

Final Planned Development  
Findings for Approval  
Planning Commission Draft, September 25, 2013

- (a) The property owner can commence substantial construction within eighteen months from the date of the final planned development approval and intends to complete the construction within a reasonable time.
- (b) The proposed development conforms to the general plan, in that the mix of land uses includes low, medium, and high-density residential, parks, greenbelt open space, and mixed-use areas as shown on the General Plan Land Use Map.
- (c) Any residential development shall constitute a residential environment of sustained desirability and stability in harmony with the character of the surrounding neighborhood, as evidenced by the Final Planned Development Neighborhood Design Guidelines. The Environmental Impact Report demonstrates that public facilities are adequate to serve the anticipated population. Standards for open space are at least equivalent to standards otherwise specified in the Zoning and Subdivision Ordinances, as evidenced by the determination of the Recreation and Parks Commission on April 18, 2013.
- (d) Recreational and other similar nonresidential uses are to be appropriate in area, location and overall planning for the purpose proposed. All residential units in the subdivision are within approximately 300 feet of a park or greenbelt facility. The Homeowner association facility will serve all residents of the subdivision.
- (e) The auto, bicycle and pedestrian traffic system is adequately designed to meet anticipated traffic and shall be so designed to provide the minimum amount of interference with each other. The project includes improvements to the intersections of Covell Boulevard and J Street and of Covell Boulevard and L Street, plus a grade-separated bicycle connection under Covell Boulevard. Streets are designed to be as narrow as feasible. Most have landscape areas between the street and sidewalk, with the goal of having a shade canopy as trees mature. The narrower streets also provide a less vehicle-centric neighborhood by removing pavement area, traffic calming, and maintaining a neighborhood at an intimate human scale