by strip malls, lacks landscaping, has minimal sidewalks, and many properties are underutilized. The Precise Plan will capitalize on the existing strengths of the corridor and recent redevelopments of the existing building properties. The Plan will serve as an implementation tool to revitalize and positively define this corridor as a leading example of smart growth while promoting the City's economic vitality, creating links between neighborhoods that promote walking and transit and*
- *The El Camino Real Precise Plan will lay the groundwork for increasing housing supply and employment growth in the El Camino Real Focus Area PDA by defining policies and guidelines that integrate transit with intensified land uses and strong multimodal connections within the PDA.*

**Dismissal of the Draft El Camino Specific Plan at Santa Clara City Council**

September 28, 2021

Re: City of Santa Clara ECR Specific Plan

On June 15, 2021, Staff presented the overdue results of over 4 years of planning, outreach, community involvement, environmental review and vetting for the 250 acre ECR corridor. The Draft Plan included over 6000 thousand housing units, nearly a million square feet of commercial, and numerous amenities such as enhanced pedestrian access and protected bike lanes. The plan also addressed the challenges of boulevard redevelopment with higher-density, mixed-use activity centers at key intersections with walkable, medium-density residential in the areas in between. This was a thoughtful and carefully planned document.

However, at the June 15th meeting and again at the July 6, 2021 meeting, the Santa Clara City Council adopted several actions to significantly modify the Draft Plan, slashing building heights from four to eight stories to two to four stories, reducing housing density and hampering the viability of any effort to effectively develop the El Camino Corridor as fully envisioned in PDA Policy.

City Staff analyzed 3 different scenarios at the July 6<sup>th</sup> meeting, comparing the Draft Plan, the Council direction and a Staff Alternative Plan that would still provide significant housing opportunity and retail business development while supporting transit and multimodal transportation:

<b>July 6, 2021 Meeting</b>	<b>Housing Units</b>	<b>Density</b>	<b>Commercial</b>
Draft SP	6200	77 du/ac	910k sq.ft.
Staff Alternative	4400	36 du/ac	510k sq.ft.
Council Direction	2290	28 du/ac	210k sq.ft.

Staff also advised Council that Council direction would have significant impact on the key functional elements of the plan, and would require the city to incur significant additional costs:

- “Activity Centers” (i.e., retail centers) would no longer be feasible as envisioned in the Draft Plan.
- In no part of the corridor would the height constraints on residential development support ground floor retail.
- Residential development of any kind would be unlikely where heights were lowered to two stories. (Current, lower-density town-homes, require 3-4 stories to avoid surface parking.)
- Support for the existing high-frequency transit would be significantly reduced.
- Because the density would drop below 32 du/ac a comprehensive VMT analysis would need to be conducted at the city’s expense.
- The existing EIR would need to be updated, and recirculated for comment, due to significant modification to Plan, and could not be completed until at least mid-year 2022

At the most basic level we are concerned that the planning process funded through the MTC PDA Planning Grant will result in a reduction of the actual residential development capacity of the corridor. Feasibility analysis conducted for the ECR Plan Area, and a similar analysis presented to the Santa Clara Downtown Community Task Force, showed that residential development, with the exception of low-

September 28, 2021

Re: City of Santa Clara ECR Specific Plan

density townhomes, required densities of 50-70 units an acre to be economically feasible. In the current market the heights proposed would make rental housing extremely difficult to finance and build.

Despite Staff concerns -- and other warnings that following Council Direction would severely undermine the economic feasibility of housing development, retail development, and support for transit and multimodal transportation -- Council adopted the worst case scenario and directed Staff to redraft the Plan, and update the EIR to measure the negative impact of the proposed changes and recirculate for comment at an estimated cost of \$200,000. The council simultaneously refused to support a new feasibility study to assess the overall impact of the changes on the viability of key elements of the plan.

#### **The El Camino Real Corridor was expected to be central to the 6<sup>th</sup> Cycle Housing Element Update**

The new density restrictions and infeasibility of many types of residential development throughout the corridor will greatly limit the inclusion of sites along the ECR in the Housing Element Update currently under development. This will be particularly true for planning for the affordable housing allocation, as the new state laws require far more robust feasibility assessment than during past cycles. New state guidelines for Affirmatively Furthering Fair Housing (AFFH) explicitly state that jurisdictions must plan for the integration of neighborhoods with higher resources throughout the jurisdiction. Jurisdictions are also now required to address whether the location of planned housing at all income levels will improve overall access to opportunity, including access to transportation and employment. El Camino Real is the most transit-rich corridor in the City, it runs through established middle- and upper-income neighborhoods with high-quality schools, and could facilitate crucial multi-modal access to the Caltrain/BART Station area for significant numbers of working people.

