



MILPITAS PLANNING COMMISSION STAFF REPORT

April 13, 2016

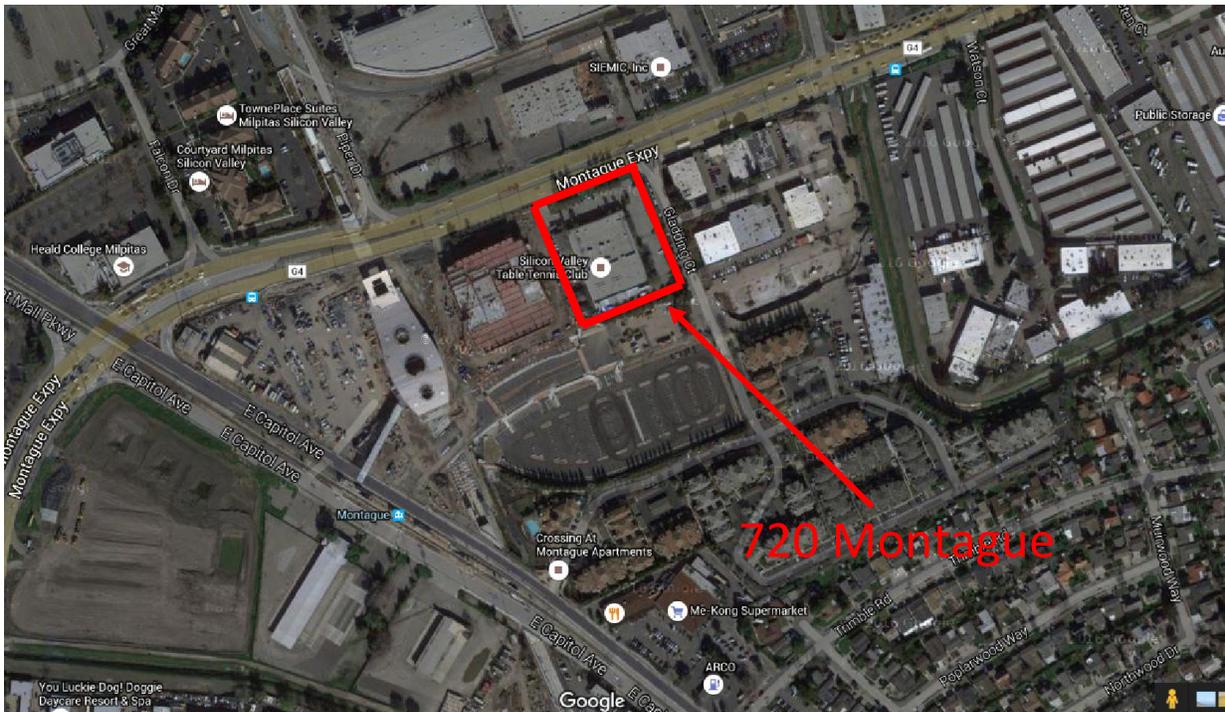
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- APPLICATION:** 720 Montague Expressway – Site Development Permit No. SD-15-0010, Conditional Use Permit No. UP-15-0015, and Vesting Tentative Map MT15-0010 – A request for a Site Development Permit, Use Permit, and Vesting Tentative Map to allow for the construction of a new, 248,183 square foot mixed use building consisting of 216 dwelling units, 10,555 square feet of ground floor retail and residential amenity space, and other associated site improvements on a 2.35 acre parcel located at 720 Montague Expressway at Gladding Court (“Project”).
- RECOMMENDATION:** Staff recommends that the Planning Commission adopt Resolution No. 16-016 recommending approval of Site Development Permit No. P-SD15-0010, Conditional Use Permit No. P-UP15-0015, and Vesting Tentative Map P-MT15-0010 to the City Council, subject to the attached Conditions of Approval.
- LOCATION:**
Address/APN: 720 Montague Expressway (APN 092-08-077)
Area of City: Transit Area Specific Plan (TASP), Montague Corridor sub-district
- PEOPLE:**
Project Applicant: Richard Tso
Consultant(s): KTG Y Group, Inc.
Property Owner: Badru Valani
Project Planner: Lisa Costa Sanders, Planning Consultant
- LAND USE:**
General Plan Designation: Boulevard Very High Density Mixed Use (BVMU)
Zoning District: Very High-Density Mixed Use (MXD3)
Overlay District: Transit Oriented Development (TOD)
Specific Plan: Transit Area Specific Plan (TASP)
Site Area: 2.35 acres
- ENVIRONMENTAL:** The Planning Division conducted an initial environmental assessment of the project in accordance with the California Environmental Quality Act (CEQA) and determined that the project is exempt from further environmental review pursuant to Section 15168(c)(2) of the CEQA Guidelines because of its

consistency with the certified EIR for the Transit Area Specific Plan adopted on June 3, 2008 by the City Council.

