

CITY OF RANCHO CORDOVA



CITY COUNCIL MEETING

City Hall
2729 Prospect Park Drive, Rancho Cordova

Tuesday, June 26, 2018

5:30 PM – Special Meeting
American River Community Room North

AGENDA

1. SPECIAL MEETING - CALL TO ORDER/ROLL CALL

Council Members Gatewood, McGarvey, Sander, Terry and Mayor Budge.

2. PUBLIC COMMENT

At a special meeting, citizens wishing to address the Council for any matter on the agenda may do so at the time the matter is discussed. Under the provisions of the California Government Code, the City Council is prohibited from discussing or taking action on any item not on the agenda.

3. SPECIAL MEETING ITEM

- 3.1 **Subject:** Discussion regarding Regional Housing Needs Allocation for the Kassis Property and the relationship to the Regional Housing Needs Allocation.
Recommendation: Receive information regarding Kassis property and the relationship to the Regional Housing Needs Allocation.
Result of Recommended Action: No formal action is requested of Council at this time. Information in this discussion may help inform the developer with plans for future development of the Kassis property.
Staff Report: Darcy Goulart, Planning Manager and Elizabeth Sparkman, Community Development Director.
Advances Goals: 2 and 5.

4. ADJOURNMENT

ADDITIONAL INFORMATION

In compliance with the Americans with Disabilities Act, if you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the City Clerk's Office at (916) 851-8720 at least 48 hours prior to the meeting.

CERTIFICATION OF POSTING OF AGENDA

I, Stacy Leitner, City Clerk for the City of Rancho Cordova, declare that the foregoing agenda for the Tuesday, June 26, 2018 Special Meeting of the Rancho Cordova City Council was posted and available for review on Friday, June 22, 2018 at City Hall of the City of Rancho Cordova, 2729 Prospect Park Drive, Rancho Cordova, California, 95670. The agenda is also available on the city website at www.cityofranhocordova.org.

Signed June 22, 2018 at Rancho Cordova, California.



Stacy Leitner, City Clerk

MEMORANDUM

DATE: June 26, 2018

TO: Honorable Mayor and Council Members

FROM: Darcy Goulart, Planning Manager
Elizabeth Sparkman, Community Development Director

SUBJECT: Discussion regarding Regional Housing Needs Allocation for the Kassis Property and the relationship to the Regional Housing Needs Allocation.



RECOMMENDATION

Receive information regarding Kassis property and the relationship to the Regional Housing Needs Allocation.

RESULT OF RECOMMENDED ACTION

No formal action is requested of Council at this time. Information in this discussion may help inform the developer with plans for future development of the Kassis property.

DISCUSSION

Kassis Property Background

The Kassis property is an approximately 41-acre parcel located along Folsom Boulevard, near the western boundary of the City limits. The property is located within the boundaries of the Folsom Boulevard Specific Plan and is designated Residential Mixed Use. Based upon the property size and its proximity to the planned Horn Road Light Rail Station, this property was designated within the City's General Plan Housing Element to include at least 10 acres of High Density Residential, with an allocation of 240 very low- and low-income units.

As one of the last remaining large vacant parcels along Folsom Boulevard and serving as a key entrance into the City from the west, the Kassis property was identified as an opportunity site within the specific plan. An opportunity site is a location with the greatest potential for new development and redevelopment. **Attachment 1** of this report is the section from the specific plan that details the Kassis opportunity site and what the plans vision is for ultimate build out of the property. It was envisioned that the site would not only have a mix of residential development but offer a retail/commercial and office component that would complement the neighboring residents, while taking advantage of direct access to Folsom Boulevard and the close proximity to the future Horn Road light rail station.

Some key development points outlined for this opportunity site is nonresidential development along Folsom Blvd., residential that includes apartments, condominiums, townhouses and compact single-family homes. Neighborhood serving retail shops and services, restaurants and offices would locate close to the street frontage to connect and activate the sidewalk. The

development would incorporate public gathering spaces to provide opportunities for residents to congregate and socialize. The plans vision for density site wide is 6.1 – 40 dwelling units per acre. That includes at least 10 acres development at 24 units per acre to meet the Housing Element requirement.

Pappas Investments has identified their interest in purchasing and developing the Kassis property. One key issue that has warranted the need for this discussion is that they have indicated the desire to propose a development which would not provide any of the 240 very low- and low-income units as allocated in the Housing Element. The discussion below provides more information regarding the Housing Element and the City's Regional Housing Needs Allocation obligations.

Regional Housing Needs Allocation

The City of Rancho Cordova's 2013-2021 Housing Element was certified and approved by the State Department of Housing and Community Development, as required by law in 2014. The City's Housing Element included a land inventory and an analysis showing that the City had sufficient vacant- and under-developed land to meet the City's Regional Housing Needs Allocation (RHNA) as determined by Sacramento Area Council of Governments. RHNA compliance at the time consisted of showing development capacity through properties and parcels that were zoned at a range of densities to meet current and future extremely low-, very low-, low-, moderate-, and above moderate-income housing needs. The City was able to show capacity with a surplus to meet the RHNA for every income category, however the surplus for sites zoned at 30 units an acre (the extremely low- and low-income housing allocation) was very small, at only 302 units.

In 2017 the California legislature passed a series of housing bills intended to help address the severe housing shortage in the state. The bills included legislation that changed the way that RHNA allocations would function by adding housing production expectations and reporting requirements. The legislation also included potential penalties for jurisdictions who were not meeting their Housing Element obligations. One bill in particular may impact Rancho Cordova's Housing Element status; SB 166. Senate Bill 166 strengthens the existing No Net Loss zoning law, which requires local governments to immediately identify a replacement site and rezone it (within 180 days) if a project that differs from the housing category originally designated is approved with fewer units at the income level shown in the inventory. Additionally, AB 166 requires that the replacement site must meet the specific housing affordability level (very low, low, moderate, or above moderate income) that was lost and (for very low- and low-income sites) rezone it to 30 units an acre.

