



DATE: January 30, 2018

CATEGORY: Public Hearing

DEPT.: Community Development

TITLE: **Affordable Housing Expansion at
460 North Shoreline Boulevard and
Funding Appropriation**

RECOMMENDATION

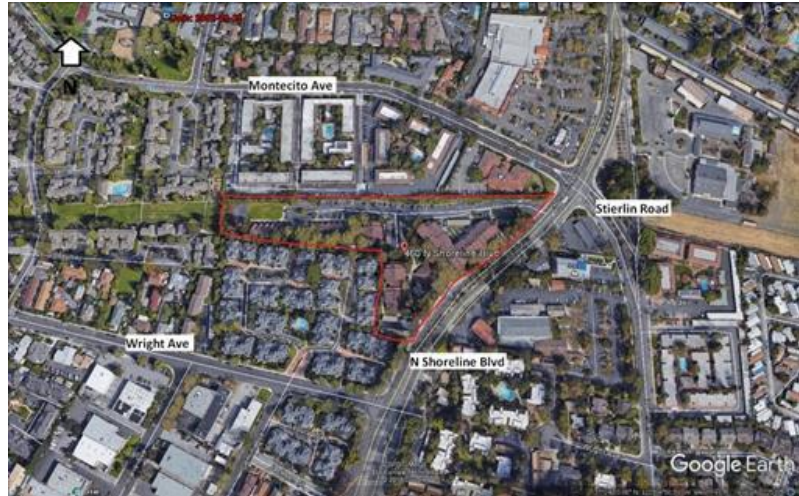
1. Adopt an Initial Study/Negative Declaration for the Shorebreeze Apartments Project pursuant to the California Environmental Quality Act (Attachment 1 to the Council report).
2. Adopt an Environmental Assessment/Finding of No Significant Impacts pursuant to the National Environmental Policy Act (Attachment 2 to the Council report).
3. Adopt a Resolution Approving Amendments to the P-5 (460 Shoreline Boulevard) Precise Plan, to be read in title only, further reading waived (Attachment 3 to the Council report).
4. Adopt a Resolution Conditionally Approving a Planned Community Permit and Development Review Permit to Construct 62 Affordable Units to Replace 12 Existing Affordable Units at an Existing Affordable Housing Community (Shorebreeze Apartments), and a Heritage Tree Removal Permit to Remove 22 Heritage Trees at 460 North Shoreline Boulevard, to be read in title only, further reading waived (Attachment 4 to the Council report).
5. Adopt a Resolution Conditionally Approving a Preliminary Parcel Map to Merge Five Lots into One 3.4-Acre Lot at 460 North Shoreline Boulevard, to be read in title only, further reading waived (Attachment 5 to the Council report).
6. Appropriate \$7.32 million in Housing Impact funds for MidPen Housing's affordable apartment expansion. Of the \$7.32 million, \$500,000 will be used for predevelopment funding. (Five votes required)

7. Authorize the City Manager or his designee to negotiate the loan terms, and execute a funding commitment letter, loan agreement, and related loan documents for the Housing Impact funds.

BACKGROUND

Project Site

The approximately 3.4-acre project site is located on the west side of North Shoreline Boulevard between Montecito Avenue and Wright Avenue. The surrounding land uses include commercial and multi-family residential development to the north and east, and residential development to the west and south.



Location Map

The site is currently developed with the Shorebreeze Apartment community, which includes 120 affordable apartment units and is currently owned and managed by MidPen Housing. The adjacent property is owned by the City and County of San Francisco (San Francisco) under the exclusive jurisdiction of the San Francisco Public Utilities Commission (SFPUC). MidPen leases approximately 1.95 acres (Leased Premises) along the northern edge of the project site from San Francisco, through the SFPUC, for parking. The Leased Premises contain the regional water pipelines and appurtenances owned, regulated, and managed by the SFPUC. The current lease agreement, which commenced in February 1980 and expires in March 2031, is being renegotiated to extend the term beyond 2031. The new lease agreement contains an emergency parking plan should maintenance, repairs, or other work to the SFPUC facilities require its closure. MidPen and the SFPUC have agreed in concept to a 60-year lease of the Leased Premises, and the SFPUC has provided a Letter of Intent for this proposed new lease. Due to the length of the lease term and the affordable housing, the SFPUC's Commission and the San Francisco Board of Supervisors must approve the new lease after the City of Mountain View approves the project. The attached November 8, 2017 letter from the Community Development Department to the SFPUC also clarifies that the Leased Premises are not required for the new project entitlements or the new project's Building Permit (see Attachment 8).

