



PLANNING COMMISSION STAFF REPORT

MEETING DATE: January 12, 2021

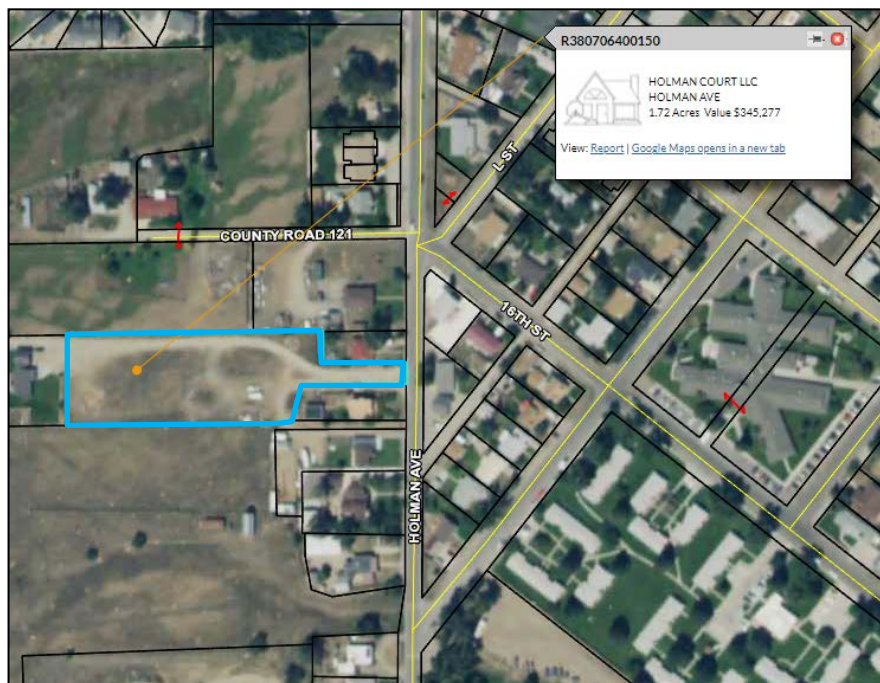
AGENDA ITEM TITLE: A. Holman Court Planned Development; and
B. Holman Court Major Subdivision