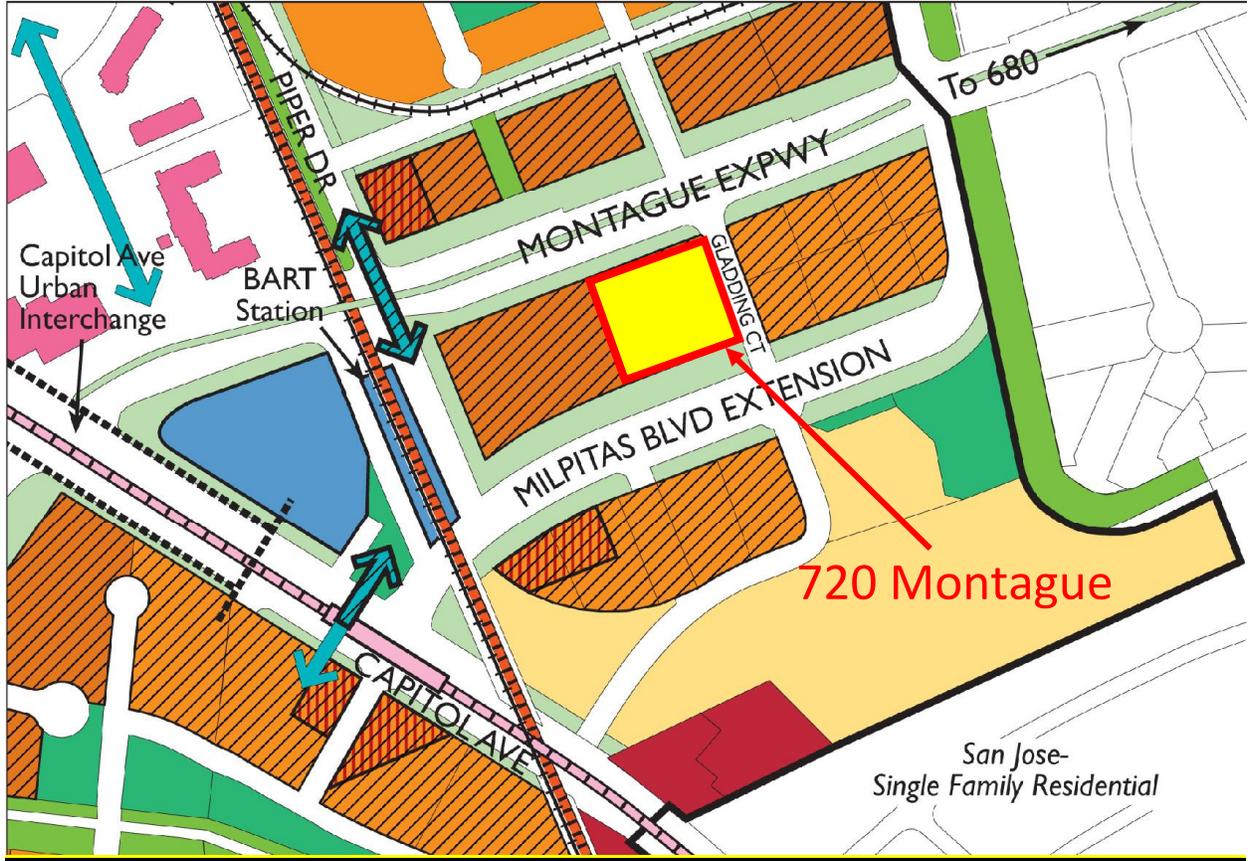
EXECUTIVE SUMMARY

The proposed project includes entitlement requests for the construction of a new mixed use development consisting of 216 residential units and 10,555 square feet of ground floor retail and residential amenity uses in one new, five-story building. A two-level subterranean parking garage will be provided on-site, and public landscaping improvements and utility connections will also be provided. The project requires approval of a Site Development Permit, a Conditional Use Permit, and a Vesting Tentative Map.