Area Amenities

The neighborhood offers a wide range of amenities for residents, including several schools and parks. Theuerkauf Elementary School/Park is approximately one-half mile to the west and Crittenden Middle School and the Whisman Sports Center are approximately one mile away. The site is also in close proximity to recreation and jobs in the North Bayshore Area. North Shoreline Boulevard has a Class II bike path, and is considered a transit corridor, connecting to U.S. Highway 101, Central Expressway, Highway 82 (El Camino Real), and public transit. A shopping center is located at the corner of Montecito Avenue and North Shoreline Boulevard, less than one-eighth mile to the north with a full-service supermarket and other retail and service commercial establishments. Downtown Mountain View is approximately one-half mile to the south.

Transportation is easily accessible from the site with three Valley Transportation Authority (VTA) bus routes within a one-half mile radius. VTA bus Route 34 is located in front of the Shorebreeze Apartments and Routes 32, 51, and the Mountain View Community Shuttle are within one-half mile distance. The Mountain View Transit Center is also within one-half mile of the site, allowing residents access to light rail or Caltrain service.

Project Description

The applicant is proposing a Precise Plan Amendment to the 460 Shoreline Boulevard Precise Plan and a Planned Community Permit to construct 62 affordable units to replace 12 existing affordable units at an existing affordable housing community (see Attachment 3 and Attachment 6).

NOFA process, the City Council authorized a \$6.3 million reservation for MidPen's Shorebreeze expansion project replacing 12 of the existing three-bedroom affordable units with 62 new units and authorized a Gatekeeper request to review the Precise Plan Amendments for the proposed development project (see [Attachment 7](#)).

Neighborhood Meetings

The applicant held two neighborhood meetings on August 25, 2016 and July 15, 2017. Approximately 20 people attended the most recent meeting and asked questions and raised issues with the project as follows:

- Increased traffic and parking, especially on Wright Avenue.
- Noise from the basketball court and play area and the dumpster area at the west end of the parking lot.
- Noise from construction activities, requested to notify neighbors of work schedule.
- Removal of nuisance trees and replacement with "good neighbor" native trees.
- Light spillover to the adjacent residences.
- Privacy.
- Provide secure bike lockers.

In response to the concern that the project provides insufficient parking, the new project will add 96 parking spaces, including 29 guest spaces. The property manager will also reallocate parking spaces among the existing residents, with the goal of freeing up more spaces for shared areas, visitors, and caregivers. There will be 29 visitor parking spaces and 10 Americans with Disabilities Act (ADA) and van spaces, and two staff spaces, both of which meet the requirements. There were previously inadequate guest parking spaces and many unused resident parking spaces. The Plan specifies 1.5 spaces per family unit and 0.35 spaces per senior unit which, with the proposed parking plan, would exceed the required parking. Previously, one space was assigned per senior unit instead of 0.35, which resulted in an inefficient use of parking spaces. There will be a total of 188 spaces at completion versus the 141 existing spaces. The expansion building will house both seniors and families as it includes studio and three-bedroom units and will have an elevator. Bicycle parking includes 62 spaces, including 28 long-term locker

spaces, 34 secure wall-mounted spaces, plus 16 short-term guest spaces (see Attachment 12).

Noise will be addressed by removal of the basketball and play areas near neighboring residences and a new recreational area will be located closer to the community room as part of a future renovation. An active play area will be in the center of the site near Shoreline Boulevard. After a follow-up neighborhood meeting on August 14, 2017, the trash enclosure will be switched with the maintenance shed toward the center of the site. The bike lockers were moved to a more secure location near the entry doors. Rooftop AC units will be set back from the building edge and management will monitor the noise on the balconies and site in general. Setbacks are 18' for the first and second stories and 29' for the third floor on the south elevation closest to neighboring residences. No silk oak trees will be planted on the site as requested by neighbors.