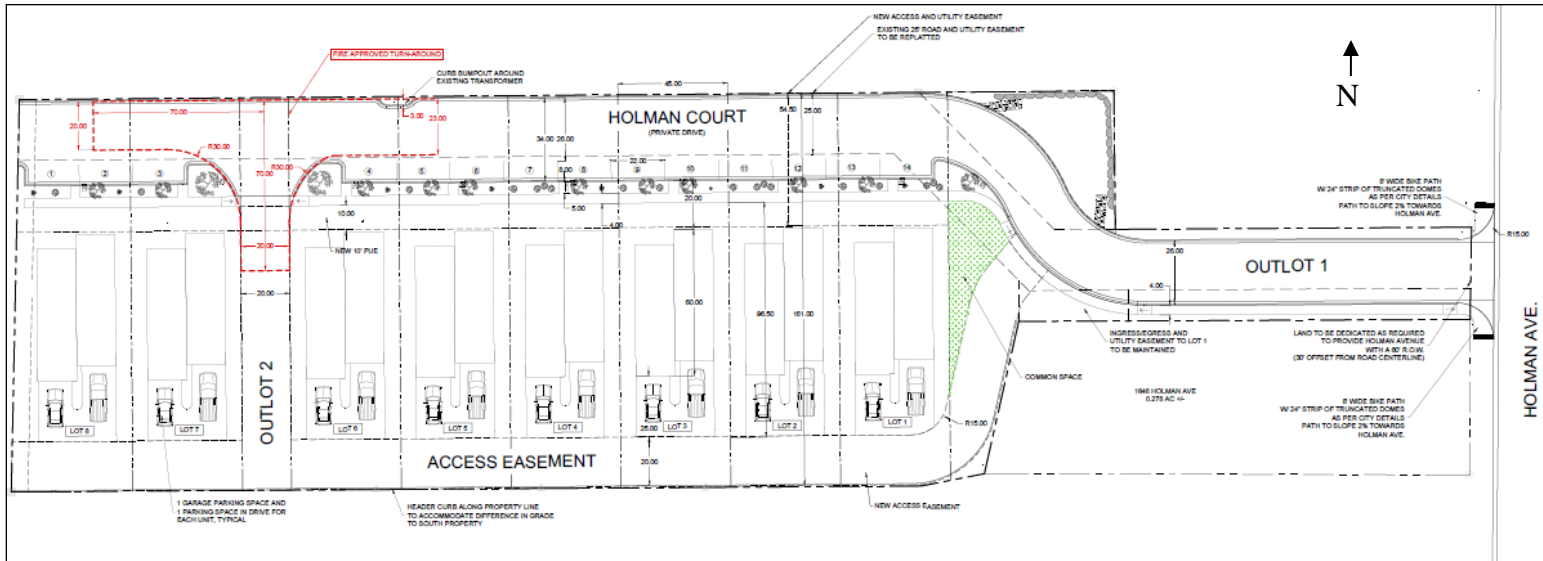
AGENDA SECTION: Public Hearings

REQUEST / BACKGROUND:

The applicant (Holman Court, LLC) is requesting two actions related to a 1.72 ac. (74,780 SF) parcel just west of Holman Ave, accessed between 1604 Holman Ave. and 1646 Holman Ave (see subject property outlined below). The property is described as “Lot 2 of Ambrose Subdivision” and is zoned Medium-Density Residential (R-2). The requests are:

- A. A Major Impact Review to approve a Planned Development for the subject property to eliminate public street frontage requirements for 8 residential lots (and any future divisible lots), but instead create a private drive (Holman Court) that would traverse across the northern part of each lot. The request also includes amendments to maximum lot coverage for parking/access as well as minimum landscape area.
- B. A Major Impact Review to approve an 8-lot Major Subdivision oriented off of Holman Court. The subdivision is proposed to be constructed with a duplex unit on each lot and would include two HOA-owned tracts that would provide shared access through the development, stormwater detention and green space. The subdivision would also include two affordable housing units.





A. PROPOSED PLANNED DEVELOPMENT

A Planned Development is an overlay which allows flexibility in the underlying zoning district standards to "...permit the application of more innovative site planning and design concepts than may be possible under the application of standard zone districts."

The applicant is requesting Planned Development approval to allow 8 residential lots (plus future divisible lots) that would have zero public street frontage but that would be oriented off of a private drive (Holman Court), plus two other deviations to dimensional standards of the R-2 zone district—namely to maximum parking/access lot coverage and minimum landscaping.

The 1.72 ac. lot only has 37.5 feet of frontage along the City-owned Holman Avenue. Under code standards, only one principal dwelling unit would be allowed on the lot due to the limited street frontage. The lot is vacant and includes an access easement that serves the 1642 Holman Ave property (outside of City limits) to the west. The applicant maintains that eliminating the lot frontage requirement and creating an internal private drive across the lots will allow for the best use of the property by providing housing for the community, including two deed-restricted affordable units. The private drive would be created via a replatted access easement spanning the northern part of all 8 lots and two commonly-owned outlots. Staff notes that there is no need for a public street in this location, due to the planned future extension of CR 121/W. 16th Street less than 250 ft to the north.

Due to the private drive crossing the individual lots and an additional unpaved "alley" access easement across the back of the lots, total parking/access coverage on each lot is elevated—approximately 30%-35% compared to the 15% allowed by code. Relatedly, the resulting available landscape area for each lot is reduced—approximately 35%-40%, whereas code requires a minimum of 45%. Therefore, the applicant is requesting that the standards for lots within the PD be adjusted to allow up to 35% parking/access coverage and a minimum of 35% landscaping.

A table of dimensional standards clarifying requested deviations is attached to the end of this report.