With the development of a new parking lot by the Mather VA Hospital, the City lost one lower-income RHNA site and the low income RHNA unit surplus dropped from 302 units to 61 units. If the Kassis property is developed without providing any of the 240 very low- and low-income units allocated on the site, the loss of additional low-income RHNA capacity would put the City in a midcycle shortfall.

Beyond maintaining RHNA capacity identified within the City's current Housing Element, the City will be updating the Housing Element in 2020/2021. While future RHNA obligations have not been established, it is quite possible the City's low-income RHNA obligation will increase in the next Housing Element cycle. Land-use decisions made in the next few months will directly impact how well the City will be able to address future RHNA obligations.

Kassis Property Conceptual Site Plan

As part of the discussion, staff asked Pappas Investments to provide a conceptual site plan for how they intend to develop the Kassis Property (**Attachment 2**). Recognizing that this is a conceptual plan, staff has reviewed the plan against the specific plan and would like to highlight a few key issues area for the council to consider as part of the overall discussion.

The conceptual plan provides three different lot types and a 4.5 acre multi-family site that would accommodate 180 units. There are two points of access; Folsom Boulevard and Stirling Park Drive. A 3.5 acre water quality basin is located in the middle of the site and pedestrian access to the American River has been provided. The conceptual site plan is void of any retail/commercial and office mixed uses or public gathering spaces, which is inconsistent with the specific plan. A sound wall is proposed adjacent to a landscaped area along Folsom Boulevard. While staff recognizes this is likely warranted to decrease noise levels associated with the amount of traffic along Folsom Boulevard, a sound wall could likely be avoided if the property along the boulevard were to be developed with the retail/commercial and office mixed use component.

Given the size of the Kassis property and surrounding residential development patterns, it would be appropriate to have the higher density products closer to retail/commercial and office uses and as the development moves north, the parcel size mix varies, resulting in the larger lots adjacent to the existing development to the north. Staff would even suggest providing lots larger than the typical 5,500 sq. ft. lots in the northern portion of the site. This will provide more compatibility with the existing lots to the north of the site. Lots adjacent to the northern boundary range in size from 38,955 sq. ft. to over an acre. Parcels to the east of the site range in size from 5,700 sq. ft. to 9,700 sq. ft. There is also an opportunity with the proximity of the property to the American River to provide some larger lots backing up to the American River Parkway.

Increasing lot sizes could result in the need to make some amendments to the specific plan. The minimum density of 6.1 dwelling units per acre may not be achieved, depending on the size of the lots. Additionally, the Kassis property as an opportunity site includes compact single family lots as an acceptable product type. Larger lots would drive a development type that wouldn't be characterized as compact single family lots.

FISCAL IMPACT

There are no immediate fiscal impacts relating to the issues presented above, however there are potential fiscal risks in not adequately maintaining RHNA capacity.

1. Housing Elements that are not certified or that are de-certified due to noncompliance leave jurisdictions vulnerable to legal action from housing advocates.
2. A noncompliant Housing Element may also jeopardize the City's eligibility for State infrastructure and transportation funding, and will make the City ineligible for any State housing grants, including veteran's housing grants and state housing trust fund grants.

ATTACHMENTS

1. Kassis Opportunity Site Information
2. Kassis Property Conceptual Site Plan
3. Presentation

A. Kassis Opportunity Site

1. Description

The Kassis property is designated Folsom Boulevard Residential Mixed Use in recognition of its suitability for residential development and its setting within a predominantly residential district. The site does have potential for employment oriented uses (both retail/commercial and office) that resulted in the flexible mixed use designation.