A photometric plan was required to be submitted for the project to ensure that lighting fixtures are shielded, which has shown there would be no lighting spillover onto adjacent properties.

Development Review Committee

The project was reviewed by the Development Review Committee (DRC) on April 13, 2017 and July 5, 2017, when they recommended approval of the project.

Environmental Planning Commission Public Hearing

The Environmental Planning Commission (EPC) held a public hearing on December 6, 2017, where it unanimously (6-0-1, one Commissioner absent) recommended approval of the project (see [Attachment 9](#)). One neighbor spoke at the meeting and was supportive of the project and was impressed that MidPen was willing to resolve the neighbor concerns. One support letter was received, in addition to one e-mail and a phone call, both requesting seven of the 22 Heritage trees proposed to be removed along the southern property line be preserved (see Attachment 10).

ANALYSIS

General Plan Designation

The General Plan Land Use Designation for the project site is High-Density Residential (36 to 80 du/acre). The proposed project is consistent with the General Plan designation and complies with the following General Plan Policies:

- ***LUD 6.1: Neighborhood character.*** Ensure that new development in or near residential neighborhoods is compatible with neighborhood character.
- ***LUD 6.3: Street presence.*** Encourage building facades and frontages that create a presence at the street and along interior pedestrian paseos and pathways.
- ***LUD 9.1: Height and setback transitions.*** Ensure that new development includes sensitive height and setback transitions to adjacent structures and surrounding neighborhoods.
- ***LUD 10.1: Sustainable design and materials.*** Encourage high-quality and sustainable design and materials.

Precise Plan Amendments

The current 460 Shoreline Boulevard Precise Plan allows a maximum of 125 units. The proposed amendments would allow an increase in the number of units on-site to 170 units. The increase in units is within the range allowed by the General Plan designation. Proposed amendments also include the deletion of the requirement that 50 percent of the parking spaces be provided in carports (see Attachment 3).

Project Design

The new buildings incorporate materials and colors that are similar to the existing buildings. The existing buildings are typical of a 1980s-era design with rectangular shapes with horizontal and vertical lines, wood shingles, railings, and balconies. The new buildings are an updated version of this design and include sections of horizontal siding, wood balconies, railings, patio fences, and entry trellises in tan and brown color tones.

The Precise Plan states that the development standards of the R3 (Multiple-Family Residential) District are to be used as the development standards in the 460 Shoreline Boulevard Precise Plan area. The proposed project complies with all of the R3 development standards as shown in the following table:



Northeast Perspective

R-3 Development Standards		
Standard	Requirement or Maximum Allowed	Proposed
Density (Precise Plan)	125 units = 37 du/ac on 3.37 ac or 24 du/ac on combined 5.3 acres (General Plan: High-Density Residential 36-80 du/acre)	170 units = 50 du/ac on 3.37 acres or 32 du/ac on combined 5.3 acres
Floor Area Ratio	1.05	0.61
Front Setback	15' (not including porches)	N/A
Side Setbacks	10' for 1st and 2nd Floors 15' for 3rd Floor	18' 29'
Building Coverage	35%	22%
Height	45' 36' to Wall Plate	36' 19'
Open Area	55% 40 S.F. Per Unit Private	41% 48 S.F. Per Unit Private
Private Storage	164 S.F./Unit	34 S.F./Unit
Minimum Parking	1.5 Spaces Per Family, 0.35 Per Senior Unit + 0.15 Guest Spaces	188 Total If 50% Family Units = 118 Spaces and 28 Senior Spaces + 28 Guest Spaces + 3 Staff Spaces

Parking and Circulation

Access to the project site would be via two driveways along North Shoreline Boulevard. An existing driveway currently provides access to the parking lot on the north side of the project site. This driveway and the sidewalk on North Shoreline Boulevard in the vicinity of the driveway would be upgraded to meet City standards and ADA regulations. A second driveway farther south along North Shoreline Boulevard connects to a small parking lot and existing walkway. The walkway would be widened in some locations to provide adequate access for emergency vehicles to the project site.

