



**Agenda Item C.1  
PUBLIC HEARING  
Meeting Date: April 13, 2009**

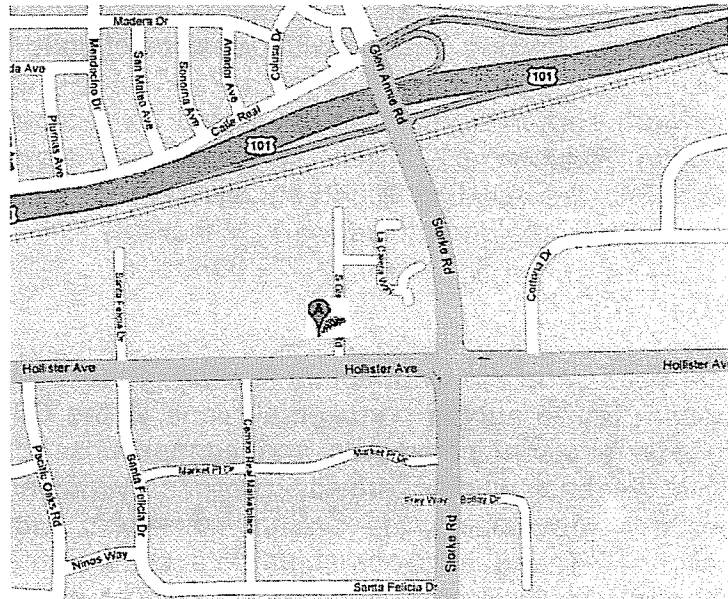
**TO:** Planning Commission Chair and Members

**FROM:** Steve Chase, Director, Planning and Environmental Services

**CONTACT:** Patricia S. Miller, Manager, Current Planning Division  
Scott Kolwitz, Senior Planner

**SUBJECT:** Case No. 08-143-GPA: Westar Project; Hollister Avenue Northwest of Glen Annie Road; APNs 073-030-020 and 073-030-021

**PROJECT LOCATION:**  
A = 7000 block of Hollister Avenue



**RECOMMENDATION:**

1. Take public input, provide comments, and complete Conceptual Review on the Westar Project.

**PROPERTY OWNER**

Peter J. Koetting  
Goleta Hollister, LLC  
c/o Westar Associates  
2925 Bristol Street  
Costa Mesa, CA 92626

**AGENT**

Ken Marshall  
Dudek  
621 Chapala Street  
Santa Barbara, CA 93101

**REQUEST:**

A request of Ken Marshall, representing Westar Associates, property owner, for Conceptual Review of a proposed project consisting of 88,500 square feet of commercial development and 300 residential rental units (of which 15 would be affordable housing per the City's Housing Element) on approximately 23.5 acres located on Hollister Avenue between Glen Annie Road and Santa Felecia Drive. The Land Use Designation for the southern portion of the property would be changed from Residential Medium Density (R-MD) and Industrial-Office and Institutional (I-OI) to Community Commercial (C-C). The northern portion of the site would remain R-MD. A corresponding rezoning of the property would rezone the southern portion of the property from Mobile Home Subdivision with an Affordable Housing Overlay with densities of up to 12.3 units per acre (MHS/AHO DR-12.3) and Industrial Research Park (M-RP) to Shopping Center (SC). The northern portion of the property would be rezoned from MHS/AHO DR-12.3 to Design Residential 20 (DR-20) units per acre. The applicant proposes to demolish the existing 9,546-square feet of development for consisting of a television studio and drive-thru ATM facilities.

**PURPOSE:**

The purpose of the Conceptual Review process is to allow a project applicant an opportunity to submit conceptual plans to the City of Goleta for review and to receive advisory comments and suggestions from the Planning Commission. This feedback should provide preliminary guidance to the applicant and will assist in developing the project consistent with the City requirements and policies. These advisory comments shall constitute Conceptual Review and recommendations only, and are not binding as to any further determinations to be made with respect to the project.

Only limited information (site plans, sample elevations and floor plans) has been provided by the applicant at this time, as is appropriate for Conceptual Review. No grading plan, drainage plan, utility plan, frontage improvement plans, landscape plan, lighting plan or any technical reports (archaeological, biological, geologic/soils/geotechnical, historical, traffic, etc) have been submitted. The technical reports will be provided as part of the environmental review process.