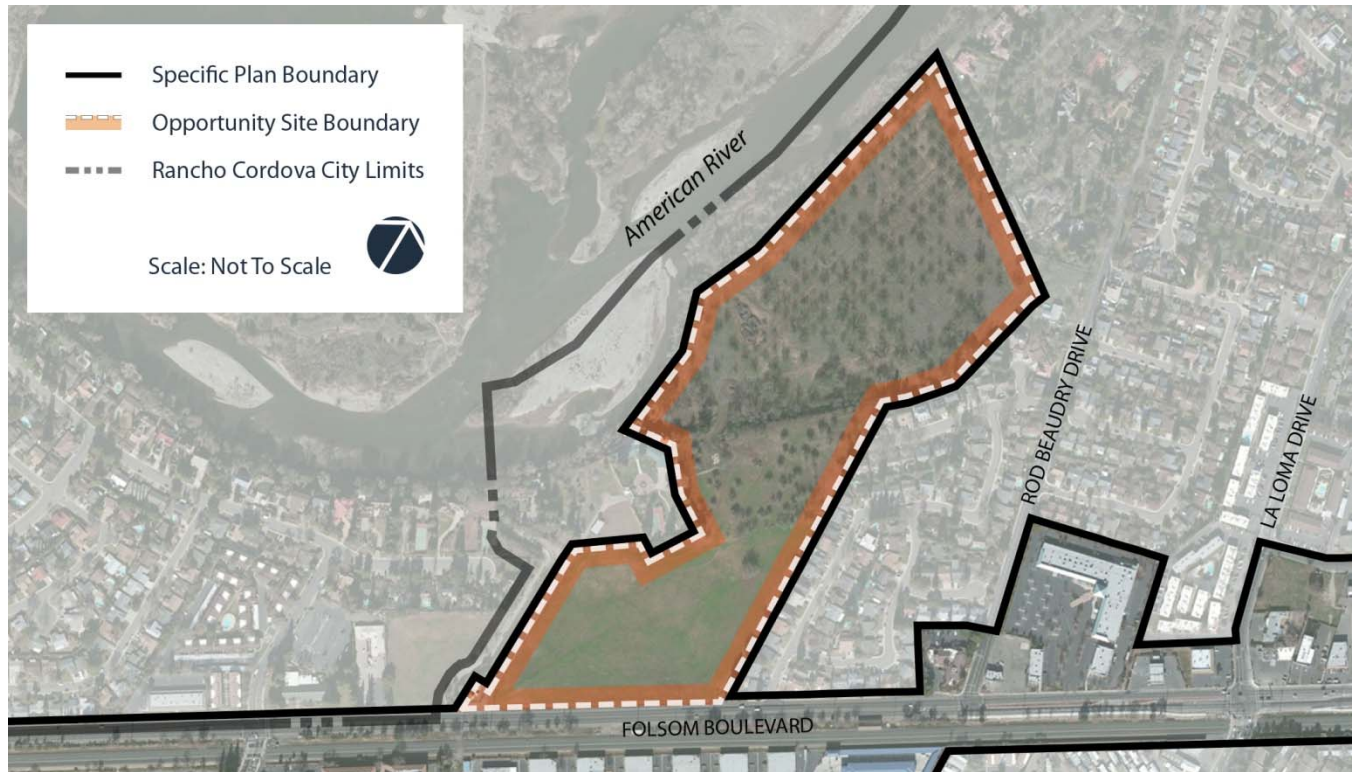
The total area of the Kassis property exceeds 42 acres, although a small portion of the property is excluded from the Folsom Boulevard Specific Plan. The area excluded does not fall along existing property lines. In the future, the boundary of the Specific Plan and open space may need to be adjusted to be consistent with the parcel map. This site is surrounded on three sides by residentially zoned lands (RD-20 and RD-5 to the west, RD-5 to the east and RD-2 to the north) and bordered by Folsom Boulevard on the south. A project with a substantial residential component would be complimentary to the surrounding existing uses.

Based upon the property size (it is among a very few parcels on Folsom Boulevard with a significant area of undeveloped land) and its proximity to the planned Horn Road Light Rail Station, this property was designated within the City's General Plan Housing Element to include at least 10 acres of High Density Residential.

Beyond the residential development potential for this site, a retail/commercial or office component could compliment neighboring residents by providing nearby retail and employment opportunities while taking advantage of direct access to Folsom Boulevard and close proximity to the future Light Rail Station.

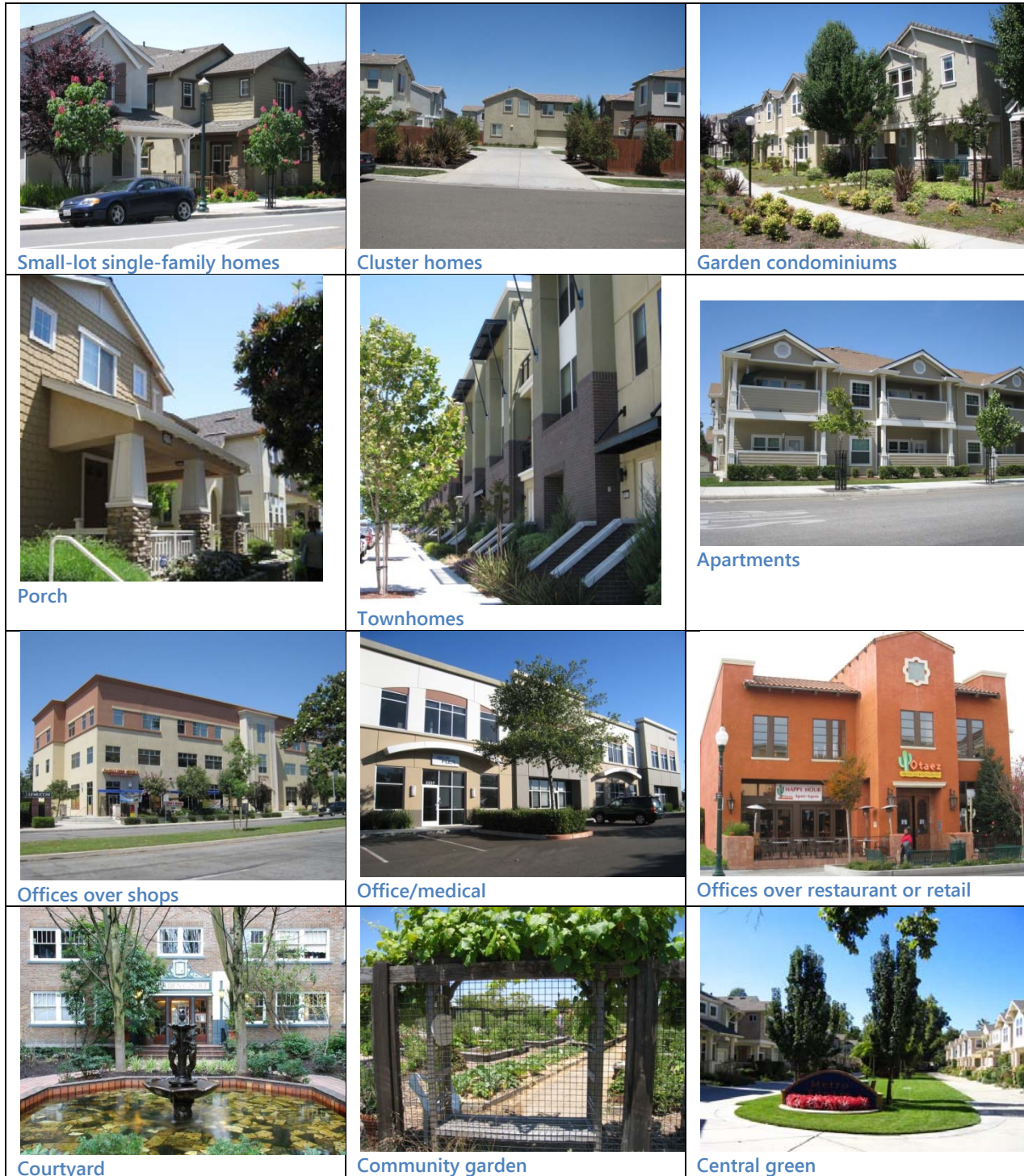
The Kassis Opportunity Site will be characterized by a suburban and primarily residential environment with limited nonresidential development along Folsom Boulevard. The site will feature a large residential component, including apartments, condominiums, townhouses, and compact single-family homes. At least 10 acres of the site will be developed at a minimum of 24 dwelling units per acre to meet the city's housing requirements. To the extent feasible, new residential streets and sidewalks will connect to the existing streets and cul-de-sacs as well as to the American River Parkway. Architectural features such as balconies, porches, and stoops will animate the interface between buildings and the sidewalk. Primarily neighborhood-serving retail shops and services, restaurants, sports and recreational uses, medical clinics, and/or offices will front the corridor, but not in a conventional strip form. Instead, nonresidential buildings will locate close to the street frontage (existing and future streets) to define, connect, and activate the sidewalk. Courtyards, community gardens, and central greens will provide opportunities for residents to congregate and socialize.