Pedestrian circulation would include internal pathways and sidewalks along the street frontages adjacent to the project site. Parking would include assigned spaces for residents, as well as spaces for staff. The project would replace 49 existing parking spaces and construct a total of 96 new parking spaces. A total of 188 parking spaces would be provided, exceeding the required 177 spaces. Required guest spaces are 0.15 spaces of the total 188 spaces (29 spaces). Three spaces will be designated for staff, and at least five spaces will be wired for electric vehicle charging stations. Bicycle parking includes 8 bike racks (16 short-term spaces), 14 bike lockers (28 long-term spaces), and 34 wall-mounted bike racks in a storage room (34 long-term spaces), for a total of 78 bike spaces on the project site.

Transportation Demand Management

A Transportation Demand Management (TDM) Program was developed for the site as part of the proposed increase in density. The TDM program includes the following measures: VTA Eco Passes or similar transit passes for all residents; an on-site commute coordinator to manage and monitor commute alternative programs; an on-site kiosk or similar area to post carpool or other shared transit opportunities and events (such as Bike to Work and Bike to School events); and senior parking spaces will be reallocated (0.35 per unit according to the Precise Plan) resulting in additional spaces available for the project.

Open Space and Trees

A tree survey was completed for the project site by HortScience. The tree survey identified, measured, mapped, and rated the trees for preservation, which took into consideration the trees' age, health, structural condition, and proximity to the proposed structures and site development. The project proposes to retain 51 healthy Heritage trees and remove 22 Heritage trees. The trees proposed to be removed are too close to, or in the new building footprint, parking lot, or the drainage swales along the southern

perimeter. A total of 44 replacement trees would be planted throughout the project site. The replacement tree canopy would equal the existing 8 percent canopy on the 5.3-acre site.

Project site landscaping would include trees and vegetation along the edges of the project site and the buildings. The proposed landscaping complies with the City's Water Conservation in Landscaping Regulations and would be watered by a fully automatic, water-conserving irrigation system with a weather-based operation controller.

Preliminary Parcel Map

Currently, the project site consists of five legal lots. Three (3) of six existing buildings, Buildings 1, 2, and 3, were built across lot lines. The project includes a Preliminary Parcel Map to merge the five lots into one lot. Staff finds that the project is consistent with the requirements of the Subdivision Map Act and the General Plan and recommends approval of the Map based on the draft Conditions of Approval (see Attachment 5).

Tenant Relocation

The tenants in the 12 existing units would be temporarily relocated for approximately 12 months during demolition and construction. After construction, the displaced tenants would have the right to return to a three-bedroom unit in one of the new buildings. The developer, in coordination with Autotemp, the relocation firm, would provide all required relocation assistance to the displaced households.

Autotemp developed a relocation plan to outline the relocation assistance program and evaluate the housing requirements of the existing tenants. As part of the plan, Autotemp conducted a survey of the nearby area and found sufficient available housing to accommodate the temporarily displaced households, including market-rate apartments and corporate housing. As such, the project would not include the construction of any temporary replacement housing. Aside from negligible short-term changes in localized travel routes for these temporarily displaced residents, this relocation plan would not result in physical changes that could cause other secondary environmental impacts.

Project Financing

Financing for affordable housing developments is very complex and influenced by factors not found in market-rate developments. Successfully securing full funding for affordable developments requires a strategic approach in a highly competitive environment of dwindling and changing funding sources.

The following sections provide additional information on anticipated project funding sources. The table below identifies the amount each funding source would contribute to the Shorebreeze expansion project cost based on MidPen’s pro forma (see Attachment 11).