Comments received at Concept Review are intended to result in the submittal of a formal application that reduces potential environmental impacts and potential inconsistencies with applicable regulations, policies, and standards.

**BACKGROUND:**

The project was filed on July 15, 2008, by Ken Marshall of Dudek, agent, for Peter J. Koetting of the Goleta Hollister, LLC c/o Westar Associates, property owner. The initial submittal included General Plan Amendment requests that were brought forward to the City Council on December 16, 2008. The City Council elected to initiate the applicant's requested General Plan Amendments. Subsequently, it was determined that the public and applicant would benefit if the Planning Commission conducted a Conceptual Review of the proposed project prior to formal submittal of the remaining permit applications.

**PROJECT INFORMATION:**

Existing Conditions

The collective properties consist of approximately 23.5 acres (131,551 square feet) in the MHS/AHO DR-12.3 and M-RP zone districts with an Airport Approach Zone F(APR) Overlay, and Land Use Designations of R-MD and I-OI. The entirety of the MHS/AHO DR-12.3 zoned property is vacant of structures, but contains a historical resource, a Union Pacific Railroad engineered-cut, in the northeastern corner, while the M-RP zoned property contains 9,546-square feet of development for a television studio and drive-thru ATM facilities.

The site is bordered by Highway 101 (US-101) and the Union Pacific Railroad corridor to the north, Glen Annie Road/R-MD neighborhood to the east, office uses to the southeast, Hollister Avenue/Camino Real Marketplace to the south and additional office uses to the west.

Site Constraints

The project site includes a number of known constraints. Examples include the Airport Approach Overlay, the railroad and highway corridors, the historic resource of the railroad engineered cut, and an unnamed fault. These, and any other constraints that are identified, will be evaluated during project processing. The Commission's Conceptual Review can be conducted despite only preliminary constraints information. The formal submittal of the remaining permit applications should take constraints and Commission comments into consideration; however, additional revisions to the project as submitted may occur as a result of completing the constraints and environmental review process.

**PROPOSED PROJECT DESCRIPTION:**

***General Plan Amendments***

*Land Use Designation Amendment*

Currently, the larger (approximately 22 acres) parcel is designated as R-MD and is zoned MHS/AHO DR-12.3. Currently, the smaller parcel (1.25 acres) is designated as I-OI, and is zoned M-RP.

The applicant requests a change to LU Figure 2-1, Land Use Plan Map as follows:

- Approximately 15 acres would remain R-MD and approximately 8.5 acres would be re-designated C-C. The applicant's intent is illustrated in the Westar Conceptual Master Plan Booklet (Attachment 1) and in the Westar Conceptual Site Plan (Attachment 2).

Additionally, the following table provides parcel information and identifies the proposed changes to the land use designations for each parcel per the requested GPA:

Parcel Number	Parcel Size	Current Uses	Current Zoning	Current Land Use Designation	Proposed Land Use Designation
073-030-020	22.314 acres	Vacant	MHS/AHO DR-12.3	R-MD	Northern portion of the site: R-MD (approximately 15 acres)  Southern portion of the site: C-C (approximately 8.5 acres)
073-030-021	1.25 acres	Approximately 9,546 -square feet of development for television and financial uses	M-RP	I-OI	

*Land Use Element Table 2-2 Amendment*

Revise LU Table 2-2 "Allowable Uses and Standards for Commercial Use Categories" as follows:

- Increase the Recommended Standards for Building Intensity from 25 feet to 35 feet in the C-C land use designation.

***Rezone***

A Rezone consistent with the requested Land Use Designation (LUD) changes would be processed. The Rezone would be to change the existing zoning from MHS/AHO DR-12.3/M-RP to SC (Shopping Center) for the southern

approximately 8.5 acres of the project area. The Rezone would also change the existing zoning from MHS/AHO DR-12.3 to DR-20 (Design Residential; 20 units/acre) for the northern approximately 15 acres of the project area.

### ***Tract Map and Development Plan***

A Tract Map would involve a subdivision to create separate lots for the approximately 15 acres of residential areas and the approximately 8.5 acres of commercial areas/the individual commercial buildings (commercial condominiums).

A Development Plan would be processed to analyze consistency with development standards within the Zoning Ordinance and/or could consider modifications to development standards. The Development Plan would also control the aesthetics (built environment and landscaping) of the project as approved by the Design Review Board, and all project Conditions of Approval.