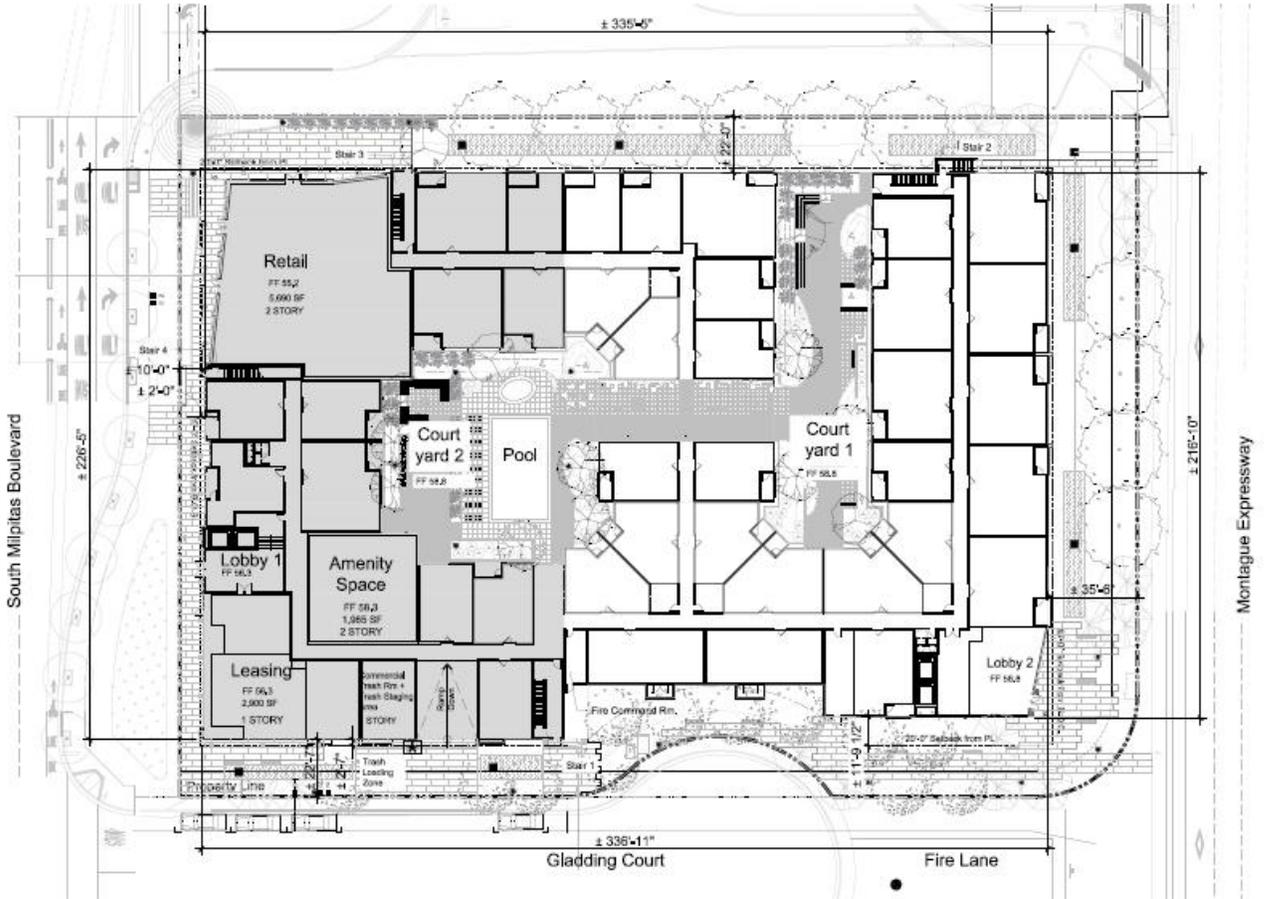
Map 1 **Project Location**



Map 2
Transit Area Specific Plan
Montague Corridor Sub-district



Map 3 Site Plan



BACKGROUND

History

On June 3, 2008, the City Council adopted the Transit Area Specific Plan. The Plan encompasses 437 acres and envisions the development of 7,109 dwelling units, 287,075 square feet of retail space, 993,843 square feet of office and industrial park space, and 350 hotel rooms. The plan includes development standards, goals and policies guiding development within the plan area. Because of the physical characteristics of the area, including major streets, railroads and creeks, the plan also established sub-districts with specific goals and policies to accommodate those unique characteristics.

The proposed project is within the Montague Corridor Sub-District of the Transit Area Specific Plan. The sub-district is located adjacent to the future BART station to its north and construction extension of South Milpitas Boulevard to its west. For this sub-district, the TASP envisioned high-density residential neighborhoods near transit and shopping. The parcels fronting Montague Expressway are permitted to contain residential, employment or hotel uses. The TASP land use designation for the site is Boulevard Very High Density Mixed Use (BVMU) with a Density Bonus Overlay, and the Zoning designation is Very High Density Mixed Use with Transit Oriented Development Overlay (MXD3-TOD).

