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DATE: June 12, 2018 AGENDA ITEM NO. 8A

TO: Planning Commission

FROM: Brett Bollinger, Senior Planner

REVIEWED BY: Heather Hines, Planning Manager

SUBJECT: **Sepaher Residences**  
Site Plan and Architectural Review; Conditional Use Permit  
315 Lakeville Street (APN 007-154-013)  
File No. PLMA-17-0008

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### **RECOMMENDATION**

It is recommended that the Planning Commission adopt:

1. A resolution (**Attachment A**) approving a Conditional Use Permit to allow for multi-family residential uses within a Mixed Use 1A (MU1A) zoning district; and
2. A resolution (**Attachment B**) approving Site Plan and Architectural Review for the construction of a 4-unit apartment building with associated site improvements.

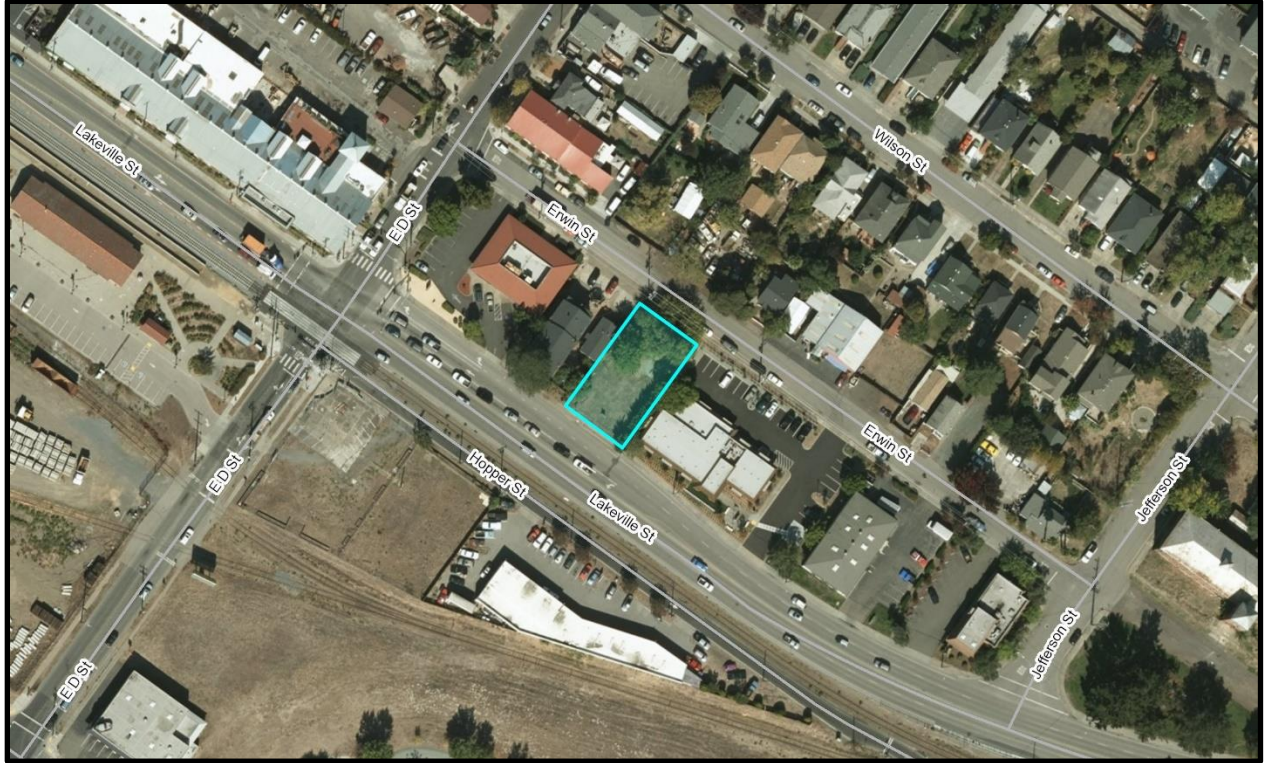
### **BACKGROUND**

The 0.18-acre (7,963 square feet) project site is a double frontage lot with frontage on both Lakeville Street and Erwin Street, located approximately mid-block between East D Street and Jefferson Street (**Figure 1** below). The site is flat with little to no slope. The site is currently undeveloped with a concrete pad near Erwin Street and various tree species proposed for removal as part of the project. Existing site conditions are shown at Sheet A1.2 of **Attachment C**.