2. Site Location Map



3. Inspired Ideas Imagery for Kassis Opportunity Site

The following images represent the preferred land uses, development patterns, and public gathering places for the Kassis Opportunity Site. These images are intended to guide and inspire private developers to create quality development with a sense of place.



4. Additional Development Standards for Kassis Opportunity Site

Additional development standards are established for major new development projects within the Kassis Opportunity Site. These additional standards address the unique potential of the location, implement relevant goals, policies, and provisions of the General Plan, and ensure consistency with other City-adopted plans. Specifically, additional development standards for this site include housing density, building orientation, public gathering places, parking, access, and site furnishings and wayfinding to implement or ensure consistency with the following plans:

- General Plan Land Use, Housing, and Urban Design elements
- Citywide Design Guidelines

These standards supplement the development standards for the underlying land use. Properties within the Kassis Opportunity Site are designated FB-RMU (residential mixed-use) to reflect the predominant surrounding residential land use and the future Horn Road light rail station. Where the development standards in Table 5-1 deviate from the development standards in Table 4-1, the standards in Table 5-1 apply.

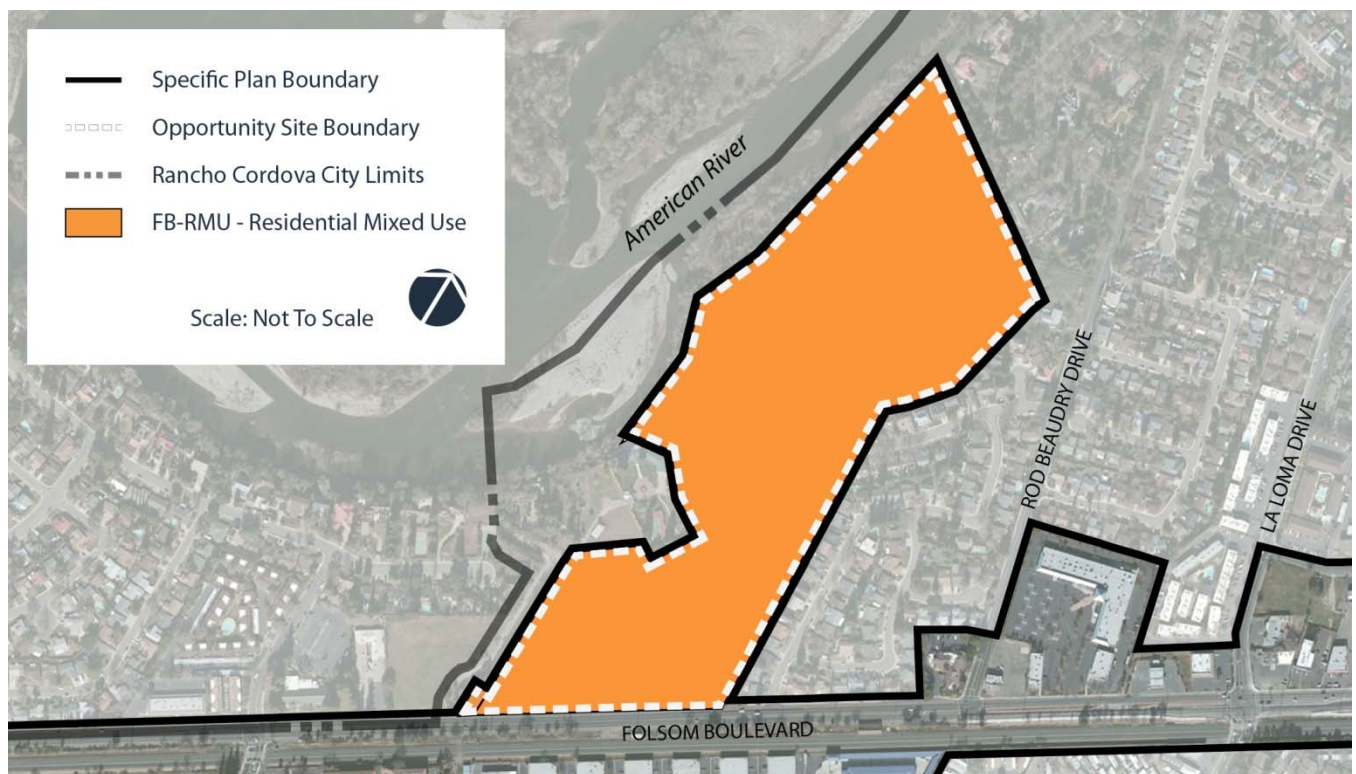


Table 5-1 Kassiss Opportunity Site: Additional Development Standards

Standard	Site-wide (FB-RMU)
Density	6.1–40 du/acre At least 10 acres shall be developed at a minimum of 24 du/acre.
Building Orientation	All nonresidential primary building entrances must face a public street or public gathering place.
Public Gathering Places	All major projects shall contribute some form of public gathering place (or portion thereof) as shown in Table 5-5.
Parking	For residential developments with over 20 residential units, commercial, and mixed-use developments, private surface parking lots are not permitted in the front setback. Locate on-site parking to the rear, side, or internal to the block and provide access to parking through alleys and driveways.
Access	To the greatest extent feasible, connect new development, via streets, sidewalks, and pathways, to existing cul-de-sacs and local streets and to the American River Parkway.
Site Furnishings & Wayfinding	For integrated developments, the City encourages uniform site furnishings and wayfinding improvements throughout the project.

For reference purposes, the following tables from other sections of the Folsom Boulevard Specific Plan have been included, as they are referenced in the Kassis Opportunity Site discussion.

Table 4-1 Development Standards

Development Standard	FB-MDR	FB-HDR	FB-RMU	FB-CMU	FB-OIMU
Density ¹					
Minimum	6.1 du/ac	18.1 du/ac	6.1 du/ac	10.0 du/ac	10.0 du/ac
Maximum	18.0 du/ac	40.0 du/ac	40.0 du/ac	18.0 du/ac	18.0 do/ac
Predominant Use Standards					
Predominant Use Type	Residential	Residential	Residential	Commercial	Industrial
Where listed, minimum % of combined building sf of predominant use type is required. Exceptions noted. ²	n/a	n/a	≥50%	≥50% ²	<u>n/a</u>