### ***Residential Component***

The residential component would consist of 300 residential rental units on approximately 15 acres. Fifteen of the rental units would be affordable to the very low- and low-income households. The residential component would be located north of the retail component and south of the US-101/railway corridor.

The residential units would consist of 102 1-bedroom and 198 2-bedroom units ranging in size from 607 square feet to 1,147 square feet. The residential units would be located within 2-story or 3-story buildings. Maximum building heights are proposed to be approximately 37 feet.

A range of architectural styles are being considered for the residential project: Italianate, Tuscan, Craftsman, Urban Contemporary, Contemporary Spanish and Eclectic Farmhouse.

A total of 561 residential parking spaces would be provided. Of these spaces, 245 would be provided in garages, 64 would be provided in carports, and 252 would be provided as uncovered spaces.

The residential project proposes to construct a centralized residential recreation amenity, a themed pocket park, a play area, and pedestrian connectivity to the adjacent commercial center.

### ***Retail Component***

The retail component would total approximately 88,500 square feet of commercial development on approximately 8.5 acres. The retail component would be located south of the residential component and north of Hollister Avenue.

The commercial development would be anchored by a 25,000-square foot grocery market, a 15,000-square foot drug store, and two restaurants (one 10,000 square feet and one 7,500 square feet). Five other retail buildings are proposed ranging in size from 3,000 to 13,800 square feet. The retail buildings would most likely be single-story. Maximum building heights are not defined, but are likely to be or exceed 35 feet.

A range of architectural styles are being considered for the retail project to potentially correlate with the adjacent residential component.

A total of 322 commercial parking spaces would be provided.

The retail project proposes to construct thematic entry monuments, fountain elements, shade structures, passive community gathering spaces, and pedestrian connectivity to the adjacent residential development.

#### *Common Components*

Vehicular ingress and egress is proposed from two points on both Hollister Avenue and Glen Annie Road. On Hollister Avenue access would be provided at an existing signalized intersection shared with the Camino Real Marketplace and a secondary entry on the western property line. On Glen Annie Road one access point would lead into the retail project and a second access point would lead into the residential project. Onsite vehicular circulation would be provided through the entire project site by at least a minimum 28.5-foot wide drive aisle.

Sidewalks would be constructed along Hollister Avenue and Glen Annie Road. Additionally, potential parking along Glen Annie Road and completion of a cul-de-sac on the north end of Glen Annie Road are contemplated.

#### **ANALYSIS:**

The following is a brief overview of the proposed project by subject and is intended to focus discussion and comments. Additional issues may be raised at the meeting and those issues may also warrant discussion and comment.

The analysis includes applicable regulations, policies, and standards that would be useful in guiding this Conceptual Review. A preliminary list of applicable General Plan policies with full policy text is included in Attachment 3. A complete analysis of all regulations, policies, and standards would be prepared during project processing.

Overall Concept/Land Use/Site Design

*General Plan Issues*

The proposed change in land use designation (LU Figure 2-1, Land Use Plan Map) would divide approximately 22 acres of R-MD and approximately 1.25 acres of I-OI site into an approximately 8.5-acre C-C site and an approximately 15-acre R-MD site.

The General Plan sets expectations for retail and commercial centers (LU 1.6), multifamily residential development (LU 1.10 & LU 2.6), while requiring new development to be compatible with the character of the existing development (LU 1.8) and to be of quality design (LU 1.9). Furthermore, the connection of the existing and proposed development should be designed from the pedestrian's point-of-view and (VH 3.5).

*Design Residential Zone District Standards*

	Required	Proposed	Consistent Y/N
Front Yard Setback	20 feet from right-of-way of any street	24+ feet from right-of-way	Yes
Side & Rear Yard Setback	10 feet from any property line; however, the Planning Commission may increase this requirement to provide reasonable light, air, and privacy requirements	10+ feet	Yes
Building Coverage	Not to exceed 30% of the net area of the property shall be covered by buildings containing dwelling units	Unknown	Unknown
Parking Area Setbacks	Uncovered parking areas shall be located no closer than 15 feet to the street right-of-way line nor closer than 5 feet to any property line	Potential parking along Glen Annie Road would encroach within this setback	Modification Required
Parking Area Design	Parking areas shall be arranged so as to prevent through traffic to other parking areas	Circulation arranged to prevent through traffic to other parking areas	Yes
Open Space	Not less than 40% of the net area of the property shall be devoted to common open space	43%	Yes
Landscaping	Any driveway or uncovered parking area shall be separated from property lines by a landscaped strip not less than 5 feet in width  In cluster development, the perimeter of the development shall be landscaped with a minimum strip of 10 feet	10+ feet	Yes