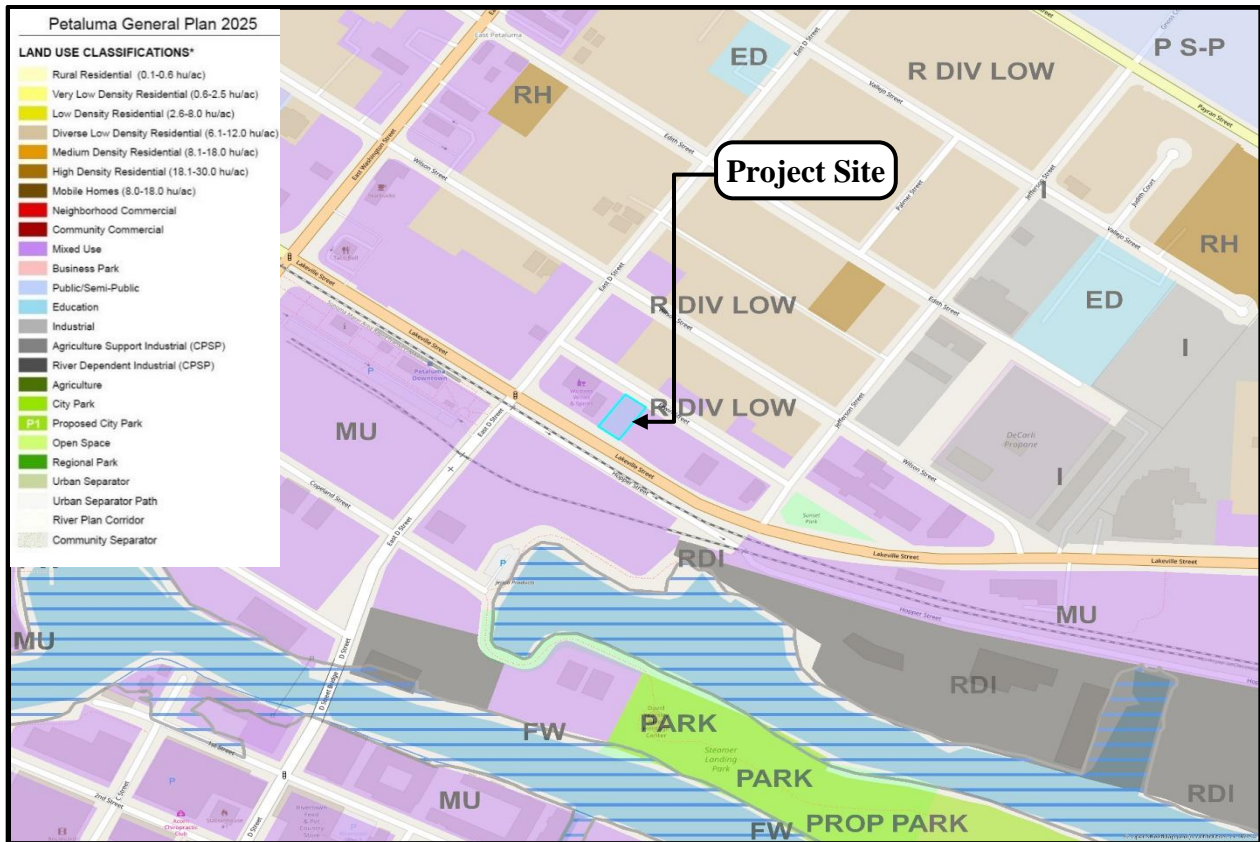
The site is located within a block predominantly made up of commercial uses that transitions to interspersed residential uses to the east. Surrounding development is urban in nature and includes properties that are developed with low-rise commercial structures with associated surface parking lots, detached single-family residences fronting the opposite side of Erwin Street, and multi-family residential on the adjacent parcel to the north. Commercial uses in the area include Wilibees Wine & Spirits at the corner of Lakeville Street and East D Street, Adobe Creek Funeral Home on the adjacent parcel to the south of the project site, and Brandner Veterinary Hospital at the corner of Lakeville Street and Jefferson Street. The Downtown Petaluma SMART Station located to the northwest (across Lakeville Street).<sup>1</sup>

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<sup>1</sup> For discussion purposes, the project site is presumed to be oriented north/south with Lakeville Street and SMART tracks to the west.



**Figure 1: Project Location**



**Figure 2: General Plan Designations**

## **General Plan Land Use Map**

The project site has a General Plan land use designation of Mixed Use (**Figure 2** above), which requires a robust combination of uses, including retail, residential, service commercial, and/or offices. Development with this designation is oriented toward the pedestrian, with parking provided, to the extent possible, in larger common areas or garages. Maximum floor area ratio (FAR) including both residential and non-residential uses is 2.5, and the maximum allowable residential density is 30 dwelling units per acre.

## **General Plan Sub Area**

The project site is located in the Washington Core Subarea of the 2025 General Plan (**Figure 3** below). The Washington Core subarea is composed of a diverse mix of land uses. Two shopping centers, providing both neighborhood and regional retail uses for city residents, occupy opposing corners of the East Washington Street and McDowell Boulevard intersection. The Sonoma-Marín Fairgrounds occupy the largest single parcel in the subarea - about 64 acres in size. The old Kenilworth Junior High School site, located adjacent to Highway 101, was recently redeveloped as the East Washington Place Shopping Center with a combination of large and small format retail and service uses.

A grid of bungalows originally housing riverfront workers lies behind the East Washington Street and Lakeville Street corridors, southwest of Payran Street. Property-owners have rehabilitated lots and expanded houses to allow two and three units on some parcels. Houses are located near the street and feature small porches or stoops. However, some buildings within this subarea, particularly along Lakeville, fail to define the street, often face away from the road, and are out of scale for pedestrians.

The General Plan notes that continued renovation and preservation of the housing stock within this area, as well as an emphasis on creating a more urban form, will retain the uniqueness of this neighborhood within easy walking distance of Downtown and local services. The General Plan also speaks to the Washington Core as having great access and visibility from Highway 101. The planned Caulfield Lane extension (southern crossing over the Petaluma River) will provide increased accessibility to the area from the southern areas of the city as well.

## **Zoning Map**

As shown on **Figure 4** below, the project site is zoned Mixed Use (MU1A). Properties across Lakeville Street are located within the Central Petaluma Specific Plan (CPSP) and designated Railroad District (D-2), Historic Agricultural Services District (D1) and Urban Center (T5). Designations east of the project site are Residential 3 (R-3).