Rules for timing and order of development	n/a	n/a	Generally, secondary uses must be developed in advance of or in conjunction with predominant/primary use. Exceptions noted. ³		
Floor Area Ratio					
Minimum	n/a	n/a	.2	0.2	0.2
Maximum	n/a	n/a	No maximum	No maximum	No maximum
Setbacks (minimum) ⁴					
Front – general	12.5 ft	12.5 ft	10 ft	10 ft	10 ft
Side – interior lot/detached units	3 ft	20 ft	n/a	n/a	n/a
Side – interior lot/attached units	0 ft	0 ft	0 ft	0 ft	n/a
Side – street-side/corner lot	10 ft	10 ft	10 ft	10 ft	10 ft
Side – zero lot line	0/10 ft	n/a	n/a	n/a	n/a
Rear – in general ⁵	10 ft	20 ft	10 ft	10 ft	10 ft
Rear – setback to alley ROW	3 ft	3 ft	n/a	n/a	n/a
Interior	0 ft	0 ft	0 ft	0 ft	10 ft
Interior – attached units	0 ft	0 ft	0 ft	n/a	n/a
Interior – detached units	5 ft	5 ft	5 ft	n/a	n/a
Interior – zero lot line	0 ft/10 ft	0 ft/10 ft	0 ft/10 ft	n/a	n/a
Setbacks (maximum)					

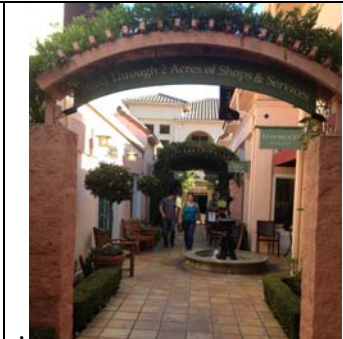
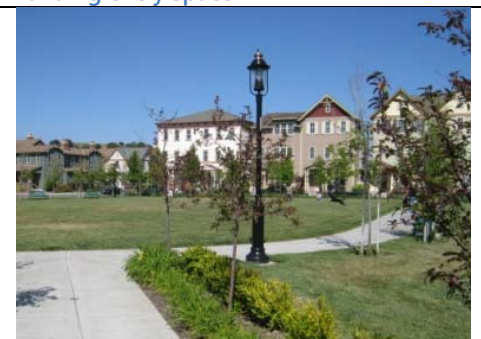
Development Standard	FB-MDR	FB-HDR	FB-RMU	FB-CMU	FB-OIMU
Front setback along public streets	n/a	n/a	30 ft	20 ft	40 ft
Height (maximum)					
Primary Structures	45 ft	60 ft	50 ft ⁶	50 ft	50 ft
Accessory/Second Dwelling Units	n/a	n/a	26 ft	n/a	n/a
Encroachments/Projections					
Awning, Canopy, Eave, Sill, Cornice, and Similar Features	2 ft	2 ft	2 ft	2 ft	2 ft
Balcony, Fire Escape, Outside Stairway	3 ft	3 ft	3 ft	3 ft	3 ft
Bay Window ⁷	2 ft	2 ft	2 ft	2 ft	2 ft
Front Yard Porch and Stoop ⁸	3 ft	3 ft	3 ft	3 ft	n/a
Common Open Space Requirement (minimum) ⁹	No minimum	25%	No minimum	No minimum	No minimum
Interface with Light Rail Station Refer to TOD Overlay District in Zoning Code Chapter 23.325.030	n/a	For any development abutting a light rail station, it must provide a clear and direct publicly accessible pedestrian and bicycle connection to the adjacent light rail station with a sign directing users to the station.			
Parking Lot Location			For new non-residential or mixed-use projects, parking areas are not permitted in the required front setback area. Parking should be located to the rear, side, or internal to the site. Finally, new parking areas shall not be located adjacent to intersections on corner lots.		
Shared Parking Facilities	• Connect adjacent commercial parking areas through the use of reciprocal access agreements. (See Zoning Code Section 23.719.090 for parking reductions awarded to joint vehicle parking.) • Where feasible, use shared driveways to eliminate the need for excessive curb cuts and to reduce the amount of pervious surface. • Where feasible, for individual projects with different users, provide shared parking between users with different peak parking needs. • Where feasible, provide shared parking between several projects, especially in parking structures. • Provide pedestrian pathways for customer access between adjacent commercial projects. • Encourage the use of parking lots in off-peak hours for sport activities or farmers markets.				
Parking Ratio Maximum		The number of vehicle parking spaces provided shall not exceed 150 percent of the minimum parking ratio. Where no parking is required, the maximum parking allowance is two spaces.			