*Shopping Center Zone District Standards*

	Required	Proposed	Consistent Y/N
Front Yard Setback	20 feet from the right-of-way line of any street	20+ feet from Hollister Avenue right-of-way  10+ feet from Glen Annie Road right-of-way	Modification Required
Side & Rear Yard Setback	10 feet except:  20 feet when a Convenience Shopping Center (2 or more acres) abuts a residential district	20+ feet	Yes
Building Coverage	Not to exceed 30% of the net lot area shall be covered by buildings or structures	24%	Yes
Landscaping	Not less than 5% of the net lot area shall be landscaped.  All portions of any setback area fronting on a street shall be landscaped	Landscaping calculations not provided, but they would presumably meet the requirement	Yes
Airport Approach Overlay Land Use Regulations	The following uses generally are not permitted:  Residential development  Nonresidential development which would result in large concentrations of people	Unknown  Residential development is not proposed within the Overlay  Population density projections are not yet known	Unknown

*Conceptual Review Issues to Consider*

- Proposed uses and distribution of uses within the conceptual site plan
- Relationship between the proposed residential and commercial uses within this mixed use project
- Permeability of layout, design, operation, and function between the residential and commercial uses for pedestrians and vehicles
- Intuitive design of the project
- Presentation of the retail component of the Westar Project along Hollister Avenue
- Relationship of the retail component of the Westar Project to the Camino Real Shopping Center across the street (site design, architecture, setbacks, frontage treatments, landscaping)
- Compatibility of the Westar Project with the R-MD neighborhood to the east, the office uses to the southeast, the Camino Real Marketplace to the south and additional office uses to the west
- Proposed parking along Glen Annie Road: public or private
- Proposed building encroachment of 10 feet into a 20-foot front yard setback along Glen Annie Road



## Visual and Historic Resources

### *General Plan Issues*

The applicant is requesting a change to the "Recommended Standards for Building Intensity" C-C text of Land Use Table 2-2, Allowable Uses and Standards for Commercial Use Categories, to alter the maximum height of 25 feet to an increased height of 35 feet. When considering the exterior of the structure, the applicant believes that retail tenant buildings ranging from 25,000 to 30,000 square feet generally need parapets of 32-35 feet to screen the newer more efficient air conditioning and heating roof top units; furthermore, the 35-foot height would also provide the architect the ability to design a more creative building elevation façade. When considering the interior of the structure, the applicant believes that smaller retail tenants are utilizing a higher interior space to better merchandise their products. The larger interior volume also provides a better "feel" for a large store rather than a lower ceiling. While the remaining three-dimensional standards within the GP would remain unchanged, this change could allow for the creation of buildings that may have substantial size, bulk and or scale.

In addition to considering the size of a building (VH 3.4), the placement of a building may impact scenic vistas (VH 3.3). The proposed project would have to be designed to be sensitive to the scenic views toward the Santa Ynez Mountains to the north (VH 1.1, VH 2.3, & VH Figure 6-1, Scenic and Visual Resources).

It will be important for the project to be sensitive to the existing community's character and for the proposed community to create its own character/identity (VH 3.1, VH 3.2). In particular, the project should be enhanced by carefully considering well-defined public and quasi-public spaces that are community focal points (VH 3.6). To achieve project objectives while balancing the community aesthetic standards for the residential and commercial areas, assistance will be given to the project through this Conceptual Review process and the Design Review Board (VH 4.4, VH 4.5). Additional design input will be provided regarding landscaping (VH 4.9), the project's multiple public and private street frontages (VH 4.10), and the projects various parking lots (VH 4.11). Site-specific visual assessments will be necessary to successfully process the application and to engage the public (VH 4.15).