THE CITY OF SALIDA COMPREHENSIVE PLAN

Generally zoning should be consistent with the community's comprehensive plan. The following Policies, Actions and Principles are most applicable to the proposal:

Policy LU&G-I.2: Infill and redevelopment should be encouraged and will advance the objectives of this plan.

The 1.72 ac. site is vacant. There are existing utilities at the entrance to the site, within Holman Avenue.

Action LU&G-I.2a: Encourage projects to use maximum density allowances to make the best use of the available infrastructure.

The proposed project is requesting changes to the underlying dimensional standards in order increase the residential use of the site—16 units instead of just one (maximum density could allow up to 23 units on the site).

Action LU&G-I.2e: Focus new development in the Salida area within the Municipal Services Area to ensure adequate provision of services and limit sprawl development around the city.

The site is within the MSA.

Policy H-I.1: Provide a mix of housing types and densities throughout the city to address a variety of incomes and lifestyles.

The majority of housing types in this specific area are single-family, along with some multi-family nearby. These duplex units would add to the overall mix of housing types and would likely provide housing for both the “missing middle” and lower-income households (with the two affordable units).

Policy H-II.1: Promote new development projects that contain a variety of housing, including affordable units.

See above.

Action H-II.3.d: When affordable housing units are provided, ensure the city has a mechanism or partner organization to keep track of and enforce the deed restrictions or land ownership arrangements to ensure the housing remains attainable in the long-term for low and moderate income residents.

The Chaffee Housing Authority was recently formed to work with developers and help pair them with eligible individuals and families and to administer deed-restrictions on units. The CHA is still in the process of creating administrative guidelines and preparing the organization to handle such arrangements. If the affordable units are constructed prior to the CHA being fully-operational, the City (or another organization) will be able to work with the developer on these requirements before such responsibilities are transferred to the CHA.

PLANNED DEVELOPMENT EVALUATION CRITERIA:

Section 16-7-40 (b) of the City of Salida Land Use and Development Code states “the PD Development Plan shall meet the following criteria...unless the applicant can demonstrate that one or more of them is not applicable or that another practical solution has been otherwise achieved.”

The applicant's requests and staff's comments are listed below.

1. Minimum dimensional standards: In addition to the request to eliminate the public street frontage requirement, the applicant is also requesting deviations to the maximum lot coverage for parking/access in the R-2 zone (15%) and minimum landscape area in the R-2 zone (45%). Taking into account the private drive easement to the north and the “alley” access easement to the south, each lot would consist of approximately 30%-35% parking/access coverage. The individual lots would also consist of approximately 35%-40% landscape area, not including the common green space found within Outlot 1.

Given the unique location, shape, and size of the lot, and the ability to provide needed types of housing for the community (inc. affordable units), staff is in support of waiving the public street frontage requirement within this PD. However, staff notes that the creation of a private drive via easements across portions of each proposed lot is quite unconventional and, in combination with the relatively small size of the lots, necessitates the requests for the other deviations to dimensional standards. The current development plan also creates some platting anomalies and possible confusion. If, instead of 8 lots, there were just 7 lots fronting a commonly-owned and platted private road (as opposed to being created via an easement across the lots), and parking requirements were allowed to be satisfied along the private drive in front of the residences, as shown, staff calculations show that both dimensional standards in question could be met for each lot (assuming 50-foot wide lots). An added advantage of such a reconfiguration would be that the relatively small common open space could also be widened by approximately 10 feet. Therefore, should the Commission agree that public street frontage could be waived, but that the private drive should not be created via an easement alone, staff recommends the following condition of approval:

- The applicant shall revise development plans and preliminary plat to show just 7 lots abutting a separate, platted private drive—each of which can meet all dimensional standards of the R-2 zone district—and, if possible, increase the width of the common open space area. Parking requirements for each lot can be satisfied along the private drive in front of each lot and/or at the rear of each building.
2. Trails: The only trail currently planned for the neighborhood is a shared-use path along the west side of Holman Avenue. The development plan provides access from the development to the future trail via a sidewalk along the southern edge of the proposed private drive. This pathway will eventually provide residents of the development with ample access to nearby Centennial Park. No other trails/connections are required.
 3. Ownership and Maintenance: The development will have a homeowners association to maintain common areas, including Outlots 1 and 2, the private drive and the rear “alley” access drive. Staff notes that HOA assessments have the potential of putting a disproportionate burden upon owners of deed-restricted affordable units within such HOAs, sometimes leading to their inability to afford mortgage payments. In order to ensure the long-term viability of affordability of future owners of affordable units within the HOA, staff recommends the following condition of approval:
 - Owners of any deed-restricted affordable units within the homeowners’ association shall not be responsible for any assessments nor dues beyond those fairly-priced specifically for utilities, trash services, and the like.
 4. Water and Sewer: The applicant has provided improvement plans that include designs for sewer and water mains to serve the interior of the site. The plans have been reviewed by the Public Works Department and their comments are included at the end of this section.

5. Residential Density: The allowable density for this lot, given the R-2 zoning and lot size, is 23 units. The PD development plan consists of 16 units within 8 duplex buildings. The units are spaced in conformance with standard setback requirements, adequate privacy is provided, and a small common open space is proposed to the east of Lot 1 at the opening of the development. This criterion is satisfied.
6. Relationship to the Subdivision Regulations: The provisions of these regulations concerning a Planned Development will not eliminate or replace the requirements applicable to the subdivision of land or air space, as defined in state statutes and the ordinances and regulations of the City. This criterion is satisfied.
7. Improvement Standards: The only deviation requested specifically from the Design Standards of Article VIII of the Land Use and Development Code regards minimum landscaping, as discussed in #1 above. The applicant is asking to provide approximately 35%-40% landscaping for each lot, compared to the minimum 45% required in the R-2 zone. A reduction to 35% would accommodate the private drive and the rear “alley” access easements across all lots. The development plan also shows between 1 and 2 per lot, depending upon the location. At 35% landscaping area, 2 trees would generally be required on each lot per Table 16-K, for a total of 16 within the overall development. Staff recommends, as a condition of approval that:
 - Each lot shall have, at minimum, one tree located between the private drive and the front of the proposed units. In addition, the applicant will provide as many trees within the open spaces of Outlot 1 as will result in a total of at least 16 across the entire development site.
8. Maximum Height: The applicant is not requesting a deviation to maximum height standards. This criterion is not applicable.
9. Gross Floor Area: There are no uses proposed other than residential. This criterion is not applicable.
10. Permitted Uses: The proposed residential use is a use by right within the existing zone district. The size of the development site is not large enough to justify the requirement of any other uses such as commercial, recreational, or educational amenities.
11. Transportation Design: The development provides direct access to Holman Avenue, a collector street, which is designed to support the anticipated additional traffic generated by the proposed number of units. Public Works has no concerns regarding transportation design. Police and Fire Department staff also approved the internal circulation drive aisles for emergency access. The development also provides safe and adequate pedestrian access from the development to nearby amenities. This criterion is satisfied.
12. Development Standards: As mentioned above, the applicant is requesting deviation from the requirement to have frontage onto a public street or way and is proposing to have the individual lots take access from a private drive. The applicant is also requesting deviation from minimum landscaping area (from 45% to 35%) and also for maximum uncovered parking and access coverage on each lot (from 15% to 35%) in order to accommodate the private drive and rear “alley” access easements across all lots. Landscaping deviations are addressed in #7 above. It is noted that the majority of parking requirements could be met via the parking spaces provided along the private drive in front of the units; however, a drive aisle at the rear of the units does

allow for improved traffic circulation, additional parking spaces, and access similar to what is seen throughout the majority of the residential areas in town.