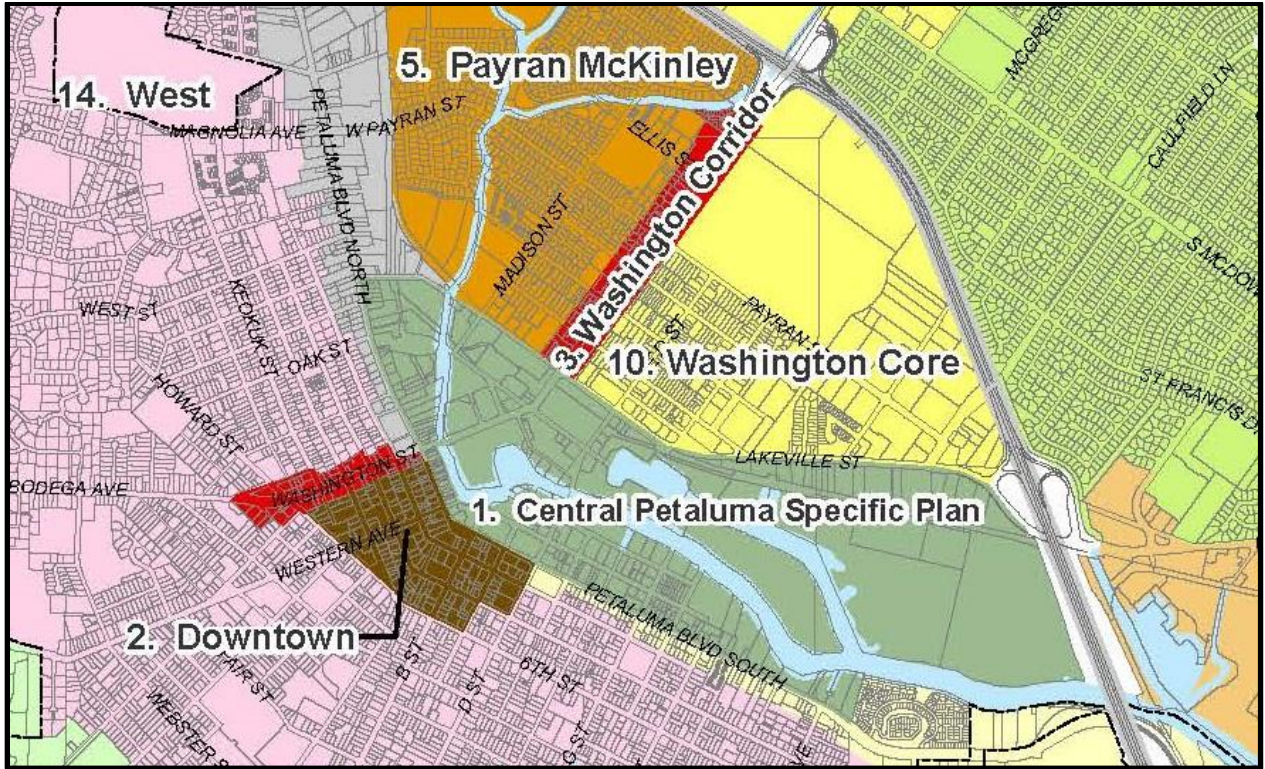


Figure 3: General Plan Subarea Designations

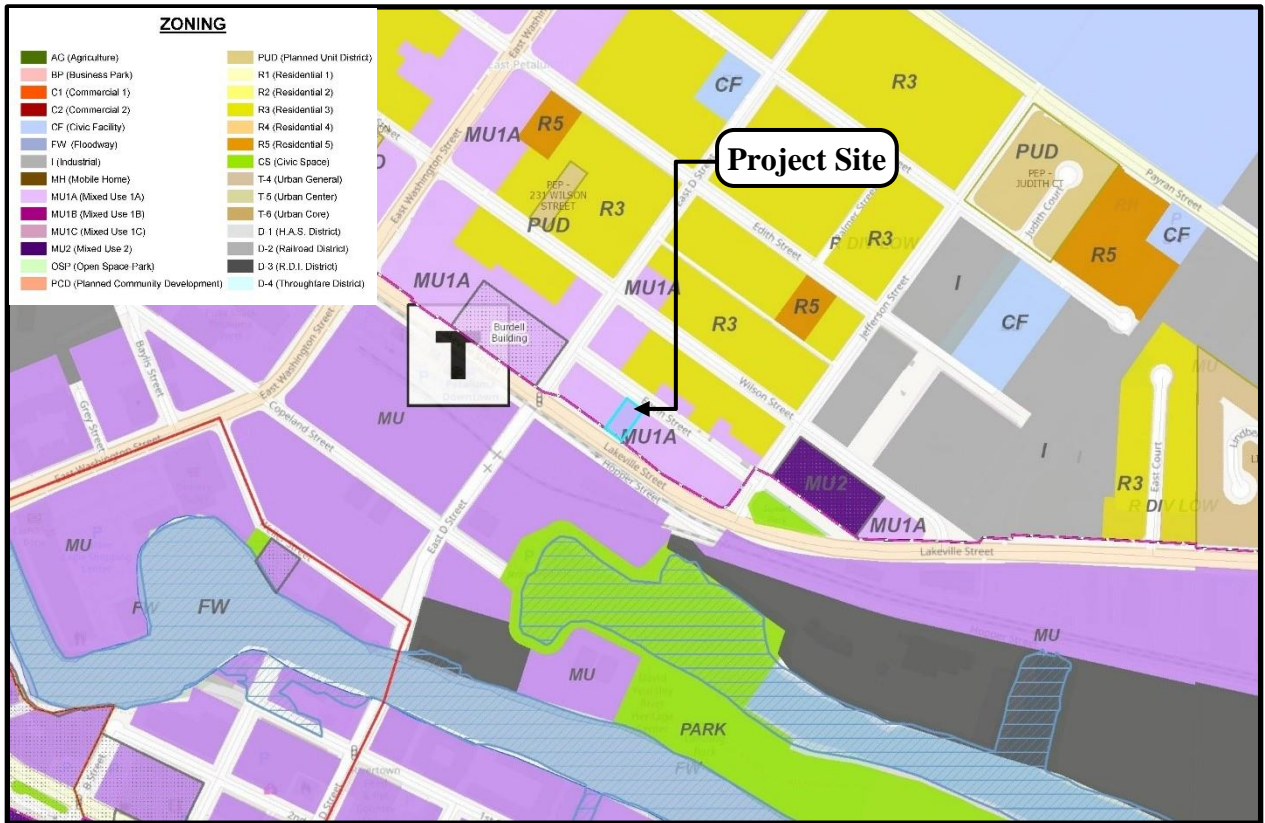


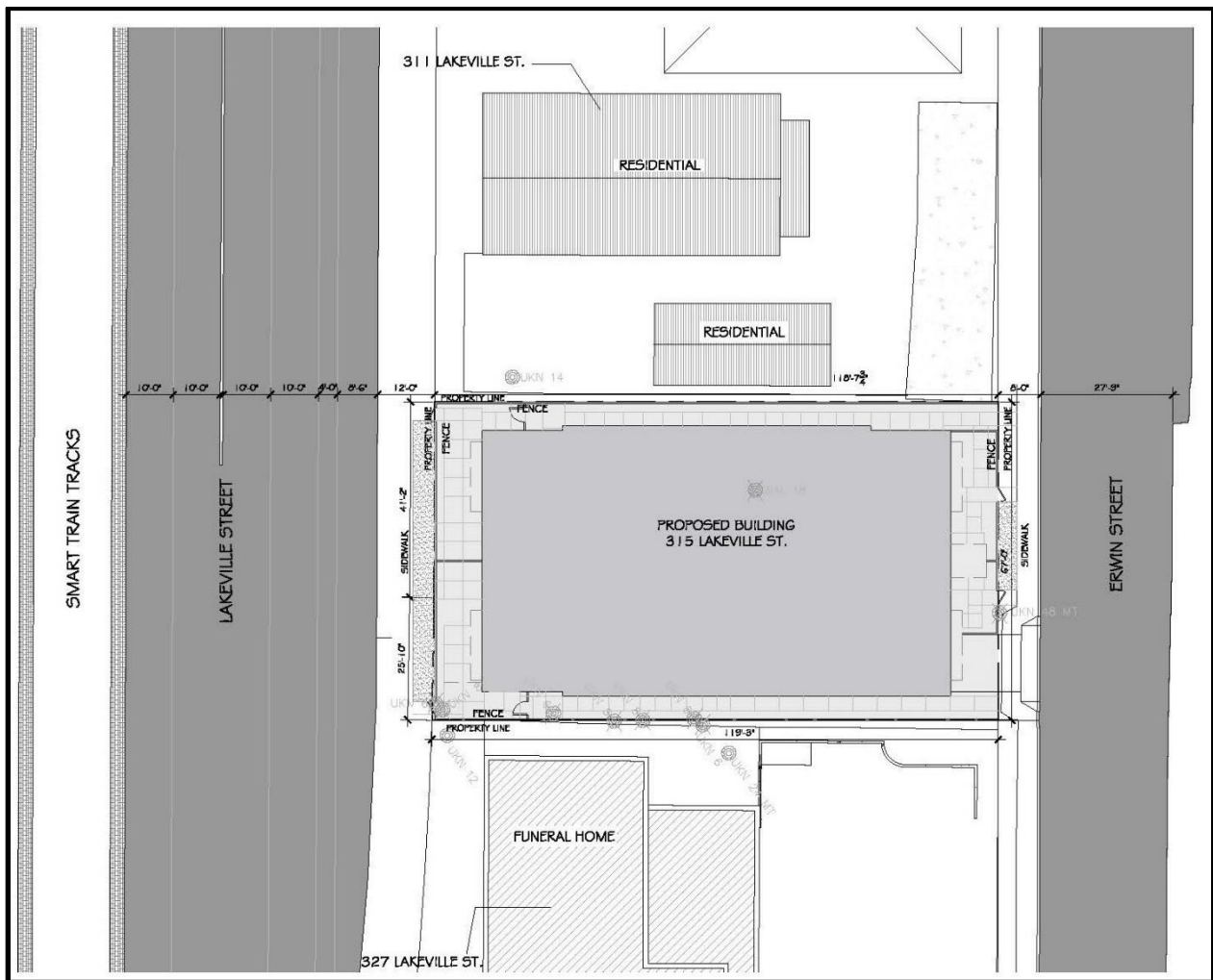
Figure 4: Zoning Map

## PROJECT DESCRIPTION

The proposed project includes two requests: (1) Site Plan and Architectural Review for construction of a new, three-story multiple-family dwelling building, associated parking and landscaping; and (2) Conditional Use Permit to allow multiple-family dwellings at a property located in the MU1A Zone. The following provides a summary of the project's physical and operational aspects.

### Site Plan

The site is a rectangular-shaped 7,963 square foot parcel with frontages on both Lakeville Street and Erwin Street. The proposed site plan has been designed to respond to this configuration (see **Figure 5** below and/or sheets A1.0 and A1.1 of **Attachment C** for site plan details). The new structure would occupy approximately 84 feet of the 119-foot length and approximately 57 feet of the 67-foot width of the project site at the ground floor. The building would have individual entrances for each unit (two on Lakeville Street and two on Erwin Street) with vehicle access to the nine (9) garage parking spaces from Erwin Street.



