

ATTACHMENT #8

GRANDE SCHOOL SITE INFILL GUIDELINES CONSISTENCY ANALYSIS		
Interim Guideline	Conformance? (Yes, Yes with Conditions, No, Not Applicable)	Notes
General land use, infrastructure and fiscal principles		
<p>1. The project contributes to the development of complete and integrated neighborhoods. Examples include but are not limited to the location of housing in proximity to neighborhood shopping, employment, transit, parks, schools, greenbelts, bikeways, and other public facilities and services.</p> <p><i>Note: It is acknowledged that a small project may have a relatively small contribution to the development of a complete and integrated neighborhood.</i></p>	Yes	The proposed project is located within established neighborhoods, which have residential homes of varying densities and a neighborhood park, Covell Park. The development of the site would result in the completion of residential improvements to the area. While the project is relatively small scaled, it completes and integrates into the neighborhoods.
<p>2. The project contributes to a mix of uses in the neighborhood.</p>	Yes	The project will contribute to the mix of housing types in the city as affordable housing, middle-income and market-rate units will be provided.
<p>3. The project contributes to the variety of housing types, densities, prices and rents, and designs in the neighborhood, including but not limited to affordable housing.</p>	Yes	Given the varied lot sizes, the eight affordable units, six middle-income units, and 27 market-rate units, the project will contribute to the variety of housing types, densities, prices and rents, including building designs in the neighborhood.
<p>4. The project preserves and protects historic resources.</p>	N/A	There are no known historical resources to preserve.
<p>5. Open space is integrated with new buildings to enhance living and working areas. Higher density housing is organized around usable common open space. Recreational open space and/or outdoor sitting are provided in retail, office, business park and industrial uses.</p>	Yes	The proposal includes additional neighborhood greenbelt provided on the east and west plus additional land dedicated to the park on the south. Open space is indeed well integrated with the new subdivision.
<p>6. Sound walls are avoided where feasible by the use of</p>		No sound wall is proposed. The noise impacts

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alternative measures such as the strategic siting of noise sensitive land uses, organization of building and parking areas, and landscape design.	Yes	associated with the project are adequately mitigated via standard city noise conditions and mitigation measures.
7. The project contributes to the efficient utilization of existing infrastructure and provision of public services.	Yes	The location of the project adjacent to a neighborhood park, and within short distances from neighborhood shopping centers and schools, will contribute to the efficient use of existing infrastructure. .
8. The project contributes to the fiscal health of the City. If the project has a net fiscal cost to the City, the project consists of community benefits that outweigh the fiscal impact. Such community benefits may include social, cultural, or other community-serving aspects.	Yes	The fiscal impact analysis prepared indicates slight negative impact given the major assumption factor of sales price. Should the sales price increase the potential for neutral fiscal impact is high, however, if it falls, the likelihood of the opposite increases as well.
Design with the neighborhood and for compatibility		
9. The project design enhances and does not erode the existing neighborhood character. The scale of new structures on all sides is compatible with the scale and mass of existing adjacent structures. For this guideline, “compatible” does not necessarily mean the same size but does mean that appropriate scale transitions are part of the project design. These might include a stepped setback of upper stories or a breaking up large box like forms into smaller masses. <i>Note: The intent of this guideline is to allow for intensification where encouraged and allowed under zoning while also considering the existing neighborhoods. This guideline is usually more relevant in existing residential areas and less relevant in commercial or industrial areas not adjacent to residences.</i>	Yes	The project was designed with the assistance and participation of neighbors. It is anticipated that the built environment, should the project be approved, would enhance the existing character of the neighborhoods. Given the proposed and conditioned development standards, the scale of new structures on all sides will be compatible with the scale and mass of existing adjacent structures.

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10. The project is designed to be compatible with adjacent uses. Compatibility includes, but is not limited to, provision of privacy and protection from noise. The project should carefully considers the placement of windows, balconies, roof decks, outdoor activity areas, landscaped buffers, parking areas, trash facilities, etc.	Yes	See responses above. It should be noted that the greenbelt buffer is provided to the east and west in addition to building setbacks. These would adequately assure compatibility and preservation of privacy for existing homes. Careful design of the homes is anticipated when the ultimate developer is identified.
11. The project is compatible with the noise environment. Sound walls are avoided where alternative mitigation measures are feasible.	Yes	There are no soundwalls needed or provided given that noise is not anticipated to result from the project beyond that associated with existing residential homes.
Design for pedestrians, cyclists and transit users		
12. Site and building design is human scaled, comfortable, safe and convenient for pedestrians, cyclists and transit users. Access to nearby public facilities is considered, including but not limited to transit stops, neighborhood centers and parks.	Yes	The site layout is appropriately scaled. Access to nearby public facilities is considered and provided, such as to Covell Park, bike / pedestrian system leading to neighborhood shopping centers, schools, etc.
13. The main entrances to buildings are clearly defined with covered entrances (such as a porch in a dwelling) or other pronounced architectural forms.	Yes, as conditioned	The building elevations are not part of the current review given that the developer has not been identified.
14. Portions of buildings abutting a street or access way relate to the street frontage through use of transparent elements including windows. Commercial buildings should be located to abut the street or other public accessway with parking located behind unless inappropriate within a contemplated site and project context. <i>Note: The latter guideline is an overall goal but individual project</i>	Yes, as conditioned	See answer to #13.