13. Energy Efficient Design: The construction of new buildings will have to meet the energy reducing standards of the building codes. The smaller, compact design of the duplexes should also contribute to energy efficiency.
14. Variety in Housing Types: The applicant is providing two deed-restricted affordable housing units as part of the proposed 16-unit development. The smaller, duplex-style for-sale development is a housing type that is not heavily represented throughout the city nor in this particular neighborhood. The applicant is also providing a small common open space area for the residents' use. Staff notes that affordable housing units are provided at a percentage equal to the Inclusionary Housing standards of Article 13 of the Land Use Code. However, in order to provide greater certainty that the units are built in a timely fashion and made available for occupation, staff recommends the following condition of approval:
 - Both affordable units shall be built and receive certificate of occupancy (CO) prior to the tenth unit on the site receiving certificate of occupancy. If the total number of units intended to be built within the PD is reduced below 16, then only one affordable unit shall receive CO (prior to the ninth unit) and the developer will have the choice of either building a second affordable unit next or paying the Inclusionary Housing fee-in-lieu for all units built beyond the affordable unit, prior to each receiving CO.
 - For any affordable unit(s) required to be built through the PD, the developer shall pay the applicable Inclusionary Housing fee-in-lieu for each unit built prior to receiving certificate of occupancy for those units. Once the required affordable unit(s) has received certificate of occupancy, those fees-in-lieu shall be returned to the developer. This shall be added as a plat note.
15. Fiscal Impacts: The private drives, utilities and open space areas are to be maintained by the homeowners association. The City will provide the police and fire protection and serve the project with water and sewer through public mains. Water and sewer tap fees will help offset long term costs of expanding those systems. The Fair Contributions for Public School Sites fees will be required per residential unit to help offset impacts on the school district, and open space fees will be required for each unit.
16. Higher Levels of Amenities: The project does provide at least one identified private open space area for residents of the development; however, to ensure the safety and accessibility of this (or another on-site open space area), staff recommends the following condition of approval:
 - The applicant shall erect a visible barrier/fence [with entry point(s)] around the perimeter of the common open space area and provide reasonable facilities such as picnic tables, benches, children's playground equipment, etc., to encourage the area's use.
17. Physical Conditions or Constraints: The shape and size of the lot, existing private drive access, and the standard requirement for frontage on a public street or way are the primary physical conditions or constraints that would warrant a departure from the standard regulation requirements.
18. Effect on Adjacent or Nearby Development: The proposed project locates the buildings to the interior of the site, away from any existing development, with the exception of the buildings currently serviced by the private drive immediately west of the project. The majority of the

surrounding properties to the north and south are currently vacant and located within County jurisdiction. There will be some impact on the properties along Holman Ave. immediately to the north and south of the site, via traffic in and out of the development; however, it does appear that the private drive is centered between the two properties and provides adequate separation.

EVALUATION STANDARDS FOR MINOR PLANNED DEVELOPMENTS

Section 16-7-40(d) states that “In addition to the above evaluation standards in Subsection (a) of this Section that apply to all PD applications, the following standards or requirements shall govern the application of a minor planned development and shall be utilized by the Planning Commission and the City Council in evaluating any minor PD plan:

- (1) Staging of Development: There shall be no staging of development in a minor PD.

The applicant does not indicate any phasing of the development of infrastructure for this project.

- (2) Types of Uses: A minimum of 25% of the floor area of the project is recommended for non-residential, commercial uses.

The applicant is not proposing any non-residential uses, nor are any recommended given the property's zone district and location.

- (3) Public Places. Public gathering places should be provided to reinforce community identity and support civic engagement.

There are no public gathering places proposed in the development, nor would one be warranted given the location of the development and proximity to Centennial Park. There is, however, a small common open space proposed within the development, which would promote social interaction and engagement for residents of the development.

- (4) Economic Opportunity: The PD provides a unique economic opportunity or provides a service, industry, or housing type that will benefit the City and would not be possible under the existing zone districts or dimensional standards of the City.

Townhomes are challenging to construct within most of Salida's zone districts because of the standards for minimum lot size, street frontage, and other requirements. This PD will allow the applicant to create numerous residential units on a site that is unlikely to ever have a public street or way along a great percentage of its perimeter. This would be done by eliminating the requirement for public street frontage, and allowing access via a private drive built to City standards for both Fire and access, along with limited deviations to parking/access coverage and landscaping. Additionally, the applicants propose to construct two affordable units on the property, meeting the requirements and intent of the Inclusionary Housing standards.