**Figure 5: Proposed Site Plan**

## **Building Elevations**

The proposed building elevations vary slightly as they relate to their street frontage. Plan sheets A3.0, A3.1, and A5.0 of **Attachment C** contain the building elevations and 3-D renderings. The proposed building elevations are of a simple massing with strong horizontal lines interrupted by regular vertical plane breaks. Proposed building materials consist of stucco, metal, wood siding, and concrete. A standing seam metal roof defines the top of the building, vertical wall plane breaks define individual units, third-floor private decks, and aluminum clad windows of varying sizes and configurations define the façades (see **Figure 6** and **7** below).

## **Floor Plans**

The proposed floor plans include four (4), three-story units. Three of the units will include 2 bedrooms and the fourth unit will include 3 bedrooms. The ground floor plan includes individual unit entrances with half-bathrooms and offices for the two units facing Lakeville Street. Vehicle access would be from Erwin Street near the south property line with the nine (9) parking spaces in a garage (including an ADA accessible space) located in the middle portion of the ground floor bookended by the individual unit entrances. Access to the bicycle storage room is on the north side of the building near Erwin Street. The second-story floor plan includes the bedrooms and office for each of the units. The third story floor plan includes the kitchen, dining room, living room, half bathroom and outdoor decks for each individual unit. Reference Sheets A2.1, A2.2, and A2.3 at **Attachment C** for more details.