Santa Clara is expected to have a RHNA obligation of 11,632 new homes, with 4,525 to be affordable at levels below 80% of AMI. Because the significantly reduced densities adopted by the council for most of the plan area fall below levels feasible for affordable development, and below the minimum densities required for eligibility for state and federal affordable housing financing, the housing opportunity sites along the El Camino Real corridor will be severely limited. While significant residential capacity will be made available in other planned development areas in the city, by forgoing the opportunity to make El Camino Real a rich mixed-use and transit-oriented corridor, the City may struggle to be in compliance with state guidance on the implementation of affirmatively furthering fair housing requirements for the Housing Element Update.

#### **Regional support for the El Camino Real vision of sustainable redevelopment**

Other nearby cities, such as Sunnyvale and Mountain View have adopted, or are in the process of adopting El Camino Real plans in their communities that comport with MTC objectives. Sunnyvale is considering an alternative with 6,900 housing units and 730,000 sq. ft of commercial in its Plan, and Mountain View adopted a plan in 2014 featuring dense nodes of development, dramatically increased building heights to 6 stories, and an emphasis on transportation alternatives. These significant efforts need to be replicated along the full length of the El Camino Real to fully support housing alternatives, commercial activity centers, transit, and multimodal transportation through the heart of Silicon Valley.

5

September 28, 2021

Re: City of Santa Clara ECR Specific Plan

We believe that the stakes for the future functionality of the El Camino Real corridor for the sustainable development of the City, and for the regional transit and economic integration of the ECR across jurisdictions, should prompt an MTC intervention with the City of Santa Clara at this juncture to investigate the status of the Plan. It is our hope that there may still be avenues of engagement that will allow the city to revisit this potentially disastrous decision for the future of the El Camino Real.

Thank you for your time and attention.

Dennis Martin  
Building Industry Association Bay Area

Mathew Reed  
Silicon Valley at Home

Vince Rocha  
Silicon Valley Leadership Group

cc:  
Alix Bockelman, Deputy Executive Director, Policy  
Mark Shorett, PDA Program Manager  
Deanna J. Santana, City Manager  
Andrew Crabtree, Director, Community Development Department

9/28/21

Item 7.

Julie Minot

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**From:** Morteza <emuloid@yahoo.com>  
**Sent:** Monday, September 27, 2021 12:29 PM  
**To:** Mayor and Council; Raj Chahal  
**Cc:** ksinai@prodigy.net; wgnr1780@yahoo.com  
**Subject:** RE: Additional Citizen input on Charities Housing and Agenda item 7- up for vote during Public Hearing of September 28 2021  
**Attachments:** Project\_Specs\_1601\_CC.PNG; Project\_Bonuses\_Concessions\_1601\_CC.PNG  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

### POST MEETING MATERIAL

Dear Santa Clara Mayor and Council,  
We have obtained **additional** support for our letter below to the City Council from the following:

Boulevard HOA - Bill Waggoner: Boulevard HOA President (on behalf of 130 homes)  
Alex Salzmann: Boulevard HOA Board Member

So far there are a total of 4 HOA Boards/residents representing 170 homes and 4 individuals.

Sincerely  
Morteza Shafiei - President - Civic Center Village HOA

----- Forwarded Message -----

**From:** Morteza <emuloid@yahoo.com>  
**To:** mayorandcouncil@santaclaraca.gov <mayorandcouncil@santaclaraca.gov>; rchahal@santaclaraca.gov <rchahal@santaclaraca.gov>  
**Cc:** ksinai@prodigy.net <ksinai@prodigy.net>  
**Sent:** Monday, September 27, 2021, 11:29:48 AM PDT  
**Subject:** Citizen input on Charities Housing and Agenda item 7- up for vote during Public Hearing of September 28 2021

Dear Santa Clara Mayor and Council,  
We are Citizens and Representatives of several HOAs listed below (current count 50 homes) who reside along Civic Center Drive and Warburton Avenue. We have listed our contact information below and attached two summary pages of the 12-8-20 Charities Housing Proposal.

We respectfully and strongly urge you to **reject alternative #2**, Agenda item 7. 21-1048 scheduled for your vote on 9-28-21.