- (5) Open Space: A Minor PD is not required to provide a dedication of open space on the site, however, it is required that any PD contribute to meeting the goals for open space through a negotiated fee-in-lieu of open space or other contribution.

No open space is dedicated through this development. The applicant acknowledges that required open space fees-in-lieu will be paid prior to CO for each unit.

B. MAJOR SUBDIVISION PLAT REVIEW

A major subdivision requires a recommendation from the Planning Commission and final approval by the City Council. The applicant is requesting that the Planning Commission recommend approval of an 8-lot residential subdivision, along with two outlots to be commonly-owned by the homeowners association. The residential lots are all approximately 7,245 SF and the applicant intends to construct duplexes that may be separated via the duplex conversion process following their construction (and with the allowances afforded by an approved Planned Development). The proposed subdivision must comply with the following standards:

1. Comprehensive Plan.

The proposed subdivision is consistent with the Comprehensive Plan, which promotes diverse residential housing (including affordable housing and access to trails and open space. Staff finds that the development's use and design is compatible with surrounding land uses and will not create unreasonable adverse effects on neighboring properties.

2. Zone District Standards.

The proposed subdivision and ultimate development of the lots will comply with the underlying R-2 zoning district standards and other applicable standards of the Land Use and Development Code, with the exception of public street frontage, parking/access lot coverage, and minimum landscaping. Deviations to such standards have been requested through the concurrent Planned Development application.

3. Improvements.

Besides the improvements to the private drive, the applicant also proposes to dedicate additional right-of-way (30 feet offset from road centerline to provide Holman Ave with 60 feet of ROW), and construct the ramp portions of the planned 8-foot shared-use path along the west side of Holman, in front of the subject property. The applicant's development plan shows a deficiency in the number of trees that would be required on each of the 8 lots (2 trees), given lot size. Staff addressed this deficiency in the PD report above and recommended a condition of approval to ensure that a minimum of 16 trees are planted throughout the entire development. As a plat note, staff recommends the following condition:

- Each lot shall have, at minimum, one tree located between the private drive and the front of the proposed units. In addition, the applicant will provide as many trees within the open spaces of Outlot 1 as will result in a total of at least 16 across the entire development site.

Public Works staff notes the fire hydrant on the west side of the development will need to be relocated to the end of the water main for the project, to allow for proper flushing of the line, and that there are potential issues with the separation of wet and dry utilities as they are shown on the utilities plan. Therefore, staff recommends as conditions of approval:

- The applicant shall show the hydrant at the west end of the development equal with the end of the water main, prior to final approval. The bump out(s) shall be adjusted as needed to accommodate this adjustment.
- The applicant shall show gas/electric and other "dry" utilities on the outside of the "wet" utilities, prior to final approval.

All other required improvements are proposed for the subdivision, and no phasing is proposed.

4. Natural Features.

The site is relatively flat and void of any trees. Staff is unaware of any extraordinary natural features on the site. The lot layout is designed in a manner to take advantage of mountain views to the north and south.

5. Floodplains.

This property does not reside in the floodplain. This standard does not apply.

6. Noise Reduction.

This property does not border a highway. This standard does not apply.

7. Future Streets.

As discussed in the report for the PD, a future street is planned just a couple hundred feet to the north, as an extension to CR 121/W. 16th Street. There is no need for a public street connection within the confines of this property. The proposed private drive currently provides access to the property immediately to the west (1642 Holman Ave) and will continue to provide such access for that lot. All other required access and utility easements are provided through this development.

8. Parks, Trails and Open Space.

No public open space dedication is proposed nor desired within this development. Centennial Park is very close to the subject property and public access to any open space would not be reasonable. The applicant (or future homeowners) will be required to pay a fee-in-lieu for open space for each unit constructed on the property.

9. Common Recreation Facilities.

The private open space identified on the site plan will be, with the recommended conditions imposed within the PD, easily and safely accessed by residents of the development. The open space will also not impact any adjoining properties.