Project Funding Sources

PERMANENT SOURCES	AMOUNT
Tax Credit Investor Capital (4%)	\$13,911,502
City of Mountain View – NOFA	\$7,320,000
Permanent Loan – Tranche A	\$5,879,300
Permanent Loan – Tranche B	\$4,882,200
Permanent Loan – Tranche C	\$3,149,700
Deferred Developer Fee	\$879,906
Housing Trust Silicon Valley	\$500,000
Affordable Housing Program (AHP)	\$610,000
City of Mountain View – HOME/CDBG	\$582,691
TOTAL	\$ 38,818,506

Federal Tax Credit Program

Currently, the federally funded 4 percent and 9 percent tax credit programs are two of the primary outside funding sources for affordable housing projects. Both tax credit programs are administered at the State level by the California Tax Credit Allocation Committee. The 4 percent tax credit program is not competitive, but usually requires additional local funding since the equity created by selling the tax credits to investors is far less than the equity generated in the 9 percent tax credit program. The end result is a larger funding gap for a 4 percent tax credit project that must either be filled by City funds or other outside funding sources, which are scarce. Typically, there are two

application opportunities a year for the 9 percent tax credit program – one in March and a second in late June/early July. Applications for the 4 percent tax credits are accepted more often—about six times a year. Nine (9) percent projects compete under the following categories: Large Family, Single-Room Occupancy, Special Needs, Senior, or At-Risk Projects. The Shorebreeze expansion does not meet the minimum requirements for three- and two-bedroom units to meet the Large Family Project application requirements and will not fall into the other categories either. For this reason, it makes more sense for MidPen Housing to apply for 4 percent tax credits.

The following table provides a comparative data for the last five affordable developments and MidPen’s proposed Shorebreeze expansion project, which shows the proposed project is in line with past affordable developments in terms of City subsidy. With a City loan of approximately \$7.9 million (NOFA and HOME funding combined), the City subsidy per unit would be among the lowest of all recent projects.

Comparison of Affordable Housing Development Costs

Project	No. of Units/ No. of Bedrooms	Project Cost	Project Cost Per Unit	City Subsidy Cost	City Subsidy Per Unit
Franklin Street Family Apartments	4 one-bedroom units 32 two-bedroom units <u>15 three-bedroom units</u> 51 units total	\$23,849,641	\$467,640	\$12,547,000	\$246,020
Studio 819	48 workforce studios <u>1 one-bedroom manager unit</u> 49 units total	\$17,396,762	\$355,036	\$9,000,000	\$183,673
1585 Studios	26 studios <u>1 one-bedroom manager unit</u> 27 units total	\$10,468,465	\$387,721	\$4,652,000	\$172,296
779 East Evelyn Avenue	11 studios 45 one-bedroom units 44 two-bedroom units 15 three-bedroom units <u>1 manager unit</u> 116 units total	\$62,405,964	\$537,982	\$21,700,000	\$187,069
PAH Project 1701 West El Camino Real	62 studios 4 one-bedroom units <u>1 one-bedroom manager unit</u> 67 units total	\$28,408,189	\$424,002	\$7,000,000	\$104,477

Shorebreeze Expansion Project	21 studios 20 one-bedroom units 8 two-bedroom units 12 three-bedroom units <u>1 one-bedroom manager unit</u> 62 units total	\$38,818,506	\$626,105	\$7,902,691	\$127,463
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City Loan

On September 13, 2016, the City Council reserved up to \$6.3 million in affordable housing funds for this project. Due to increased construction costs, the developer now requests an additional \$1,020,000 in Housing Impact funds as well as additional CDBG funds. Staff has recommended Council appropriate \$7.32 million in Housing Impact funds for this project. MidPen Housing has already received a HOME allocation of \$390,000 and intends to apply for an additional \$192,691, in CDBG funding in the upcoming City CDBG/HOME funding cycle.

The City funding is typically provided in the form of a deferred payment loan with 3 percent simple interest and a 55-year term. Recent tax rule changes are impacting many tax credit projects and the effects of tax reform may not yet be apparent to developers and their financial consultants. With this in mind, the interest rate may need to be adjusted during the tax credit closing process to allow the project to meet the IRS rules for the tax credit program. Structuring the financing as a loan allows the project to qualify for more tax credit proceeds and enables the City to eventually recoup the funding, which can then be used for other affordable housing developments. Loan repayments are usually made from "residual receipts," which is defined as the excess cash available after all reasonable and typical project operating expenses are paid. The rate of loan repayments will depend on the availability of excess project revenue. The full loan amount is repaid at maturity of the loan in 55 years. This is a typical loan structure for most affordable housing developments.