Development Standard	FB-MDR	FB-HDR	FB-RMU	FB-CMU	FB-OIMU
Parking Structure Design		• Parking structures shall be well lit with clearly identified exits and connections to streets and sidewalks. • Design parking structures with open walls, windows, and other design features to allow natural light. • Structures shall be designed compatibly with adjacent buildings, utilizing appropriate massing, scale, modulations, and detail elements.			
Stepbacks	Step back all floors above three stories a minimum of 6 feet.				
Window Transparency	n/a	Ground-floor commercial retail glazing (windows or display windows) along the primary public facade fronting a public street, on-site main street, or public gathering space shall comprise a minimum of 50 percent of the main floor's exterior wall area.			

Notes:

1. The minimum and maximum density standards are only applicable to mixed-use and integrated developments that include residential uses. Residential projects shall include a minimum of four units. The Planning Director may approve residential densities below 10 dwelling units per acres if the units are located above retail or office uses.
2. In the FB-CMU district, non-commercial use may exceed 50 percent of the building square footage where two or more stories are proposed with a vertical mixed use project. Under that scenario, the majority of ground floor square footage shall be at least 50 percent commercial use.
3. In the FB-RMU district, non-residential use may be developed in advance of residential use so long as the assumed residential potential of the project site is maintained to the City's satisfaction.
4. At no time shall any portion of the structure be located within a designated public utility easement.
5. Garages may also be accessed from an alley with a minimum 3-foot rear setback.
6. No maximum for vertical mixed-use integration.
7. The finished floor of the bay window must be at least 15 inches above the finished floor of the room.
8. Per Chapter 23.504 of the Zoning Code, porches must conform to the following: minimum of 10 feet tall (clear); minimum of 6 feet deep (clear); porch height must be a minimum of 3 feet above grade; minimum of 10 feet wide. Per Chapter 23.504, stoops must rise to a minimum of 3 feet above grade; minimum 3 feet wide.
9. Common open space includes all landscaped areas outside of the required landscape corridors along adjoining streets, active and passive recreation areas, other outdoor amenities, and natural open space areas. Reductions in the required open space area to a minimum of 20 percent of the gross area for exceptional architecture design may be granted by the designated approving authority.

Table 5-5 Menu of Public Gathering Places

					
Amphitheatre – small	Amphitheatre – large	Courtyard – small commercial	Courtyard – large residential	Outdoor dining – small area	Paseo
					
Building entry space	Central green – commercial	Courtyard – large commercial	Employee break area	Outdoor dining – large area	Plaza – small
					
Central green – residential	Community garden	Courtyard – small residential	On-site main street	Parklet	Plaza – large
					