The future use of the Union Pacific Railroad engineered-cut, in the northeastern corner of the project site (VH Table 6-1, List of Historic Resources) is to be evaluated in coordination with the Goleta Valley Historical Society and the South Coast Railroad Museum (VH 5.9). The General Plan gives guidance regarding placing new development near a historic resource (VH 5.7) and preserving (VH 5.4), altering (VH 5.5) and demolishing (VH 5.6) historical resources.

*Design Residential Zone District Standards*

	Required	Proposed	Consistent Y/N
Building Height	Not to exceed 35 feet	37+ feet	Modification Required
Open Space	Not less than 40% of the net area of the property shall be devoted to common open space	43%	Yes
Landscaping	Any driveway or uncovered parking area shall be separated from property lines by a landscaped strip not less than 5 feet in width  In cluster development, the perimeter of the development shall be landscaped with a minimum strip of 10 feet	10+ feet	Yes

*Shopping Center Zone District Standards*

	Required	Proposed	Consistent Y/N
Building Height	Not to exceed 35 feet	Unknown	Unknown
Landscaping	Not less than 5% of the net lot area shall be landscaped.  All portions of any setback area fronting on a street shall be landscaped	Landscaping calculations not provided, but they would presumably meet the requirement	Yes
Masonry Wall & Trees	Along each side or rear boundary abutting a residential district there shall be provided an ornamental masonry wall not less than 6 feet in height extending to within 20 feet of the street right-of-way line of existing or proposed streets, plus a row of trees which will provide continuous screening to an approximate height of not less than 20 feet nor more than 40 feet when mature	Masonry Wall and tree details not provided, but it would presumably meet the requirement	Yes
Masonry Wall	Where property on the opposite side of an existing or proposed street is zoned for residential use, there shall be provided along each boundary abutting such street, an ornamental masonry wall not less than 3 feet in height, except at access points. Said wall shall be set back from the property line not less than 3 feet, which setback shall be landscaped	Masonry Wall details not provided, but it would presumably meet the requirement	Yes

	Required	Proposed	Consistent Y/N
Airport Approach Overlay Height Restrictions	The highest point of any structure or improvement (including vegetation) above the elevation of the respective runway shall not exceed 1-vertical foot per a set horizontal distance between the structure or improvement and the runway end	Unknown	Unknown

*Conceptual Review Issues to Consider*

- Increase in the recommended maximum height in the Community Commercial land use designation from 25 feet to 35 feet
- Proposed residential maximum building height increase from 35 to 37 feet
- Appropriateness of the size, bulk and scale of the project
- Appropriateness of the size, bulk, and scale of the retail component of the Westar Project
- Appropriateness of the size, bulk, and scale of the residential component of the Westar Project
- Appropriateness of the size, bulk, and scale of the Westar Project relative to adjacent development
- Preservation of scenic views toward the Santa Ynez Mountains
- Installation of story poles and/or preparation of visual simulations
- Use of landscaping to minimize any size, bulk, and scale issues
- Use of landscaping to enhance the visual presentation of the Westar Project
- Architectural and landscaping theme of the residential project
- Architectural and landscaping theme of the commercial project
- Location of project entries
- Location of public and quasi-public spaces
- Project amenities to be included, enhanced, and or removed from the plan
- Destruction or adaptive (re)uses of the historic resource

Sustainability/Green Building

*General Plan Issues*

The proposed project will be responsible to maintain and or improve water quality throughout the life of the project, but the applicant is given a wide range of options as to how to best reach this requirement (CE 10.1, CE 10.2 & CE 10.3). In addition, the project is to be designed featuring water conservation practices (CE 15.3).

Energy efficiency is to be designed into the residential (CE 13.1) and commercial (CE 13.2) aspect of the project. In particular, special attention is to be given to

site design as it relates to passive solar heating/cooling and solar access and use of other renewable energy sources (CE 13.3).

To encourage resident and tenants to reduce waste and to recycle, early consideration is to be given to the placement of waste reduction and recycling throughout the project site (CE 15.4).