The Application

The following is a summary of the applicant's request:

- *Site Development Permit*: To evaluate the site layout and architecture for the project, which encompasses 216 dwelling units, 10,555 square feet of ground floor retail and residential amenity space, and other associated site improvements in a 248,183 square foot mixed use building consisting located on a 2.35 acre parcel.
- *Conditional Use Permit*: To allow tandem and compact parking spaces and exceptions to the TASP development standard requiring the provision of balconies for all residential units.
- *Vesting Tentative Map*: To establish 216 residential condominium spaces and common area.

PROJECT DESCRIPTION

Overview

The proposed project includes entitlement requests for the construction of 216 new condominium units and 10,555 square feet of retail, leasing office and residential amenity space. Parking will be provided in two below grade levels. The retail space will be located along South Milpitas Boulevard, and will bordered by an outdoor plaza with seating to be used by all residents. The project also includes a variety of site improvements, which include improvements to a portion of Gladding Court along the property frontage, landscape and hardscape improvements along the perimeter of the property, stormwater treatment, utility, grading and other associated site improvements.

Location and Context

The site is 2.35 acres in gross area and is located at the corner of Montague Expressway and Gladding Court. The site is to the east of the new BART station with the BART parking garage located to the south of the site. The site will also be bounded to the south by the new South Milpitas Boulevard extension. The site is generally level and currently contains a 42,135 square foot commercial building with paved parking areas and associated landscape.

PROJECT ANALYSIS

General Plan and Zoning Conformance

General Plan Conformance

The project site is located within the General Plan land use category of Boulevard Very High Density Mixed Use (BVMU), which is intended to “...provide high-density housing, retail and employment along Montague Expressway with a landscaped boulevard character. Projects may include a wholly residential or non-residential concept or a project that integrates residential and non-residential uses...” (Milpitas General Plan Page 2-13). This project provides both a high-density residential component which falls in the top end of the range of the allowable densities, and also provides a retail component, satisfying the requirements of this land use category. Further, the project proposes an approximately 30’ landscaped buffer along Montague, contributing to the “landscaped boulevard character” referenced in the General Plan for this area.

The table below outlines the project's consistency with several other applicable General Plan Guiding Principles and Implementing Policies:

Table 1
General Plan Consistency

Policy	Consistency Finding
<p><i>2.a-G-2: Maintain a relatively compact urban form. Emphasize mixed-use development to the extent feasible, to achieve service efficiencies from compact development patterns and to maximize job development and commercial opportunities near residential development.”</i></p>	<p>Consistent. The project is an urban infill redevelopment project that redevelops an underutilized site with residential and commercial uses envisioned by the TASP. It is designed as a high density residential development, contributing to a compact, dense urban form. The project provides both residential and retail elements, providing retail (commercial) opportunities directly adjacent to the residential development.</p>
<p><i>2.a-I-2: Promote development within the incorporated limits which acts to in-fill the urban fabric rather than providing costly expansion of urban services into outlying areas</i></p>	<p>Consistent. The project site is directly adjacent to the new BART station, in the heart of the Transit Area Specific Plan (TASP) district. By its very nature, the TASP district is an in-fill district, and does not support or cause any expansion of urban services into outlying areas.</p>

<p><i>2.a-1-31: Develop the Transit area, as shown on the Transit Area Plan, as attractive, high density urban neighborhoods with a mix of land uses around the light rail stations and the future BART Station. Create Pedestrian Connections so that residents, visitors and workers will walk, bike and take transit. Design streets and public spaces to create a lively and attractive street character, and a distinctive identity for each sub-district.</i></p>	<p>Consistent. The project as proposed falls at the top of the allowable density range for this site, contributing to the development of the high-density, urban neighborhood envisioned by the General Plan. The project is directly adjacent to the new BART station, and provides both residential and retail elements, supporting the mix of land uses envisioned around the BART Station. Finally, the project proposes various pathways, plazas and seating area amenities along both Montague Expressway and South Milpitas Boulevard, contributing to pedestrian connections and lively street character envisioned by the General Plan.</p>
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Zoning Conformance

The site is 2.35 acre site is zoned Very High Density Mixed Use, with Transit Oriented Development Overlay (MXD3-TOD). This zoning permits 41 min/75 max units per acre by right, with additional 25% density available by virtue of TOD overlay via a CUP. Other development standards are described in the Transit Area Specific Plan section below.