10. Lots and Blocks.

The size, shape, and orientation of the lots are appropriate to the design and location of proposed subdivision and type of development contemplated. The inclusion of the "Outlot 2" access drive/fire turnaround also reduces the overall length of the "block" to a reasonable length. The site design allows for ample turnaround within the lot as suggested by this standard, esp. given the slightly higher volume of Holman Avenue. This standard is met.

11. Architecture.

Given that this subdivision will not include lots fronting onto a public street, this standard is not directly applicable. However, the applicant is proposing to vary the facades of the duplex buildings, and is encouraged to provide at least two different façade types spread throughout the development.

12. Codes.

The subdivision will comply with all applicable City building, fire and safety codes for the proposed development.

13. Inclusionary Housing.

The applicant has indicated that they intend to meet the Inclusionary Housing standards by constructing a duplex building (12.5% of total proposed units) that will be deed-restricted permanently for 80% AMI or less. To ensure that the affordable units are built in a timely fashion and made available for occupation, staff recommends the following conditions of approval:

- Both affordable units shall be built and receive certificate of occupancy (CO) prior to the tenth unit on the site receiving certificate of occupancy. If the total number of units intended to be built within the PD is reduced below 16, then only one affordable unit shall receive CO (prior to the ninth unit) and the developer will have the choice of either building a second affordable unit next or paying the Inclusionary Housing fee-in-lieu for all units built beyond the affordable unit, prior to each receiving CO.
- For any affordable unit(s) required to be built through the PD, the developer shall pay the applicable Inclusionary Housing fee-in-lieu for each unit built prior to receiving certificate of occupancy for those units. Once the required affordable unit(s) has received certificate of occupancy, those fees-in-lieu shall be returned to the developer. This shall be added as a plat note.

RESPONSE FROM REFERRAL DEPARTMENTS AND AGENCIES:

Requests to referral agencies and City departments were sent on December 23, 2020. Comments received are as follows:

- Salida Fire Department: Kathy Rohrich, Fire Plan Review responded “I’ve discussed this one with the developer and he provided everything I asked for. (Hammerhead and hydrant) Looks great!”
- Salida Police Department: Russ Johnson, Police Chief responded “I have reviewed the plans that have been submitted and have no concerns at this time.”
- Chaffee County Planning Department: There has not been a response at the time of this writing.
- Salida School District: David Blackburn, Superintendent responded “Fees in lieu of land is acceptable in this project.”
- Salida Utilities: Renee Thonoff, Senior Accountant stated “Regarding Holman Court, this property currently has no City Services (i.e. water/sewer). Development would require the purchase of water/sewer taps and meters. The City charges system development fees per unit, how the developer chooses to meter could result in each dwelling unit being metered individually or by building.”
- Atmos Energy: Dan Higgins responded: The location of the gas line referenced in the provided site plan appears to be accurate, but will need to be confirmed. An Atmos Energy engineering review will be undertaken to confirm capacity of the line to serve these proposed lots once formal request is made to do so.
- Salida Public Works Department: Public Works Director, David Lady, submitted the following comments:
General Items
 1. Plat – Provide a plat for review containing the water and sewer easements. Anticipate 30-ft easement to accommodate wet/dry utilities. Extend easement to west property line and to the south at the point of the vehicle turnaround for potential future connection. Easements will need to be widened along the units to ensure that the meter pits and other public infrastructure are within the easements.

2. Plat – Recommend dedication of additional right-of-way at Holman Ave. measured to be 30-feet from centerline of roadway.

Construction Plans

1. The construction plans shall be signed and stamped for final review. Comments are as follows:

- a. Move fire hydrant to the end of the main to the west. Adjust bump out as needed on the south side.
- b. Put gas/elec other dry utilities on the outside of the wet utilities. Typical section shows them outside of the wet utilities but plan shows them overtop with the call-out ‘may need relocation’.

After approval of a SIA, Owner to coordinate product submittals and preconstruction meeting with Public Works prior to initiation of work.

- Xcel Energy: No response at the time of this writing.