We are alarmed and gravely concerned that Alternative #2 is a **special zoning handout to Charities Housing**, a tax-exempt (not a Charity) developer of 1601 Civic Center Drive. A YES vote on Alternative #2 is to the detriment of an overwhelming

majority of owner residents in our neighborhood. There is not a single reference to Charities Housing on pages 1076-1081 of the 1616 page Discussion Packet accompanying this agenda item. Even so, **alternative #2** is designed specifically to **quickly enable and create a path forward**, without delay and public input, for Charities Housing. **Alternative #2** was devised in response to the delay in the adoption of the Specific Plan during the Council's meeting of July 6 2021, in which the Charities Housing representative warned that financing for the project would become more difficult the longer it takes to approve this project. This by-pass special zoning deprives us from any input. We also have reason to believe that Charities Housing has been conducting a PR campaign at the City's highest levels while keeping us in the dark.

Alternative #2 creates a quick, opaque, and ill-devised bypass to our input as stake holder Citizens and is framed as a less costly and faster alternative. In reality it is neither. The real cost is long term and to us as Citizens.

We also urge you to consider and **enable our Citizen Proposal to rezone the 1601 Civic Center Drive into a Park, on equal footing with any other proposals**. We are confident there is overwhelming public and corporate support for our proposal. We intend to file a petition to the City in this regards.

We also urge the City Council to reject any current and future special zoning proposals that by-pass public scrutiny and primarily benefit Charities Housing or other developers at our expense. It is not sound public policy to create opaque special zoning or exceptions that benefit a few at the expense of many. We are in a state of disbelief at how far Charities Housing "proposal" has progressed before we found out about it. We request timely and transparent inclusion of Citizen Stakeholders. The Charities Housing proposal was filed on Dec. 8 2020, right before AB 2345 went into effect on January 1 2021. AB2345 increases the bonus for "affordable" Housing to 50%.

We understand the City is concerned about State Mandates to create extra housing. Since this is a complex matter we urge the Council to investigate the potential application of State Mandates to the Charities Housing proposal. This can be best accomplished by retaining outside Counsel (We currently do not have a City Attorney) in order to obtain impartial advice on whether Charity Housing's 12-8-2020 Proposal or future revisions are indeed eligible for the staggering number of bonuses/waivers it claims. There are serious ramifications to misapplying State Mandates. Regardless, we urge the Council not to invoke the fear of State Mandates in its deliberations. Let Charity Housing be its own advocate. We hope the Council stays our advocates. In summary we oppose Charity Housing's proposal of 12-8-2020 because among other reasons:

Charities Housing is neither a good nor a charitable neighbor. They are not transparent. They refused to protect, contact, or dialogue with their wall-to-wall neighbors in Civic Center Village HOA for **thirteen months, after being notified** by Santa Clara PD that their property is attracting blight and petty crime at the height of the Covid-19 crisis. Charities Housing did not put up a fence until May 2021, **months after** they filed their 12-8-20 proposal. The irony is that they did protect their **building** by boarding it up in June 2020, indicating that they were well aware of the nuisance and security problem as early as June 2020. Nevertheless they refused to protect their neighbors until May 2021

and only after escalating criminal incidents and nuisance from their property made it impossible for them to further ignore their neighbors. We found out in July 2021 that they had been sending emails to the Council to gain mind-space and traction within the City while we Citizens had no idea about their plans. For Charities Housing, we, the direct stake-holders are clearly an **after-thought**.

Charities Housing's proposal invokes a staggering number of bonuses/waivers. We question their eligibility for these waivers and their counting method of lumping several sub-concessions into a single concession to increase the actual number of concessions above what the statutes may allow.

Our neighborhood is saturated with housing and cars. We are not opposed to housing, but in our neighborhood we need green space and parks more. Our neighborhood cannot tolerate a 6 level residential building with 112 units packed into an ultra-dense 84.4 Dwelling Units per Acre.

Charities Housing proposes 0.8 **unassigned** parking spaces per unit. There is already an intolerable parking congestion along Civic Center Drive, Lincoln, Warburton, and Don Avenue. The City's in-progress **proposal to park diagonally** along Civic Center Drive gains a mere 25 spots. This is not counting the future impact of the Charities Housing and the former Fuji Florist projects. We face the specter of one way streets, more vandalized cars, blight accumulated at the curbs and expensive parking garages and fees. Spill over traffic and parking from a narrowed El Camino Real and banned parking along El Camino Real will further aggravate the congestion. We need more infrastructure (public transportation, etc.) before adding more density. We are not NYC.

Charities Housing discloses it cannot "create a basement level well into the water table". In our view this precludes building underground multi-level **assigned** parking and raises questions about structural integrity and sinking structures.

We are also attaching 2 summary pages of Charities Housing Dec. 8 2020 proposal.