GRANDE SCHOOL SITE INFILL GUIDELINES CONSISTENCY ANALYSIS		
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<i>applicability must be considered. For example, impacts to adjacent residential must be considered as well as location and visual impact of service doors.</i>		
15. Higher density and intensity uses are sited in areas which are conducive to alternative forms of transportation (including walking, biking and transit use) and where related facilities are readily available.	Yes	The project location and design allow for alternative forms of transportation, including biking, walking, and bus.
Design for energy, water and other resource conservation		
16. The project consists of an overall “green building” approach and measures including but not limited to: land planning to preserve existing features; site development to reduce erosion and minimize impervious surfaces and run-off; water conservation indoors and outdoors; energy efficient heating and cooling systems, appliances and lighting; selection of materials based on recyclability and durability; and waste reduction, re-use and recycling during construction and throughout the life of the building.	Yes	The site layout is predominantly in a north – south passive solar orientation, including the provision of extensive greenbelt system. The recommended conditions of approval encourage additional sustainability efforts in addition to compliance with the green building ordinance.
17. The site, building and landscape design promotes energy efficiency and alternative energy systems. Efforts to exceed minimum City and State energy efficiency standards are demonstrated. Energy efficient measures include but are not limited to: the orientation of building openings for natural heating, cooling and lighting; site planning which considers the potential shading effects on adjacent properties and buildings; and upgrades in windows and appliances.	Yes, as conditioned	As conditioned, the project should provide for energy efficiency and alternative energy systems.

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18. The site, landscape and building design promotes water conservation. Efforts to exceed minimum city and state water conservation standards are demonstrated. Water conservation measures in landscaping include but are not limited to use of water-conserving plants, grouping plants by water requirements, limitations on turf areas, efficient irrigation, soil improvements, and mulch. Water conservation measures in buildings include but are not limited to water conserving appliances and fixtures.	Yes, as conditioned	As conditioned, the development of the site will involve compliance with water conservation ordinance requirements.
Principles for the review of proposed changes from non-residential land use to residential land use		
19. The proposed residential use has greater feasibility, long term community benefit, and sustainability than the currently planned non- residential use.	Yes, as conditioned	As conditioned, it is anticipated that with current development standards and building code, the developed project would offer greater sustainability than the existing homes in the area.
20. The residential use is well-served by facilities and services. Such facilities and services include neighborhood shopping, employment, transit, parks, schools, greenbelts, bikeways and other public facilities and services. The type and density of the proposed residential use is appropriate given the location of the site in relation to facilities and services. The project contributes to the planning of a residential “neighborhood” with an identity and a complement of facilities and services rather than an isolated housing “island” or “enclave.”	Yes	It has been determined by staff that adequate facilities and services are available for the proposed project.
21. The residential use is compatible with the noise environment and air quality. Noise mitigation along major streets and/or		The Initial Study prepared for the project adequately addressed the noise associated with the proposed

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highways does not consist of large and unattractive walls “forced in” simply to mitigate incompatible, high levels of noise or to justify use of unsuitable sites. Sound mitigation is integrated into the overall site planning. The proposed type of residential use allows for the provision of a well-designed sound barrier with well-designed landscaping.	Yes	project.
22. The proposed residential use (including its arrangement of uses on the site) is compatible with the existing and planned residential and non-residential uses in the area (that is, the characteristics of the proposed use are compatible with the characteristics of the existing uses, and vice versa). Compatibility includes, but is not limited to, the provision of privacy and protection from noise.	Yes	The proposed project is a single-family development, which is consistent and compatible with all surrounding land uses, including the neighborhood park. .
Car management		
23. The project provides a balance between the need to provide adequate parking with the benefits of reducing automobile travel. The project provides the minimum amount of parking needed for the proposed use. <i>Note: One example is to provide a portion of the required parking in a landscaped reserve area and not convert the area to parking until the need is demonstrated.</i>	Yes	The project will provide parking consistent with city standards, which would not be out-of-balance with the benefit of reducing automobile travel.
24. The project promotes alternative transportation modes and helps alleviate peak hour congestion.	Yes	See response above.
25. The project implements, as appropriate, transportation management plans and related measures to encourage		The project, by its location and design, encourages the use of alternative transportation, such as walking,

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<p>alternative transportation, reduce parking demand and construction, decrease the likelihood of parking spillover onto on-street parking, minimize the parking and traffic impact on the neighborhood, and provide improved services to residents and employees. The following measures or equivalents should be included as part of a project proposal (recognizing that the number and extent of measures utilized will be based on factors including the type, size and location of the project):</p> <ul style="list-style-type: none"> • Free annual transit passes for residents and employees • A shared parking agreement between different uses, such as offices and dwellings • Shared use of cars or bicycles • Vouchers for free cab rides for special emergencies • Promotion of web-based delivery services to avoid personal vehicle trips • Secured, weather-protected bicycle parking • Provide parking for residents or employees off-site • Provide tandem or elevator parking spaces • The mix of units includes smaller units to reduce the impacts of the number of residents and cars, in addition to providing a more diverse mix of housing opportunities. • A portion, up to 50%, of required parking is placed in a reserve and maintained as landscaping (where such landscaping does not include trees or other semi-permanent plantings) and requires an application prior to any future 	<p>YES</p>	<p>bicycling, and bus riding. No transportation management plan is required to be prepared for the subdivision given the benefits associated with its location and site layout.</p>

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conversion to active parking. The portion of spaces placed in a reserve is based on factors including the proposed use, location (such as proximity to UCD), on-street parking availability and transit availability.		
Citizen involvement		
19. The applicant has made a good faith effort to obtain input from interested citizens and respond to the concerns.	Yes	The applicant and property owners have worked in good faith with the Grande Neighborhood Association, including the Real Estate Assets Subcommittee consisting of Mayor Pro Tem Don Saylor, Council member Stephen Souza, School Board member Gina Daleiden and Tim Taylor. The submitted plans reflect the general concept acceptable to all parties involved.