## **Access and Parking**

Vehicular ingress/egress to the site is accommodated via a drive aisle with the ingress and egress point on Erwin Street. Three of the residential units would have access to two garage spaces and the fourth 3-bedroom unit would have access to three of the garage spaces. Although Lakeville Street does not have on-street spaces, other adjacent streets to the east, including Erwin Street, offer free parking with no hourly parking limitations.

Secured bicycle parking is provided in two enclosed bike storage rooms. A total of 162 square feet (two 81 sq. ft. bicycle storage rooms) at the ground floor is dedicated to secure bicycle parking for the four units, which is enough to accommodate the bicycle parking demand for all four of the residential units.

The project's pedestrian circulation area at the ground floor for access to the garage, the Lakeville Street unit entrances, and bicycle storage would be accommodated via two continuous walkways on the north and south sides of the project site. For pedestrians, the project retains existing sidewalk widths along Lakeville Street and would construct a sidewalk along the Erwin Street frontage, where none currently exists in front of the project site.



**Figure 6: Project Rendering (Lakeville Street Elevation)**



**Figure 7: Project Rendering (Erwin Street Elevation)**

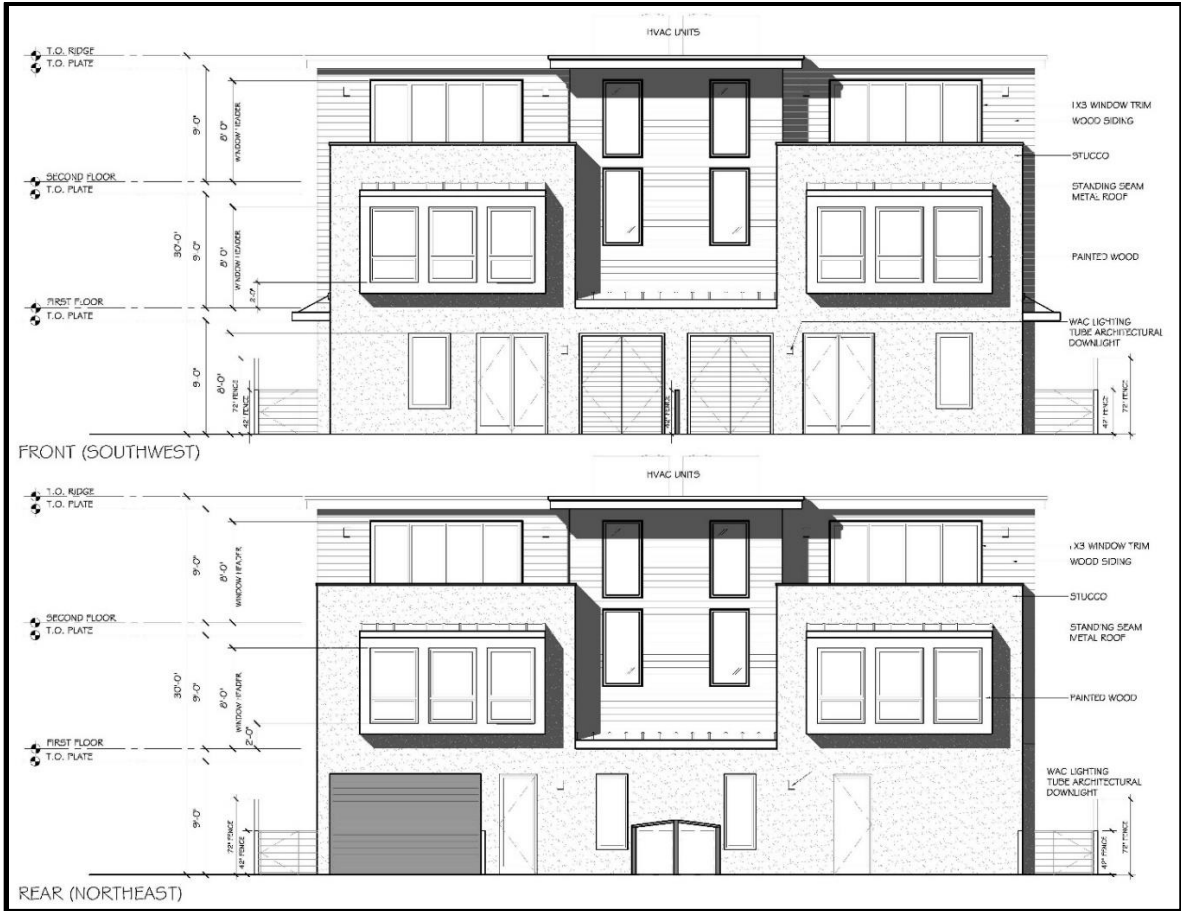


Figure 8: Project Elevations



Figure 9: Project Elevations



## Fences/Walls

The project includes a six-foot privacy fence at the side property lines to create a buffer between new development and adjacent properties to the north and south. The project also includes a 42-inch high fence along the two street frontages that creates an entry courtyard to each individual unit. Reference Sheet L-2 at **Attachment C** illustrates additional fencing details.

## Lighting

Proposed lighting consists of a series of 42-inch black garden and pathway bollards lights placed around the project site, designed to project light downward and not above a 90-degree angle. These bollards light the two street frontages and sides of the building including the pathways to the garage and the trash enclosure areas. Additionally, the project will place wall mounted lights on the building street frontages near the individual units that will project light downward and not above a 90-degree angle (**Figure 10**). Reference **Attachment C** sheet A6.0 for additional lighting specifications.