Sincerely

### **Civic Center Village HOA**

Morteza Shafiei - [emuloid@yahoo.com](mailto:emuloid@yahoo.com) - By Full HOA Board (On behalf of 17 homes)

#### **Civic Center HOA:**

Sneha Shah - [snehashah16@gmail.com](mailto:snehashah16@gmail.com) - By HOA Board Member (On behalf of 8 homes)

#### **Park Vista HOA:**

Sunil Ravipati - [sravipati@gmail.com](mailto:sravipati@gmail.com) - By Full HOA Board (On behalf of 15 homes)

#### **Boulevard (Hillebrant Place) Residents:**

Tom Weinstein - [tomw@ryleth.com](mailto:tomw@ryleth.com)

Landy Tuduanya - [tuduanyalandy@gmail.com](mailto:tuduanyalandy@gmail.com)

Chao Cheng - [chen0867@gmail.com](mailto:chen0867@gmail.com)

Sinan Liu - [liusinan1010@gmail.com](mailto:liusinan1010@gmail.com)

Disha Shetty - [dishashetty88@gmail.com](mailto:dishashetty88@gmail.com)

Sumit Rao - [rao.sumit@yahoo.com](mailto:rao.sumit@yahoo.com)

**Catalina Residents:**

Yu Shil and Yixin Ma - [clara150512@gmail.com](mailto:clara150512@gmail.com)

Hao Wu - [haowu1112@gmail.com](mailto:haowu1112@gmail.com)

Yifan Jiang - [jyfan2018@gmail.com](mailto:jyfan2018@gmail.com)

**Greenpointe Apartment Resident:**

Faisal Safdar - [syed\\_faisal@sbcglobal.net](mailto:syed_faisal@sbcglobal.net)

## ZONING DATA:

CATEGORY	REQUIRED/ ALLOWED	REFERENCE	PROPOSED	STATUS
<b>EIGHT LIMIT:</b>	60'-0" (5 Stories) Reduction abutting residential zones	DSP Pg. 69	67', 6-stories Reduction abutting residential zones	SDB Waiver #1
<b>PEN SPACE:</b>	Common: 100 sf/unit  Total Common Required (at 112 units) = 14,080 sf Personal: 80 sf/unit	DSP Pg. 70  DSP Pg. 70 SOCC Ch. 17.35	*See G1.05 for Open Space Calculations  Total Common Provided = 19,458 sf  37 units reduction in required open space. 47-75 sf/unit	Complies  Concession #1
<b>LOT COVERAGE</b>	Determined by setbacks & open space		34,470sf / 61,409 sf = 56%	Complies
<b>SETBACKS &amp; FRONTAGES</b>	Street: 20' sidewalk zone + 15' setback  Street: 20' sidewalk zone + 15' setback  Side & Rear: 10' (from adjacent parcel) Parking: 10'	DSP Pg. 70 & Complete Street Section  DSP Pg. 54 & 137  DSP Pg. 54 DSP Pg. 71	Lincoln St: 20' sidewalk zone + varied setback (10'-76')  Civic Center Dr: 10' sidewalk zone + 15' setback  North Edge: 10' West Edge: varies (46'-68') Setback: 5'	SDB Concession #2
<b>PARKING</b>	Studios & 1-Bedrooms: 1 space/unit = 46 Spaces 2-Bedrooms or more: 2 spaces/unit = 132 Spaces  Total Parking Req'd = 178 spaces EV Charging Stations:		0.65 spaces/unit (at 112 units)  Total Parking Provided: 95 Spaces *See parking plan	SDB Concession #3
<b>BIKE PARKING</b>	Class 1: 1 space per 2 units (56 req'd w/ 112 units) Class 2: 1 space per 15 units (8 req'd w/ 112 units)	18.25.070  18.25.070	Class 1: 72 spaces  Class 2: 8 spaces	Complies  Complies
<b>DENSITY:</b>	45-65 DU/acre 65 x 1.41 ac = 91 Units		84.4 DU/acre 23 % bonus (through SDB)	Complies through SDB  w/ 35% SDB = 123 Units w/ 80% SDB = 164 Units
<b>DEDICATED PARKLAND</b>	Per Ordinance		None	SDB Waiver

# STATE DENSITY BONUS: WAIVERS & CONCESSION DESCRIPTIONS

## WAIVERS:

1. **BUILDING HEIGHT IS CONSIDERED A WAIVER** BECAUSE IT IS NOT PHYSICALLY POSSIBLE TO ACHIEVE THE NUMBER OF UNITS LEGALLY PERMITTED THROUGH THE STATE DENSITY BONUS PROGRAM WITHIN THE ZONING HEIGHT OF 5 STORIES AND 60' GIVEN THE OTHER ZONING CONSTRAINTS SUCH AS THE 45 DEGREE SETBACK PLANE FROM NEIGHBORING RESIDENCES, WITH THE UNIT MIX REQUIRED FOR THE PROJECT (25% 2 BEDROOM AND 25% 3 BEDROOM UNITS).