Regional Housing Needs Allocation for Kassis Property

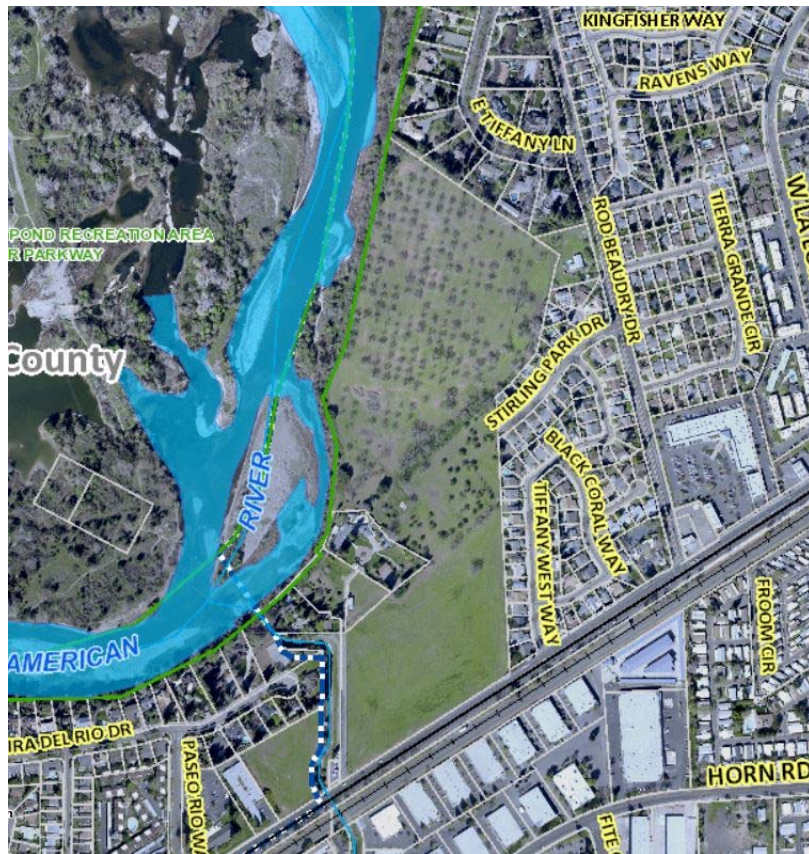


a fresh take.
RANCHO CORDOVA
CALIFORNIA

Purpose of Tonight's Discussion

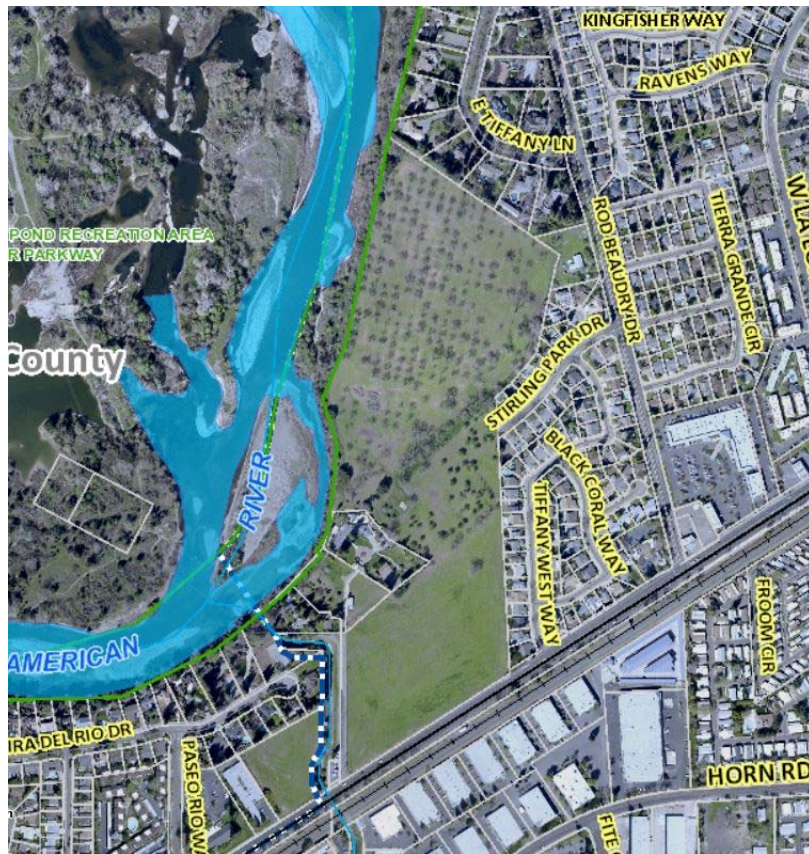
- Receive information regarding Kassis property and the relationship to the Regional Housing Needs Allocation.
- Discuss Kassis Conceptual Site Plan.

Kassis Property



- 41-acre parcel located with the FBSP and designated Residential Mixed Use.
- Opportunity Site
 - Location with greatest potential for new development or redevelopment
 - Envisioned neighborhood serving retail shops, services, & offices along Folsom Blvd & residential to include apartments, condos, townhouses and compact single-family homes.
 - Development would take advantage of direct access to Folsom Blvd. and proximity to future light rail station.
- Allocated with 240 low-, very low-income units on 10 acres.
- Potential project could include only moderate-, above-moderate units.

Kassis Tree Grove



- Approximately 200 existing walnut trees proposed for removal.
- Recommendation: Require 1 to 1 replacement on site with project development.

Current RHNA Status

- Rancho Cordova's current housing element was certified in 2014 and will update in 2021.
- **New Legislation as of 2018**
 - **SB 166 – No Net Loss**
 - Rancho Cordova is at risk of having a midcycle RHNA shortfall

SB 166 'NO NET LOSS' of Inventory sites

- Applies when:
 - Any site in inventory either downzoned to reduce density; or approved at lower density than shown; OR
 - Site approved with fewer units at the income level shown in the inventory.
- OK if:
 - Reduction consistent with GP and Housing Element; and
 - Remaining sites in Element are adequate at all income levels. **Must quantify unmet need and remaining capacity by income level.**
- If remaining sites are not adequate, can ID “additional, adequate, and available sites” so “no net loss.”
- Solely City’s responsibility unless developer’s application had lower density; **developer has no responsibility for income level. City cannot deny because developer’s project results in need for additional sites.**

SB 166 'NO NET LOSS' of Inventory sites

- Remaining sites in Element adequate to meet the RHNA at all income levels; or
- City approved more units on some site than shown in inventory or has other units at that income category; or
- Other sites NOT in Element can make up difference; or
- Another site “identified and made available.” Time limit of **180 days** for income category only.