**Figure 10: Material Palette**

## Landscaping

The project proposes removal of all trees and shrubs currently on the site. None of the existing trees qualify as ‘protected trees’ under the Implementing Zoning Ordinance (IZO). New landscaping is proposed along the side and street frontage property lines. At the Lakeville Street and Erwin Street frontages of the building, landscaping consists new trees and low-lying ground vegetation. Other landscaped areas are scattered throughout the site, such as along the side property

lines, including low lying ground vegetation and green screen vegetation that would grow vertically along the side walls of the building. Plantings in these locations include various trees, shrubs, grasses, vines, perennials, and succulents. Reference Sheet L-1, L-2, and L-3 at **Attachment C** for all landscaping details.

## **DISCUSSION**

### **General Plan**

As discussed above, the surrounding neighborhood is made up of a mix of uses that includes commercial, residential and office with the SMART station located across Lakeville Street. The project provides a residential use on a Mixed Use (MU) parcel, consistent with the requirement for a robust mix of uses under the designation.

The Mixed Use designation encourages development oriented toward the pedestrian with parking provided in larger common areas or garages. The project provides articulation and interaction at the ground floor level, locating the garage in the middle of the ground floor book ended by the entrances to the residential units. The garage is accessed from Erwin Street through a solid garage door with similar materials and colors to shield from the street. The architectural design provides articulation and pedestrian scaled features that further the intent for pedestrian oriented development in the Mixed Use zone. The General Plan also indicates that a mixture of uses on smaller individual parcels along these corridors is encouraged but not required. In this case the addition of multi-family residential works well with other uses in the immediate vicinity to provide a mix of uses even though there is a single use on this parcel.

The maximum Floor Area Ratio (FAR) allowed under this designation is 2.5, including both residential and non-residential uses, and maximum residential density of 30 dwelling units per acre (du/ac). The project results in a FAR of 1.78 and a residential density of 22.2 du/ac.

The following General Plan policies, both specific to the subarea and citywide, apply to the proposed project. Staff's consistency analysis is provided in *italics* after each policy.

### **Chapter 1: Land Use, Growth Management & the Built Environment**

Policy 1-P-2     Use land efficiently by promoting infill development, at equal or higher density and intensity than surrounding uses.

*The project consists of infill development on a vacant parcel within an existing urban area already largely developed. The project exhibits a FAR of 1.78 and a residential density of 22.2 du/ac. The 4-unit project on a 0.18-acre site would be at 22.2 du/ac which is close to the maximum residential density allowed by the General Plan Designation of MU at 30 du/ac. Furthermore, the ground floor parking area on the site has been minimized to the extent possible; thus, maximizing potential buildable area.*

Policy 1-P-11 Allow land use intensification at strategic locations along the arterial corridors leading to Downtown and Central Petaluma, including aging commercial and industrial sites.

*The project intensifies the use of the vacant site with a new multi-family residential building and is located along a major corridor leading to Central Petaluma and Downtown.*

Policy 1-P-27 Encourage innovative site and building design to address parking solutions such as shared, structured, and/or underground facilities.

*The project features covered parking at the ground floor, screened from Lakeville Street by the residential entrances and from Erwin Street by the residential entrances and garage door. Considering that the project site is relatively small in size (0.18 acre), creative parking solutions were needed to incorporate required parking, and were achieved through the incorporation of covered parking underneath the second and third floor building footprint.*

Policy 2-P-1 As depicted on the Land Use Map allow for urban development at defined densities and intensities to prevent the need to extend outward beyond the Urban Growth Boundary.

*As described above, the project is consistent with the defined density and intensity range of the General Plan.*

## Chapter 2: Downtown

Policy 2-P-5 Strengthen the visual and aesthetic character of major arterial corridors.

*The project aesthetically improves Lakeville Street through infill development oriented towards the street, an interior parking configuration, improved sidewalks with new trees, and by landscaping along the project frontage between the new residential building and the sidewalk.*

## Chapter 4: The Natural Environment

Policy 4-P-7 Reduce motor vehicle related air pollution.

*The project is located adjacent to the Central Petaluma area and the East Washington corridor along a major arterial street (Lakeville Street), therefore future residents of the project will have several commercial and public uses within walking distance, reducing the need for residents to use a vehicle for such necessities. Some of the amenities within walking distance include the East Washington Place shopping center, the Gateway Plaza center, the Sonoma-*

*Marin Fairgrounds, the Petaluma Swim Center, and the Petaluma Regional Library. In addition, several transportation opportunities exist within walking distance, such as bus stops and the Petaluma downtown SMART station.*

## Chapter 5: Mobility

Policy 5-P-31 Make bicycling and walking more desirable by providing or requiring development to provide necessary support facilities throughout the city.

*The project frontages on Lakeville Street and Erwin Street would be improved with landscaping, including street trees, and pedestrian amenities (new sidewalk) along the Erwin Street frontage. The project also includes the construction of a secured bicycle storage area. As proposed, the project retains existing mobility features, provides new bicycle parking spaces, and, in doing so, creates and maintains a safe, comprehensive, and integrated bicycle and pedestrian system.*

## Housing Element

Program 1.1 Utilize sites within the UGB to accommodate anticipated long-term residential growth.

*The project consists of a new residential development at a location within the Urban Growth Boundary.*

Policy 1.2 Encourage the development of housing on underutilized land that is appropriately zoned.

*The project introduces residential development on an underutilized site, whereas the zoning is MU1A which allows for multi-family housing.*

## **Implementing Zoning Ordinance**

The project site exhibits a zoning designation of Mixed Use 1A (MU1A), as shown on the Zoning Map in **Figure 4** on page 4. In the MU1A zone, “residential in a mixed-use building” is a permitted use by-right, however a solely residential project requires a Conditional Use Permit. **Table 1** below compares the project to MU1A Zone development standards.