## CONCESSIONS:

1. **OPEN SPACE IS REQUESTED AS A CONCESSION** BECAUSE WHILE IT IS PHYSICALLY POSSIBLE TO PROVIDE THE AMOUNT REQUIRED THROUGH ZONING THROUGH ROOF DECKS, IT WOULD BE PROHIBITIVELY EXPENSIVE TO DO SO. OPEN SPACE IS DESCRIBED IN MORE DETAIL ON G1.05. WE ARE PROVIDING PRIVATE DECKS AT ALL THE UNITS EXCEPT THE STUDIOS AND 5 OF THE 1-BEDROOM UNITS. MANY OF THE DECKS ARE AT LEAST 80 S.F. BUT SEVERAL ARE SMALLER. IN ORDER TO MAKE ALL OF THE DECKS 80 S.F., THE DEPTH OF THE UNITS WOULD NEED TO GROW, REDUCING THE AMOUNT OF COMMON OPEN SPACE IN THE COURTYARD AND CREATING UNITS THAT ARE LARGER THAN THE APPLICANT CAN PROVIDE. WE ARE PROVIDING 19,458 SF OF COMMON OPEN SPACE, 38% MORE THAN THE 14,080 REQUIRED.
2. **WE ARE REQUESTING A CONCESSION FOR SETBACKS & FRONTAGES** BECAUSE COMPLYING FULLY WITH THESE WOULD SQUEEZE OUR PARKING SO SIGNIFICANTLY THAT WE WOULD NEED TO ADD AN ADDITIONAL LEVEL OF PARKING TO PROVIDE ANYWHERE CLOSE TO THE AMOUNT NEEDED FOR THE PROJECT. THIS WOULD HAVE THE EFFECT OF EITHER CREATING A BASEMENT LEVEL WELL INTO THE WATER TABLE, OR ADDING ANOTHER 12' IN HEIGHT TO THE BUILDING.
  - A. LINCOLN FRONTAGE: THE 20' SIDEWALK ZONE IS PROVIDED ON LINCOLN PER ZONING, AS THIS IS THE MAIN ACCESS ROAD CONNECTING EL CAMINO TO THE CIVIC CENTER BUILDINGS. THE SETBACK FROM THE SIDEWALK ZONE IS 10' RATHER THAN 15' AT THE TWO CORNER PINCH POINTS, BUT THE MAJORITY OF THE FRONTAGE STEPS BACK MUCH MORE THAN 15' TO PROVIDE A LANDSCAPED FORECOURT
  - B. CIVIC CENTER FRONTAGE: THIS STREET IS A MUCH SMALLER, RESIDENTIAL STREET AND FEELS LIKE AN ATYPICAL CONDITION IN THE CONTEXT OF THE SPECIFIC PLAN. WE PROPOSE TO PROVIDE THE 15' REQUIRED SETBACK, BUT NOT PROVIDE THE 20' SIDEWALK ZONE AND INSTEAD KEEP TO THE EXISTING 10' ZONE.
  - C. NORTH SIDE SETBACK: 10' REQUIRED SETBACK IS PROVIDED.
  - D. WEST SIDE SETBACK: 10' REQUIRED SETBACK IS PROVIDED, BUT THE PARKING ON THIS EDGE IS 5' RATHER THAN 10' AND THIS REDUCTION IS ALSO PART OF THE CONCESSION REQUEST.
3. **A PARKING REDUCTION IS REQUESTED AS A CONCESSION.** PROVIDING THE QUANTITY OUTLINED IN THE SPECIFIC PLAN WOULD REQUIRE MULTIPLE LEVELS OF PARKING WHICH IS COST PROHIBITIVE FOR AFFORDABLE HOUSING. THE STATE DENSITY BONUS ALLOWS FOR A REDUCTION IN PARKING SUCH THAT .5 SPACES PER UNIT IS THE MOST THAT CAN BE REQUIRED. WHEN THE SITE IS WITHIN 1/2 MILE OF TRANSIT, **WE ARE REQUESTING A REDUCTION FROM 178 SPACES DOWN TO 96 SPACES, OR .85 SPACES PER UNIT.** EVEN ACHIEVING THIS NUMBER OF SPACES WILL BE COSTLY, AS TANDEM STACKERS NEED TO BE USED IN ORDER TO PROVIDE 96 SPACES.