*Design Residential Zone District Standards*

	Required	Proposed	Consistent Y/N
Distance Between Buildings	Minimum distance between buildings for human habitation and any other building shall be 5 feet	25+ feet	Yes
Building Height	Not to exceed 35 feet	37+ feet	Modification Required
Open Space	Not less than 40% of the net area of the property shall be devoted to common open space	43%	Yes
Landscaping	Any driveway or uncovered parking area shall be separated from property lines by a landscaped strip not less than 5 feet in width  In cluster development, the perimeter of the development shall be landscaped with a minimum strip of 10 feet	10+ feet	Yes
Refuse & Recycling Enclosures	N/A	Refuse & recycling enclosure details not provided, but they would presumably be provided	N/A

*Shopping Center Zone District Standards*

	Required	Proposed	Consistent Y/N
Building Height	Not to exceed 35 feet	Unknown	Unknown
Landscaping	Not less than 5% of the net lot area shall be landscaped.  All portions of any setback area fronting on a street shall be landscaped	Landscaping calculations not provided, but they would presumably meet the requirement	Yes
Refuse & Recycling Enclosures	Areas for trash shall be enclosed and architecturally screened in such a manner as to conceal all trash or stored material from public view	Refuse & recycling enclosure details not provided, but it would presumably meet the requirement	N/A

*Conceptual Review Issues to Consider*

- Developments placement and water quality/stormwater management components

- Hardscape materials
- Use of swales (concrete/landscaped) and catchment basins (above ground/underground)
- Landscape palette (native plant, Mediterranean, xeriscape, other)
- Appropriateness of water features
- Requirement/encouragement to obtain a LEED or other green building certification
- Maximizing passive solar heating/cooling
- Solar access to all roofs and residential windows
- Maximum distance to/from a refuse and recycling enclosure

Traffic/Parking

*General Plan Issues*

The project is to offer interconnectivity with adjacent land uses through pedestrian and bicycle pathways (TE 10 & TE 11). The project is to be designed to maximize the existing multimodal transportation system/opportunities given along Hollister Avenue (TE 7).

In addition, the adequacy of the off-street parking supply and the location and design of the parking spaces onsite is to be thoroughly investigated (TE 9).

*Design Residential Zone District Standards*

	Required	Proposed	Consistent Y/N
Parking spaces	<p>Total = 558</p> <p>Multiple Dwelling Units Single bedroom or studio dwelling 1 space per dwelling = 102</p> <p>Two bedroom dwelling 2 spaces per dwelling unit. Such spaces shall be located within 200 feet from the building served by such spaces = 396</p> <p>Visitor Parking 1 space per 5 dwelling units = 60</p>	<p>Total = 561</p> <p>Compliance with distance requirement is unknown, but it would presumably meet the requirement</p>	<p>Yes</p>
Parking Area Setbacks	<p>Uncovered parking areas shall be located no closer than 15 feet to the street right-of-way line nor closer than 5 feet to any property line</p>	<p>Potential parking along Glen Annie Road would encroach within this setback</p>	<p>Modification Required</p>

	Required	Proposed	Consistent Y/N
Parking Area Design	<p>Parking areas shall be arranged so as to prevent through traffic to other parking areas</p> <p>Uncovered parking areas shall be screened from the street and adjacent residences to a height of at least 4 feet</p>	<p>Circulation arranged to prevent through traffic to other parking areas</p> <p>Parking screening detailed not provided, but it would presumably meet the requirement</p>	Yes

*Shopping Center Zone District Standards*

	Required	Proposed	Consistent Y/N
Parking spaces	<p>Total = Unknown Spaces</p> <p>Restaurants, cafes, taverns, etcetera 1 space per 300 square feet of space devoted to patrons and 1 space per 2 employees</p> <p>Retail business and general commercial 1 space per 500 square feet of gross floor area</p> <p>There shall be at least 1 parking space per 200 square feet of net floor area or fraction thereof enclosed within a building or used for outdoor storage or sales space</p>	Total = 322 spaces	Unknown

*Conceptual Review Issues to Consider*

- Proposed ingress/egress to the residential project
- Proposed ingress/egress to the commercial project
- Future treatment of the frontage improvements (public transit furniture/facilities, meandering sidewalks, landscaping, etcetera)
- Completing the partially existing raise median (i.e. eliminating southbound Glen Annie Road traffic from heading eastbound on Hollister Avenue)
- Abandoning the southern portion of Glen Annie Road and converting it into a park (access for all existing and project residences and utilities through the Westar Project site/signalized intersection/roads)
- Appropriateness of parking (surface, subterranean, structure)
- Proposed parking along Glen Annie Road: public or private

Open Space/Parks/Recreation

*General Plan Issues*

Public parkland and open space is to be equitably distributed and integrate natural features (OS 6.2 & OS 6.5), and private outdoor space is to be provided to each resident.