STAFF RECOMMENDATIONS:

Staff recommends approval of the requests with the following conditions:

A. PROPOSED PLANNED DEVELOPMENT

1. The applicant shall revise development plans and preliminary plat to show just 7 lots abutting a separate, platted private drive—each of which can meet all dimensional standards of the R-2 zone district—and, if possible, increase the width of the common open space area. Parking requirements for each lot can be satisfied along the private drive in front of each lot and/or at the rear of each building.
2. Owners of any deed-restricted affordable units within the homeowners’ association shall not be responsible for any assessments nor dues beyond those fairly-priced specifically for utilities, trash services, and the like.
3. Each lot shall have at minimum one tree located between the private drive and the front of the proposed units. In addition, the applicant will provide as many trees within the open spaces of Outlot 1 as will result in a total of at least 16 across the entire development site.
4. Both affordable units shall be built and receive certificate of occupancy (CO) prior to the tenth unit on the site receiving certificate of occupancy. If the total number of units intended to be built within the PD is reduced below 16, then only one affordable unit shall receive CO (prior to the ninth unit) and the developer will have the choice of either building a second affordable unit next or paying the Inclusionary Housing fee-in-lieu for all units built beyond the affordable unit, prior to each receiving CO.
5. For any affordable unit(s) required to be built through the PD, the developer shall pay the applicable Inclusionary Housing fee-in-lieu for each unit built prior to receiving certificate of occupancy for those units. Once the required affordable unit(s) has received certificate of occupancy, those fees-in-lieu shall be returned to the developer. This shall be added as a plat note.
6. The applicant shall erect a visible barrier/fence [with entry point(s)] around the perimeter of the common open space area and provide reasonable facilities such as picnic tables, benches, children’s playground equipment, etc., to encourage the area’s use.

B. MAJOR SUBDIVISION PLAT REVIEW

Approval of the Major Subdivision is subject to the Holman Court Development Plan becoming effective and the following additional conditions of approval:

1. Each lot shall have at minimum one tree located between the private drive and the front of the proposed units. In addition, the applicant will provide as many trees within the open spaces of Outlot 1 as will result in a total of at least 16 across the entire development site.
2. The applicant shall show the hydrant at the west end of the development equal with the end of the water main, prior to final approval. The bump out(s) shall be adjusted as needed to accommodate this adjustment.
3. The applicant shall show gas/electric and other “dry” utilities on the outside of the “wet” utilities, prior to final approval.
4. Both affordable units shall be built and receive certificate of occupancy (CO) prior to the tenth unit on the site receiving certificate of occupancy. If the total number of units intended to be built within the PD is reduced below 16, then only one affordable unit shall receive CO (prior to the ninth unit) and the developer will have the choice of either building a second affordable unit next or paying the Inclusionary Housing fee-in-lieu for all units built beyond the affordable unit, prior to each receiving CO.
5. For any affordable unit(s) required to be built through the PD, the developer shall pay the applicable Inclusionary Housing fee-in-lieu for each unit built prior to receiving certificate of occupancy for those units. Once the required affordable unit(s) has received certificate of occupancy, those fees-in-lieu shall be returned to the developer. This shall be added as a plat note.
6. A plat note shall be added that states that “Fees-in-lieu for Open Space and for Fair Contributions to Schools shall be required prior to certificate of occupancy for all units.”
7. The construction plans shall be signed and stamped for final review.
8. After approval of a SIA, Owner to coordinate product submittals and preconstruction meeting with Public Works prior to initiation of work.

RECOMMENDED MOTIONS:

- A. “I make a motion to recommend the City Council approve the proposed Holman Court Planned Development subject to the conditions recommended by staff,” and
- B. “I make a motion to recommend the City Council approve the Major Subdivision for Holman Court, subject to the conditions recommended by staff.”

Attachments:

Proposed Table of Dimensional Standards for Holman Court PD
Holman Court PD Application Materials
Development Plan and Civil Drawings
Holman Court Major Subdivision Application Materials
Proof of Notice