The City loan, secured by a deed of trust and promissory note, is subordinate to any bank financing on the property. In addition to the deed of trust and promissory note, a loan agreement is prepared for each City source of funding. Finally, a regulatory agreement is also prepared which includes the City's requirements for the operation and management and sets the terms of affordability of the property.

MidPen Housing is requesting \$500,000 of the \$7.32 million be used as predevelopment funding. The City will enter into a predevelopment agreement for the \$500,000 and then convert the predevelopment funds to permanent funding when the tax credit closing occurs.

Additional Project Funding Sources

In addition to the City contribution and the tax credit funding discussed earlier, MidPen Housing will apply for funding from two additional sources: the Federal Home Loan Bank of San Francisco Affordable Housing Program (AHP); and the HUD Section 8 Project-Based Voucher (PBV) Program.

The Federal Home Loan Bank AHP facilitates the development of affordable rental housing and homeownership opportunities for very low-, low-, and moderate-income households. Through a competitive application process, the Bank provides subsidized interest rates so that member banks may finance their affordable housing initiatives. MidPen Housing will partner with its lender to apply for the low interest rate loan through AHP. As mentioned earlier, this is a competitive application process and the AHP loan is not guaranteed.

The HUD Section 8 PBV Program is a rental subsidy program whereby the tenant pays 30 percent of their income toward the rent and HUD pays the remainder directly to the property owner. MidPen Housing will apply directly to the Housing Authority of the County of Santa Clara for vouchers that are specifically set aside for households in danger of being homeless. Twelve (12) PBVs will be transferred from the 12 units being demolished to the new three-bedroom units replacing the demolished units and new PBVs will be secured for 20 of the remaining 50 units.

Although the project-based vouchers have no monetary value in the project's funding sources table, they enhance the long-term financial stability of the project and allow the developer to acquire capital for the project.

Property Management

MidPen Housing will be required to prepare a Management Plan describing how the property will be managed and the plan will be subject to City approval before beginning a tenant selection process. The Management Plan will include the tenant selection and leasing process, oversight of resident services, resident rules, policies for record keeping, and other administrative guidelines.

Tenant Selection

Where allowed by funding sources, a preference for tenancy will be given to households already living or working in Mountain View. As with all affordable

developments, City staff will monitor the tenant selection process and verify that the property is being managed and maintained properly. As with other affordable housing developments, prospective tenants will be thoroughly screened. This includes a credit history check, criminal background review, rental history review, and reference checks.

Resident Services

MidPen will manage this property after construction and has nearly 40 years' experience in property management and owns and manages over 100 affordable multi-family rental properties throughout the Bay Area. Shorebreeze Apartments has an on-site resident manager who coordinates on-site support services. On-site amenities will include a computer training center, laundry facilities, and a multipurpose room with a kitchen for group gatherings.

Project Schedule

If the City Council approves this project, the following are the next steps anticipated to move forward with the development:

- 4 Percent Tax Credit Application April 2018
- Construction Start September 2018
- Project Completion September 2019

ENVIRONMENTAL REVIEW

An Initial Study was prepared for the proposed project pursuant to the California Environmental Quality Act (CEQA) and project-specific technical studies were also prepared to provide technical guidance in the areas of: air quality, trees, geotechnical, greenhouse gas emissions, hazardous materials, and transportation (see Attachment 1). The analysis determined that with the implementation of the 2030 General Plan, the 460 Shoreline Boulevard Precise Plan, State regulations, and the City standard conditions of approval, the proposed project would not result in any significant environmental impacts, and a Negative Declaration was prepared for the project.

In accordance with the CEQA Guidelines, the Draft Initial Study/Negative Declaration (IS/ND), along with a Notice of Intent to Adopt a Negative Declaration (NOI), was circulated for public review for a 20-day comment period, which commenced on September 1, 2017 and ended on September 27, 2017. Staff received two comment

letters on the Draft IS/ND, one from the SFPUC and one from the Santa Clara VTA (see Attachment 13).

