

**ATTACHMENT A  
ZONING ADMINISTRATOR RECOMMENDED  
FINDINGS FOR AFFORDABLE HOUSING CONCESSION PERMIT #11866**

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Affordable Housing Concession Permit: To increase the FAR from 2.25 to 2.92

1. *The concession or incentive results in identifiable and actual cost reductions to provide for affordable housing costs.*

Keyser Marston Associates (KMA) performed a financial analysis which reviewed and compared and analyzed two scenarios: Base Zoning Alternative, a development in compliance with all current zoning requirements; and the Proposed Project Scenario, which is a development with a 27.3% density bonus, plus the concession to increase the FAR to 2.92. Based on their review, KMA found the net cost associated with providing three very low-income rental units is estimated at approximately \$1.54 million. Comparatively, the value of the proposed density bonus and concessions is estimated at \$1.18 million. Thus, the value of the density bonus and two requested concessions is estimated to be \$360,000 less than the net cost associated with providing three very low-income units. Thus, based on the results of the financial analysis, KMA concludes that the Developer's proposal meets the requirements imposed by the City's Density Bonus Ordinance as well as the California Government Code, Section 65915 (Density Bonus) to qualify for the concessions in order to facilitate the construction of three very-low income residential units.

2. *The concession or incentive would not have a specific adverse impact on public health, public safety, or the physical environment, and would not have an adverse impact on a property that is listed in the California Register of Historical Resources, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact, or adverse impact, without rendering the development unaffordable to low- and moderate-income households. A specific adverse impact is a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.*

The Department of Transportation (DOT) determined that a Traffic Impact Analysis was required for this project. The study evaluated the effect the project would have on existing neighborhood traffic volumes along access and neighborhood collector street segments and intersections within the vicinity of the project, and evaluated the existing Pedestrian Environmental Quality Index (PEQI) and Bicycle Environmental Quality Index (BEQI) along key corridors within the vicinity of the project.

The analyses determined that as it relates to vehicular traffic and with the incorporation of the recommended conditions of approval, there will be no adverse impact on public health, public safety, or the physical environment and the proposal complies with the requirements needed to make the findings to be granted a concession.

A Noise Analysis for the project site was prepared to study project-related noise and vibration impacts, as they relate to the proposed construction activities (short term impacts) and the operational characteristics (long term impacts) of the use. The study determined that no adverse short term or long term noise impacts will occur from the project and that said noise will not exceed the City's Noise Ordinance thresholds. As such, as it relates to noise, there will be no adverse impact on public health, public safety, or the physical environment, and the proposal complies with the requirements needed to make the findings to be granted a concession.

An Air Quality and Greenhouse Gas Emissions Analysis was prepared for the project site. The analysis determined that the project will not conflict with an applicable air quality plan, violate an air quality standard or threshold, result in a cumulatively net increase of criteria pollutant emissions, expose sensitive receptors to substantial pollutant concentrations, create objectionable odors affecting a substantial number of people, generate greenhouse gas emissions that may have a significant impact on the environment, or conflict with an applicable plan adopted for the purpose of reducing emissions of greenhouse gases. As such, as it relates to air quality and greenhouse gas emissions, there will be no adverse impact on public health, public safety, or the physical environment and the proposal complies with the requirements needed to make the findings to be granted a concession.

The proposed project was reviewed by the City's Design and Historic Preservation Section of the Planning Division. There are no known or identified historic resources on the subject site, and no existing buildings are proposed to be demolished or altered. Therefore, as it relates to historic resources, there will be no adverse impact on a property listed on the California Register of Historic Places and the proposal complies with the requirements needed to make the findings to be granted a concession.

For the reasons provided herein, there will be no adverse impact on public health, public safety, or the physical environment as a result of the project, and the project would not have an adverse impact on a property that is listed in the California Register of Historical Resources. Therefore, the proposed project meets this finding.

3. *The concession or incentive would not be contrary to state or federal law.*

The requested concession will be granted consistent with the procedures and requirements established by California Government Code Sections 65915 (Density Bonuses and Other Incentives) and will not be contrary to any federal laws.