Subdivision Ordinance

The project is consistent with the provisions in Title XI, Chapter 1, Section 4, Tentative Maps of the City's Municipal Code regarding the form, content and dedications of the tract map as set forth in the attached Resolution #16-016 Tentative Tract Maps require a recommendation from the Planning Commission in the form of a resolution to the City Council for their ultimate approval.

Transit Area Specific Plan

The project implements the range of uses, the density of development and the intent of the development standards set forth in the TASP. Modest exceptions from TASP development standards are necessary to achieve the density range contemplated in the General Plan. The public benefits from the project include the provision of housing, active retail use near the BART station and improvements to sidewalks, as well as landscape improvements to promote a walkable environment. In addition, the exceptions requested do not detract from the overall architectural, landscaping and site planning integrity of the proposed development.

TASP Development Standards

The table below demonstrates how the project is consistent with the development standards of the TASP land use designation of Boulevard Very High Density Mixed Use (BVHM) and the underlying zoning designation of Very High Density Mixed Use with Transit Oriented Development Overlay (MXD3-TOD).

Table 2
Summary of Development Standards

BVHM/ MXD3-TOD	Standard	Proposed	Complies (Y/N)
Setbacks (Minimum) Montague Blvd (Front) Side Yards	45' landscaped setback 12' min -20' max	45' landscaped setback 12' - 20' varies	Y Y
Density (Units/Acre)	41 min-75 max du/ac by right, 25% increase in TOD = 94 max du/ac with CUP	92 du/ac	Y (with CUP)
Building Height (Maximum)	12 stories or 150'	4-5 stories, 61'±	Y

Site & Architectural Design

The Site Development Permit considers the project scope, site layout, compliance with various development standards and the architectural design of the buildings.

Site Layout

The project site is accessible from Gladding Court via South Milpitas Boulevard. Two lobby entrances are proposed for the residential units, one along South Milpitas Boulevard and one along Montague Expressway. The new retail space and outdoor plaza is located along South Milpitas Boulevard, as is the leasing office and amenity space. The residential units surround two landscape courtyards and a pool.

Street Setbacks

The TASP includes specific design criteria for existing and new streets within the Plan. These criteria include the width of the street and sidewalks, parking lane dimensions, location of street trees, landscaping details and minimum building setbacks. Per Table 1, this project meets these development standards.

Height

The maximum building height in the permitted per the development standards for this zone is 12 stories or 150'. The project proposes a five story building which will be approximately 61'-7" tall along South Milpitas Boulevard and approximately 46' tall along Montague Expressway. The proposed building conforms to the maximum height limit, as it is under the permitted 150'.

Block Dimension

The TASP indicates a 500-foot maximum distance between publicly accessible paths of travel for a block. The maximum dimension of the proposed building is 337' of frontage along Gladding Court. The building frontage is approximately 216' along Montague Expressway and 226' along South Milpitas Boulevard, adhering to this standard. Publicly accessible paths of

travel are proposed around the perimeter of the building, interspersed with plazas and seating areas to provide pedestrian resting spots. These walkways connect users to both building entrances (one each on the Montague Side and the Milpitas boulevard side), making pedestrian connections to the BART station, Great Mall light rail and the City's network of sidewalks, pathways and trails easily accessible.

Building Design, Architecture and Massing

The development is designed in a contemporary architectural style. The elevations include a mix of materials including stucco finishes, fiber cement panels, decorative masonry veneer and metal panels along the building base. The massing of the building increases from four stories along Montague Expressway to five stories along South Milpitas Boulevard. Most of the individual condominium units include balconies or patios, and the retail space is designed with tall storefront windows and metal awnings. Ventilation ducts will not protrude through the building façade, and all roof equipment will be screened.

Floor Plans

The development includes a mix of junior one bedroom units (15), one bedroom units (126) and two bedroom units (75). Unit sizes range from 690 square feet to 1,200 square feet. The 10, 550 sq. ft. retail and amenity space on the first floor of the building includes 5,630 sq. ft. of retail space, a 2,940 sq. ft. leasing office and 1,965 sq. ft. resident amenity space, (exact uses and layout to be determined). Directly adjacent to the retail space is an outdoor plaza area, which is approximately 1,720 sq. ft. in size and includes several outdoor seating stations. This plaza and related seating is a part of the building's private recreation program, and will be for the use of residents and retail guests alike.

Density

The allowed density within the MXD3 zoning district is 41 du/acre minimum to 60 du/acre maximum, based on gross acreage. The TOD overlay further allows a density of up to 75 units by right for those projects closest to BART and light rail. In addition, TASP section 3-12 also allows for a 25% density increase on TOD sites through the issuance of a CUP approved by Planning Commission. This 25% density increase would permit a density at this location of up to 94 du/acre, or up to 220 units at the site. The developer proposes 216 units, which is 92 du/acre. This density complies with the density standards outlined in the TASP.