*Design Residential Zone District Standards*

	Required	Proposed	Consistent Y/N
Open Space	Not less than 40% of the net area of the property shall be devoted to common open space	43%	Yes
Private Outdoor Space	Each dwelling unit shall include a private outdoor area(s). Private patios shall not be less than 20% of the gross floor area of the residence served. Where a required patio area is less than 200 square feet, the requirements shall be satisfied with one patio or balcony per dwelling unit	Unknown	Unknown
Common Outdoor Space	Common open space and recreation areas shall be designed to provide access for the handicapped	ADA details not provided, but they would presumably meet the requirement	Yes

*Shopping Center Zone District Standards*

	Required	Proposed	Consistent Y/N
Landscaping	Not less than 5% of the net lot area shall be landscaped.  All portions of any setback area fronting on a street shall be landscaped	Landscaping calculations not provided, but they would presumably meet the requirement	Yes

*Conceptual Review Issues to Consider*

- Adequacy of public parkland and open space provide onsite
- Adequacy of private recreational amenities/outdoor space provided onsite
- Public access to parkland and open space

Affordable Housing Requirements

The Housing Element identifies vacant sites designated to be rezoned to residential or give a higher residential density (HE 6.3). The Westar site is one of these sites, as shown on Housing Element Figure 10A-3, Sites Suitable for Residential Development (Site 28). The purpose of this policy is to upzone existing vacant residentially zoned land along Hollister Avenue to 20 units per acre or more where new units would be close to services and mass transit. Housing Element Table 10A-17 further details housing development potential on Site 28 with a 20 unit per acre rezone. At 22 acres, the Westar site could support 446 units. The table also identifies site constraints, including noise and airport approach zone, and decreases the potential development acreage by 2 acres, thus reducing the housing potential to 400 units.

The Westar proposal consists of 300 residential rental units on approximately 15 acres instead of 22 acres, as a result of the proposal for the General Plan land use designation amendment previously discussed. There is a 100 unit difference compared with the Housing Element residential unit development potential. The Westar proposal density is 20 units per acre for the residential component, consistent with the density identified in the General Plan (HE Table 10A-17 & LU 2.6)

The residential component would consist of 300 residential rental units on approximately 15 acres. Fifteen of the rental units would be affordable to the very low- and low-income households (Policy HE 11.5). If any part of the commercial component is located outside of the Airport Approach Overlay, there is an opportunity to design affordable housing into the commercial component (HE 3.2) and expand the net residential unit count.

*Design Residential Zoning Consistency*

	Required	Proposed	Consistent Y/N
Building Height	Not to exceed 35 feet	37+ feet	Modification Required

*Shopping Center Zoning Consistency*

	Required	Proposed	Consistent Y/N
Building Height	Not to exceed 35 feet	Unknown	Unknown
Airport Approach Overlay Land Use Regulations	The following uses generally are not permitted:  Residential development  Nonresidential development which would result in large concentrations of people	Unknown  Residential development is not proposed within the Overlay  Population density projections are not yet known	Unknown



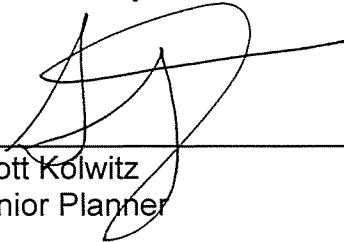
*Conceptual Review Issues to Consider*

- Raising the R-MD's recommended maximum height for this site through an affordable housing incentive to recapture housing units lost due to the land use re-designation
- Appropriateness of locating residential uses over the commercial component

**CONCLUSION:**

Following Conceptual Review the applicant would consider the comments/discussion and revise the project as appropriate and submit the remaining applications, plans, and technical studies.


Submitted By:



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Scott Kolwitz  
Senior Planner

Approved By:



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Patricia S. Miller  
Planning Commission Secretary

**ATTACHMENTS:**

1. Westar Conceptual Master Plan Booklet
2. Westar Conceptual Site Plan (11 x 17 reduction)
3. Applicable General Plan Policies

**ATTACHMENT 1**

**WESTAR CONCEPTUAL MASTER PLAN BOOKLET**