NEPA Environmental Assessment

In addition, because the proposed project is seeking HUD Section 8 PBVs, an Environmental Assessment/Finding of No Significant Impacts (EA/FONSI) National Environmental Policy Act (NEPA) was also prepared (see Attachment 2). The Environmental Assessment (EA) and supporting environmental studies concluded that a FONSI is the appropriate NEPA document for the proposed project. The EA was prepared in accordance with HUD NEPA requirements, including the Determinations and Compliance Findings for HUD-assisted Projects (24 CFR 58) form and checklist. The EA was circulated for the required 15-day review from October 11 to October 26, 2017 and no comments were received.

The FONSI and Request for Release of Funds (RROF) were published on October 11, 2017 and revised and published again on January 12, 2017. No public comments on the EA/FONSI or the RROF have been received.

FISCAL IMPACT

Funding of the project will have no impact on the General Fund. The City loan to this project would be a total of up to \$7.32 million and would come from Housing Impact funds.

MidPen Housing will be managing and a general partner in the ownership structure. Due to MidPen's nonprofit status, the development will be exempt from paying property taxes as it currently is.

Additionally, the City will not collect Park Land Dedication In-Lieu fees from this project per the Park Land Acquisition Policy and Chapter 41 of the City Code, which exempts a project from park land fees in proportion to the number of affordable units provided at the very low- and low-income levels within a project. Since the project is providing all units within these affordability levels, it is exempt from the Fee.

CONCLUSION

The proposed development will create 50 new affordable housing units for diverse populations within Mountain View. MidPen Housing and their partners will provide vital supportive services and transit benefits for future residents. The project has been

reviewed by the DRC and EPC at public meetings, with both bodies recommending project approval. If Council approves the project and tax credit funding is awarded, the project is expected to be completed by early Fall 2019.

The proposed subdivision, together with the provisions for its design and improvements, is consistent with the General Plan Land Use Designation of Medium-High Density Residential, and the R3 Zoning District requirements, including all the requirements applicable to the property. The redevelopment of the site will further the goals of the Precise Plan and provides new affordable units in the community consistent with the City's goals. The site layout and architecture of the building, including color, materials, and architectural elements are well-designed and compatible with the surrounding area. In addition, the Preliminary Parcel Map meets all the requirements specified in the Mountain View City Code. Additionally, the project would not result in any substantial negative effects on the environment with the implementation of the conditions of approval.

ALTERNATIVES

Project Alternatives

1. Approve the project with modified conditions of approval.
2. Refer the project back to the DRC for further consideration and recommendations.
3. Provide other direction.

Funding Alternatives

1. Appropriate a different amount than the \$6,300,000 reserved plus an additional \$1,320,000 in Housing Impact funds.
2. Choose not to appropriate additional funding for this project.
3. Provide other direction.

PUBLIC NOTICING

Public noticing included posting of the agenda and publishing public hearing notices. Notices were mailed to all property owners and tenants within one-quarter mile of the

project site and interested persons. The meeting agenda is advertised on Channel 26 and the agenda and Council report are available on the City website.

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PB-VG-SW/3/CAM
815-01-30-18CR-E

- Attachments:
1. Initial Study – Negative Declaration
 2. Environmental Assessment/FONSI NOIRROF
 3. Resolution for Amendments to the Precise Plan and Draft Precise Plan
 4. Resolution for a Planned Community Permit, Development Review Permit, and a Heritage Tree Removal Permit with Conditions of Approval
 5. Resolution for a Preliminary Parcel Map with Conditions of Approval and Map
 6. Project Plans
 7. [City Council Report Dated September 13, 2016](#)
 8. Letter of Intent from the SFPUC and Letter from CDD
 9. [EPC Public Hearing Report – December 6, 2017](#)
 10. EPC Hearing Public Comment Letters
 11. Project Financing Summary (Pro Forma)
 12. Neighborhood Meeting Notes
 13. Letters from the Public for the Initial Study/Negative Declaration