Regional Housing Needs Allocation (RHNA)

Income Category	RHNA 2006-2013	RHNA 2013-2021
Extremely Low (0-30% AMI)	1,054	770
Very Low (30-50% AMI)	1,054	770
Low (50-80% AMI)	1,595	1,079
Moderate (80-120% AMI)	1,991	1,303
Above Moderate (120% + AMI)	4,702	3,087
Total	10,396	7,009

Next RHNA: 2021- 2029

Land Inventory

Income Groups	RHNA Allocation (units)	Progress (Building Permits) Since 2013	Remaining RHNA (units)	Available Land Capacity (# of units)	Surplus of Land (# of units)
Extremely-Very Low	1,540	100	2,519	2,820	302
Low	1,079				
Moderate	1,303	110	1,193		
Above Moderate	3,087	1,623	1,464		
Total	7,009	1,833	5,176		

Current RHNA Analysis

2013 Housing Element	Very Low/Low Income Units
Allocated VL/L RHNA Units	2,618
Identified Sites	2,920
Unit Surplus	302
Lost Sites	
VA Parking Lot	241
Unit Surplus	61
At Risk Sites	
Kassis	240
Total Lost and At-Risk Units	481
Net Surplus / (Shortfall)	(179)

RHNA Shortfall Alternatives

RHNA shortfall options:

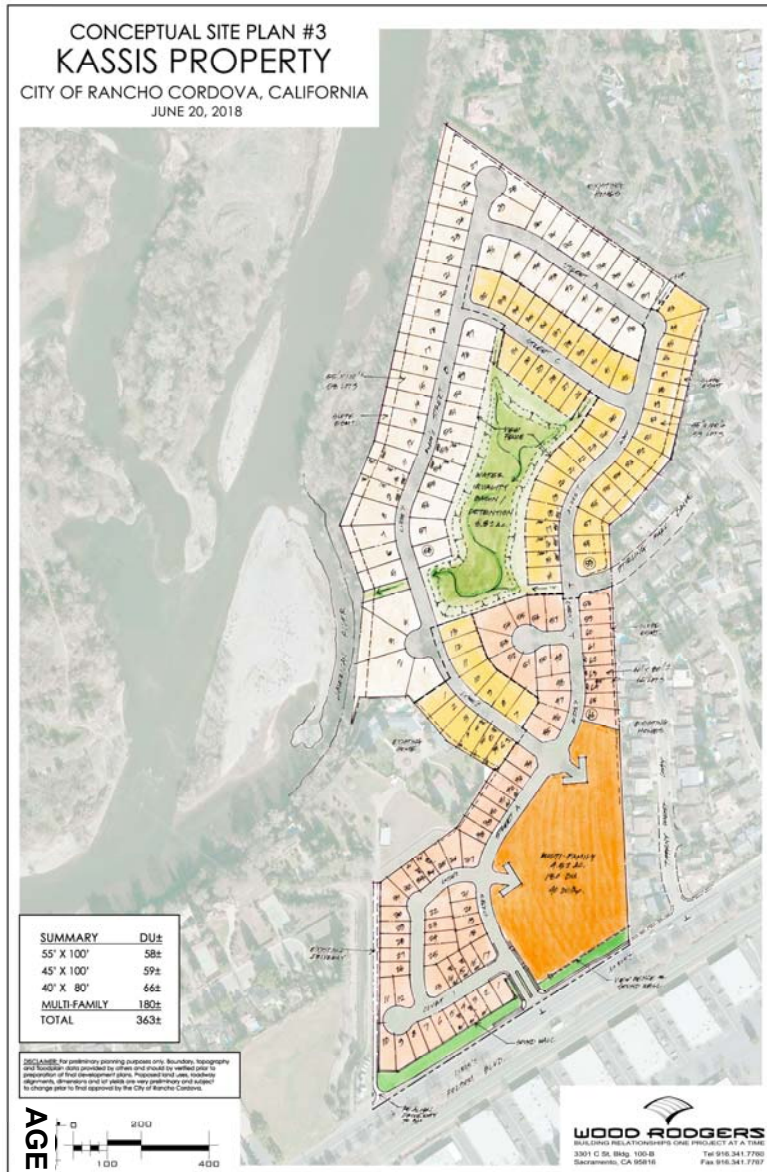
Option A – Assign Additional RHNA Site(s) Within 180 Days (must cover shortfall)

- Identify suitable residentially zoned site(s), or
- Rezone another site to allow residential development at the same income as the lost site
 - Greenfield sites must be shovel ready to be eligible as RHNA replacement
 - Rezone shovel ready vacant infill site(s) to replace low-income RHNA

Option B – Don't Identify a Site

- State will not aggressively police (however, the City must submit annual status reports)
- Risk of lawsuit from advocates (i.e. Folsom)
- Risk of penalties levied (if shortfall is left uncorrected)
- Risk of building moratorium (if shortfall is left uncorrected)
- Risk of losing eligibility to state and federal funding
- Risk of County assuming control over permitting powers (if shortfall is left uncorrected)

11



Conceptual Plan Highlights

- Three lot types – 3,200 sq. ft. to 5,500 sq. ft.
- 4.5 ac. MF site – 180 units
- Access – Folsom Blvd. & Sterling Park Dr.
- 3.5 ac water quality basin
- Pedestrian access to American River Parkway

Key Issues/Points

- Void of retail/commercial and office or public gathering spaces.
- Sound wall along Folsom Blvd.
- Transition of development pattern:
 - Commercial/office fronting boulevard
 - Higher density adjacent to commercial/office
 - Mix of lot sizes as development moves north
 - Provide larger lots sizes adjacent to northern boundary and along ARP

Recap

- Kassis property has 240 units allocated for low-, very low-income units.
- As conceptually shown, the potential project would eliminate the allocated units and is missing some key requirement per the specific plan.
- Result in a RHNA shortfall and the City needing to address the shortfall within 180 days.
- Potential amendments to the specific plan may be needed.

THANK YOU

QUESTIONS & DISCUSSION