**TABLE 1 – COMPLIANCE WITH MU1 ZONE DEVELOPMENT STANDARDS**

<b>STANDARD</b>	<b>REQUIRED</b>	<b>PROPOSED</b>
<b>Primary Structure Setbacks</b>		
Front (Erwin Street)	0 feet (min)	7 feet -7.5 inches
Sides (Interior)	0 feet (min)	6 feet
Rear (Lakeville Street)	0 feet (min);	7 feet -7.25 inches
<b>Height Limit</b>	30 feet (max);	30 feet
<b>Parking</b>		
Automobile <sup>3</sup>	9 spaces	9 spaces
Bicycle <sup>4</sup>	1 space	8 spaces
<b>Floor Area Ratio (FAR)</b>	2.5	1.78
<b>Usable Open Space</b>	30 sf/unit	Private open space = 304 sf per unit

1. Abutting an R District: 15 feet plus 1 foot of additional setback for each foot of building height over 20 feet (min).
2. When the building is more than 30 feet from an abutting property line, 1 additional foot of height is permitted with each additional foot of setback over 30 feet for a maximum building height of 45 feet.
3. At a rate of 1 parking space per bedroom, studio, or efficiency unit. In no case shall a project provide an overall parking ratio of less than 1.5 spaces per unit.
4. At a rate of 10% of the automobile spaces required.

**Conditional Use Permit**

The standards in Section 24.030.G, which govern the scope of Planning Commission review for the Conditional Use Permit. Staff analysis is included in *italics* below.

1. The siting of the building or use, and in particular:
  - a. The adequacy of the site to accommodate the proposed use or building and all related activities.

*The project site is adequate to accommodate a multi-family residential development in that such uses are already occurring in the surrounding neighborhood and already well-served by local commercial uses along Lakeville Street and nearby East Washington Street. Therefore, minimal necessity exists for developing the project site with commercial uses typical of a mixed-use building. If commercial uses were proposed as part of the project, the site would be subject to considerable constraints and challenges in meeting all development standards (e.g. number of parking spaces, vehicular access for customers and loading berths).*

*The building is purposefully designed to have a more interactive and transparent ground floor by incorporating design features (e.g. glass entry doors to the individual units,*

windows, and individual unit ground floor porches with 42-inch in height fence) that aim to activate the project frontage along Lakeville Street, especially in the absence of ground floor commercial.

- b. The location and possible screening of all outdoor activities.

*Outdoor activities are limited to the front entry porches to the individual units, parking areas at the rear of the site, and the common open space at the front of the site along East Washington Street. The street frontages and side property lines include fences and walls to provide a buffer between the unit entries and adjacent properties. The parking garage is screened from public view by the ground floor unit entries and the garage door on Erwin Street.*

- c. The relation of the proposed building or use to any adjoining building with particular attention to protection of outlook, light, air, and peace and quiet.

*The project is expected to have minimal effects on adjoining properties with respect to peace and quiet in that the residential nature of the proposed use primarily occurs indoors and the buildings are adequately setback from side and rear property lines where adjoining uses currently exist. The proposed building is set back further from the adjacent residential property to the north than is required by the IZO and is consistent with the maximum height allowances for the MUIA district. Therefore, no impacts to the protection of outlook, light, or air for neighboring properties are expected as a result of multi-family residential development on this site.*

- d. The location and character of any display of goods and services and the size, nature, and lighting of any signs.

*The residential project does not include any display or signage that would impact surrounding uses in the adjacent neighborhood.*

- e. The intensity of activity.

*The introduction of a multi-family residential development on the site will create a less intense use than if commercial uses were incorporated into the project. Furthermore, the General Plan's Community Design, Character, and Sustainable Building Element provides direction as to the intent of the Mixed Use classification whereas along corridors such as Washington Street, the intent of mixed use is to recognize a broad range of uses along corridors including both commercial and residential uses; a mixture of uses on these smaller individual parcels is encouraged but not required. Based on the above, allowing a residential-only project on a relatively small mixed-use site within a neighborhood that is already well-served by surrounding commercial is an appropriate use and intensity for the site that is also consistent with the intent of the General Plan.*

## 2. Traffic circulation and parking, and in particular:

- a. The type of street serving the proposed use in relation to the amount of traffic expected to be generated.

*The proposed project has frontage on Lakeville Street, a major arterial, and Erwin Street. At four (4) units, the project is well below the threshold requiring preparation of a traffic impact study. As a project proposing only residential uses, the project would generate fewer automobile trips than if commercial uses were also provided within the building, in addition to residential uses. Traffic impacts from the four residential units on a lot with two street frontages will be minimal and adequately conveyed through the existing street network.*

- b. The adequacy, convenience, and safety of provisions for vehicular access and parking, including the location of driveway entrance and exits.

*Adequate, convenient, and safe provisions are provided for vehicular access and parking are incorporated into the proposed project, including appropriate placement of a driveway on Erwin Street and covered garage parking for each unit.*

- c. The amount, timing, and nature of any associated truck traffic.

*The proposed residential development does not create any regular truck traffic outside of weekly garbage truck service and occasional delivery services.*

- 3. The compatibility of the proposed building or use with its environment, and in particular:

- a. The number of customers or users and the suitability of the resulting activity level to the surrounding uses and especially to any neighboring uses of unusual public importance such as schools, libraries, playgrounds, churches, and hospitals.

*As a multi-family residential development, the project will introduce a minimal amount of new users and activity level to the vacant site and surrounded neighboring uses. The residential-only project will result in a less intense use of the site, as compared with a mixed-use project incorporating commercial uses at the ground floor; resulting building and tenant amenities are compatible with surrounding uses as previously discussed. Neighboring uses of unusual public importance (e.g. Petaluma Downtown SMART station) will experience negligible, if any, changes to activity levels already occurring within the neighborhood. Therefore, the resulting activity level and number of users of the site and surrounding uses will not be significantly impacted as a direct result of allowing a multi-family residential project instead of a mixed-use project.*

- b. Hours of operation.

*The project proposes residential uses only, and therefore will not have hours of operation.*

- c. Adequacy of provisions for the control of any off-site effects such as noise, dust, odors, light, or glare, etc.

*No significant off-site effects from the multi-residential use are anticipated such as noise, dust, odors, light, or glare. The project incorporates design features to address specific off-site effects through the use of downcast hooded lighting, landscaping, and fences.*

- d. Adequacy of provisions for protection of the public against any special hazards arising from the intended use.