Landscaping & Open Space Design

Landscaping and Lighting

The project provides a combination of soft and hardscape in both public and private areas. See sheets L-1 through L-4 of the plans for the illustrative landscape plan and planting details.

Tree Removal and Replacement: The applicant has submitted an Arborist report describing 27 trees on the site, including 5 protected trees, as defined by X-2-7.01b: *Existing Trees Protected* in the Milpitas Municipal Code. The development proposes removal of all 27 trees, replacing them with 52 24-inch to 36-inch box trees, a replacement ratio of approximately 2:1. While neither the Milpitas Municipal Code nor the TASP call out a specific tree replacement ratio, City policy requires a minimum ratio of 1:1, with a preferred ratio of 3:1. The project complies with

this policy as the replacement ratio of approximately 2:1 falls within the middle of that range. Removal of the 5 protected trees will require approval by the City's Department of Public Works, as per X-2-4.02: *Permit Required*, of the Milpitas Municipal Code. Removal and replacement of the remaining 22 trees will be considered confirmed upon the Commission's approval of this project's Site Development Permit.

Private Open Space/Private Recreation Space - Private open space/private rec space is provided throughout the site, including two interior courtyards, a pool and spa area, a connecting breezeway area with various seating options, an indoor wi-fi lounge and a gym. The project further provides a series of privately-owned publically accessible open spaces on the exterior of the building, via plaza and seating space near the Montague Avenue building entrance, along Gladding Court near the cul-de-sac bulb, and directly adjacent to the retail space along South Milpitas Boulevard. In total, the project provides approximately 30,000 sq. ft. of private open space and recreation options. The project also provides full-sized private balconies for all but 15 units, as required by TASP. These 15 units are designed with Juliette balconies instead of full-sized balcony space, and the applicant is requesting an exception from the balcony size requirement for these 15 units. The applicant has proposed that the private open space and recreation opportunities provided throughout the building might be considered in-lieu of strict conformance to the balcony requirement for these 15 units. Upon analysis of the amount and nature of private open/recreation space provided on-site, and as the request only impacts 15 of the 216 total units (7%), staff is in support of this solution via a CUP.

Lighting - The applicant is required to submit a lighting plan, including a photometric study, with the building permit application.

Parking - Table 3 demonstrates the project's compliance with the parking standards outlined in the TASP district.

Table 3
Project Compliance with Parking Requirements

Unit Type	Number of Units	Minimum Parking Required	Minimum Spaces Required	Maximum Spaces Allowed	Spaces Provided	Conforms (Y/N)
RESIDENTIAL						
1BR/Jr. 1 Br	141	1.2 per unit	169	189	170	Y
2 BR	75	1.6 per unit	120	150	120	Y
<i>SUB-TOTAL:</i>			289	354	290	Y
Guest		15% of required residential spaces	43	44	44	Y
RESIDENTIAL PARKING TOTAL:			332	--	334	Y
RETAIL						
	5,630 sf	0.8 stalls/250 sf	18	--	19	Y
RETAIL PARKING TOTAL:			18	--	19	Y

TOTAL PARKING SPACES REQUIRED:	350
TOTAL PARKING SPACES PROVIDED:	353
	Y

Way finding signage will be provided to direct visitors to the retail parking spaces within the basement level. The development proposes ten (10) compact spaces and twenty-six (26) tandem spaces within the residential portion of the garage. These compact and tandem spaces make up 10% of the total required residential parking spaces. Per the TASP, compact and tandem parking is permitted upon Planning Commission’s approval of a Conditional Use Permit, which is requested as a part of this application.

Bicycle Parking

Residential: For residential uses within the TASP area, long-term and short-term bicycle parking is required. Long-term bicycle parking is required to be provided at a rate of one space for every four housing units, equating to a total of 54 long-term bike spaces required for this project. As the project provides 54 long-term bike spaces this requirement is satisfied and the project complies. Short term bicycle parking for the residential component of the development shall be provided at the rate of 5% of the total residential vehicle parking required, equating to a total of 17 spaces. As the project provides 17 short-term bike parking spaces, this requirement is satisfied and the project complies.

Retail: Retail uses require bicycle parking at 5% of the vehicle parking requirement for the retail component, equating to a total of one (1) required guest bike parking space to be provided. As the project provides four (4) guest bike parking spaces, this requirement is satisfied and the project complies

Tentative Map

The project proposes a new vesting tentative map for condominium purposes. The project also includes a 0.04 acre dedication of land for the Gladding Court cul-de-sac.

Off-site Improvements

The development includes the dedication and improvement of a portion of the Gladding Court cul-de-sac along the property frontage.

FINDINGS FOR APPROVAL

A finding is a statement of fact relating to the information that the Planning Commission has considered in making a decision. Findings shall identify the rationale behind the decision to take a certain action.

Site Development Permit (Section XI-10-57-03-1(F))

- 1. The layout of the site and design of the proposed buildings, structures and landscaping are compatible and aesthetically harmonious with adjacent and surrounding development.*

The project is consistent with this finding because the project is consistent with the applicable density requirements and substantially consistent with the relevant development standards contained within the TASP. The building is reflective of high quality contemporary architectural design and utilizes a mix of architectural finish materials.

- 2. The project is consistent with the Milpitas Zoning Ordinance.*

The Project site is zoned MXD3 (Very High Density Mixed Use) with a Transit Oriented Development (TOD) Overlay. The proposed residential and retail uses are permitted in the zoning district. The Project conforms to the zoning district and meets the intent for this type of project envisioned in this area. The five-story height of the buildings is also within the standards of the TOD Overlay, where up to twelve stories in height is allowed.

- 3. The project is consistent with the Milpitas General Plan.*

The project site has a General Plan land use designation of Boulevard Very High Density Mixed Use (BVHM). The intent of this designation is to provide high-density housing within the Montague Corridor Sub-district at a minimum density range of 21 units per acre, and a maximum density of 75 units per acre, with a TOD 25% density increase allowing up to 94 units per acre.

The Project is consistent with the Milpitas General Plan because the proposed Project meets the intent of the designation by providing a residential project within the district with 92 dwelling units per acre. Furthermore, the project is consistent with the following General Plan Guiding Principles and Implementing Policies:

- *2.a 1-31 Develop the Transit area, as shown on the Transit Area Plan, as attractive, high density, urban neighborhoods with a mix of land uses around the light rail stations and the future BART station. Create pedestrian connections so that residents, visitors, and workers will walk, bike, and take transit. Design streets and public spaces to create a lively and attractive street character, and a distinctive identity for each sub-district.*

The project as proposed falls at the top of the allowable density range for this site, contributing to the development of the high-density, urban neighborhood envisioned by the General Plan. The project is directly adjacent to the new BART station, and provides both residential and retail elements, supporting the mix of land uses envisioned around the BART Station. Finally, the project proposes various pathways, plazas and seating area amenities along both Montague Expressway and South Milpitas Boulevard, contributing to pedestrian connections and lively street character envisioned by the General Plan.

- *2.a 1-32 Require development in the Transit area to conform to the adopted design guidelines/requirements contained in the Transit Area Plan.*

The project implements the intent of the development standards and design guidelines in the TASP. Where deviations have been requested, they are minor in nature (e.g. permitting the required balcony space required for 15 junior one bedroom units to be substituted with on-site private recreation space), or are necessary to achieve the high density residential development envisioned by the TASP (e.g. the use of a compact/ tandem parking design and a modified site setback).

4. *The project is consistent with the Transit Area Specific Plan.*

The project implements the range of uses, the density of development and the intent of the development standards set forth in the TASP. The modest exceptions from TASP development standards are necessary to achieve the density range contemplated in the General Plan and do not result in a degradation or lessening of the intent of TASP, nor are they injurious in any way to the public or surrounding properties. Although the applicant is requesting several deviations from the TASP development standards as outlined in the staff report, the project also provides public benefits which include the provision of housing, active retail use near the BART station, improvements to sidewalks and landscape improvements to promote a walkable environment.

Conditional Use Permit (Section XI-10-57-04(F))

1. *The proposed use, at the proposed location, will not be detrimental or injurious to property or improvements in the vicinity nor to the public health, safety and general welfare.*

The project is consistent with this finding because the compact and tandem parking will serve the residential development, will not impact the general public outside of the

project and allows the project type to be of an appropriate density within the TASP Sub-district. Although the applicant is requesting that 15 of the 216 units (7% units total) are designed with decorative balconies as opposed to full-size balconies, the applicant has requested that the a portion of the multiple private open space and recreation opportunities provided throughout the building might be considered in-lieu of strict conformance to the balcony requirement for these 15 units. Staff is in support of this solution via a CUP, as the open space is being provided, and the change is not injurious or detrimental to the general public or surrounding properties.