*The project does not pose any special hazards to the public arising from the intended use, as it is a residential-only building that does not necessitate considerations that are typical when developing commercial uses as part of the project (e.g. hours of operations, odors, dust).*

- e. The proportion of total space utilized.

*The multi-family residential development utilizes an appropriate amount of space of the project site, and the project meets all developments standards outlined in the IZO.*

- 4. The expected duration of the proposed building, whether temporary or permanent, and the setting of time limits when appropriate.

*The proposed residential development is a permanent and the setting of time limits is not necessary to minimize impacts from this use.*

- 5. The degree to which the location of the particular use in the particular location can be considered a matter of public convenience and necessity.

*As the proposed project would not serve the public, other than incorporating pedestrian amenities along the Lakeville Street and Erwin Street frontages, this finding does not apply.*

### **Site Plan and Architectural Review**

The project is subject to the provisions of IZO §24.010 (Site Plan and Architectural Review), including the standards in Section 24.010.G, which govern the scope of Planning Commission review. Staff analysis is included in *italics* below.

- 1. The appropriate use of quality materials and harmony and proportion of the overall design.

*The project includes the use of quality materials, such as stucco and wood siding, metal roofing, and aluminum clad windows. The use of these materials ensures harmony and proportion with the overall design of the site. The project includes these materials, as well as various architectural design features (e.g. standing seam metal roof, wall insets, articulation and front entry porches to the individual units), applied equally across all building elevations.*

- 2. The architectural style which should be appropriate for the project in question, and compatible with the overall character of the neighborhood.

*The architectural style of the proposed buildings is appropriate and compatible with the overall character of the neighborhood in that similar building features (e.g. standing seam metal roof, and wall insets) and siding materials (e.g. stucco and wood siding) will be used to ensure the project is in keeping with the surrounding neighborhood while also providing a high level of design aimed at improving the overall aesthetics of the Lakeville Street corridor. The surrounding neighborhood is a mix of different types of uses, heights, and architectural styles. The proposed project would add a high quality designed building that adds to the mix of uses and architectural styles in the surrounding neighborhood.*

- 3. The siting of the structure on the property as compared to the siting of other structures in the immediate neighborhood.



*The siting of the residential structure on the property is consistent with the siting of other structures in the neighborhood, as well as all required setbacks as outlined for the MUIA zoning district, in that the structure is placed within the required setbacks and the structure maintains privacy between neighboring properties through an increased setback and the introduction of walls, fences, and landscaping.*

4. The size, location, design, color, number, lighting, and materials of all signs and outdoor advertising structures.

*No signs are proposed with the subject application. Therefore, this finding is not applicable.*

5. The bulk, height, and color of the proposed structures as compared to the bulk, height, and color of other structures in the immediate neighborhood.

*The bulk, height, and color of the proposed structures are in harmony with existing structures in the immediate neighborhood in that: 1) the flat roof is compatible with some other structures found within the neighborhood, 2) the proposed building height of 30 feet does not exceed the maximum allowed building height of 30 feet, and 3) the buildings are painted in tones complementary to the surrounding neighborhood.*

*Properties nearby the project site vary in bulk, mass, and colors. Detached residential dwellings to the east vary between one and two-stories in heights with varied setbacks. Existing adjacent commercial uses have larger building bulk/mass generally along Lakeville and East Washington Streets. Planned mixed-use development to the west nearby the Downtown Petaluma SMART Station is intensely urban with building heights rising up to four stories with zero setbacks. At three-stories and with setbacks and property line privacy fencing abutting the residential dwellings to the north, the project is compatible with the existing and planned future character of the immediate neighborhood.*

6. Landscaping to approved City standards shall be required on the site and shall be in keeping with the character or design of the site. Existing trees shall be preserved wherever possible, and shall not be removed unless approved by the Planning Commission.

*Proposed landscaping is in keeping with the character and design of the site and will significantly improve the overall aesthetics of the Lakeville Street and Erwin Street frontages. All existing trees and shrubs will be removed to accommodate project construction, however no protected trees currently exist on the site. Drought-tolerant landscaping will be installed throughout the site, including various trees, grasses, vines, and succulent gardens in keeping with the character of the building that can also provide a buffer between the two street frontages and the building. The project's landscaping is in keeping with the character and design of the site because it provides plantings that complement the building and its individual unit ground floor entries. Lastly, the applicant is required to comply with the Model Water Efficient Landscape Ordinance at Building Permit through the submission and approval of a Landscape Document Package.*

7. Ingress, egress, internal circulation for bicycles and automobiles, off-street automobiles and bicycle parking facilities and pedestrian ways shall be so designed as to promote safety and convenience, and shall conform to approved City standards. Any plans pertaining to pedestrian, bicycle, or automobile circulation shall be routed to the Pedestrian Bicycle Advisory

Committee (PBAC) for review and approval or recommendation.

*The project's ingress, egress, internal circulation for bicycles and automobiles, off-street automobiles and bicycle parking facilities and pedestrian ways promote safety and convenience, and conform to City standards in that the project retains existing road and turn lane configurations along Lakeville Street and Erwin Street. Additionally, the project provides pedestrian access at the street frontage and in close proximity to the enclosed bike rooms for tenants.*

## **PUBLIC COMMENT**

Public notice was published in the Argus Courier on May 31, 2018 and mailed to all property owners and occupants within 300 feet of the subject property. No comments have been received to date.

## **ENVIRONMENTAL REVIEW**

The project is categorically exempt from the California Environmental Quality Act (CEQA), under Section 15303 (New Construction or Conversion of Small Structures), which allows for the construction of a multi-family residential structure, totaling no more than four dwelling units.

## **ATTACHMENTS**

Attachment A: Draft Resolution Approving a Conditional Use Permit  
Attachment B: Draft Resolution Approving Site Plan and Architectural Review  
Attachment C: Project Plan Set