2. *The project is consistent with the Milpitas Zoning Ordinance.*

The use of compact and tandem parking and other exceptions to TASP standards are permitted by the TASP and Zoning Ordinance, subject to a Conditional Use Permit in order to analyze potential impacts to the public. As the application includes the CUP, the project is in conformance.

3. *The project is consistent with the Milpitas General Plan.*

The use of compact and tandem parking, as well as the relaxation of the private open space requirement and modification of setback requirements via the CUP process all allow the development of this project to meet General Plan Land Use criteria for high density residential uses within the BART area.

4. *The project is consistent with the Transit Area Specific Plan.*

The project implements the range of uses, the density of development and the intent of the development standards set forth in the TASP. The modest exceptions from TASP development standards are necessary to achieve the density range contemplated in the General Plan and do not result in a degradation or lessening of the intent of TASP, nor are they injurious in any way to the public or surrounding properties. Although the applicant is requesting several deviations from the TASP development standards, as outlined in the staff report, the project also provides public benefits which include the provision of housing, active retail use near the BART station and improvements to sidewalks, and landscape improvements to promote a walkable environment. Additional public benefits offered by the applicant are still being negotiated.

Major Tentative Map (Section XI-1-20.01)

1. *Pursuant to Section 66473.5 of the Government Code, the City Council shall not approve any tentative or final map unless it shall find in writing that the proposed subdivision, its design and improvement are consistent with the General Plan of the City of Milpitas.*

The project site has a General Plan land use designation of Boulevard Very High Density Mixed Use (BVHM). The intent of this designation is to provide high-density housing within the Montague Corridor Sub-district at a minimum density range of 21 units per

acre, and a maximum density of 75 units per acre, with a TOD 25% density increase allowing up to 94 units per acre.

The Project is consistent with the Milpitas General Plan because the proposed Project meets the intent of the designation by providing a residential project within the district with 92 dwelling units per acre. Furthermore, the project is consistent with the following General Plan Guiding Principles and Implementing Policies:

- *2.a 1-31 Develop the Transit area, as shown on the Transit Area Plan, as attractive, high density, urban neighborhoods with a mix of land uses around the light rail stations and the future BART station. Create pedestrian connections so that residents, visitors, and workers will walk, bike, and take transit. Design streets and public spaces to create a lively and attractive street character, and a distinctive identity for each sub-district.*

The project as proposed falls at the top of the allowable density range for this site, contributing to the development of the high-density, urban neighborhood envisioned by the General Plan. The project is directly adjacent to the new BART station, and provides both residential and retail elements, supporting the mix of land uses envisioned around the BART Station. Finally, the project proposes various pathways, plazas and seating area amenities along both Montague Expressway and South Milpitas Boulevard, contributing to pedestrian connections and lively street character envisioned by the General Plan.

- *2.a 1-32 Require development in the Transit area to conform to the adopted design guidelines/requirements contained in the Transit Area Plan.*

The project implements the intent of the development standards and design guidelines in the TASP. Where deviations have been requested, they are minor in nature and are addressed through the Conditional Use Permit Process.

ENVIRONMENTAL REVIEW

The Planning Division conducted an initial environmental assessment of the project in accordance with the California Environmental Quality Act (CEQA). The project is exempt from further environmental review pursuant to Section 15168(c)(2) of the CEQA Guidelines because staff determined that the project is consistent with the certified EIR for the Transit Area Specific Plan adopted on June 3, 2008 by the City Council.

PUBLIC COMMENT/OUTREACH

Staff provided public notice the application in accordance with City and State public noticing requirements. At the time of writing this report, there have been no inquiries from the public. A notice was published in the Milpitas Post on April 1st, 2016. Notices were sent to 617 owners and occupants within 1,000 feet of the project site. A public notice was also provided on the project site, on the City's Website, www.ci.milpitas.ca.gov, and posted at City Hall.

CITY COUNCIL REVIEW

This project requires review by the City Council and is tentatively scheduled on its May 17th, 2016 agenda.

CONCLUSION

The proposed project is substantially consistent with the Transit Area Specific Plan in terms of land use and density, and conforms to the previously-approved street layout. The product type complements the other proposed developments within the Montague Corridor Sub-district. The project is consistent with the minimum density requirements for the zoning districts.

RECOMMENDATION

STAFF RECOMMENDS THAT the Planning Commission:

1. Open and Close the Public Hearing
2. Adopt Resolution No. 16-016 recommending approval of Site Development Permit No. P-SD15-0010, Conditional Use Permit No. P-UP15-0015, and Vesting Tentative Map No. P-TM15-0010 to the City Council, subject to the attached Conditions of Approval

ATTACHMENTS

A: Resolution 16-016/COAs

B: Project Plans