

2867 Willow Pass Road Density Bonus Narrative

Revised May 12, 2025

Project Description

The proposed project is a 100% affordable residential project, consisting of 124 rental apartments and 1,488 square feet of commercial space to be constructed on a vacant property. The property is part of the Pittsburg/Baypoint BART Station Area Plan and is zoned P-1, with a General Plan designation of Mixed Use Community Specific Density ("MUC"). The units will be located in a single multifamily building comprised of three and four-story components. The building will be situated on two parcels of land (APN 093-081-027 & 028) totaling 2.48 gross/2.48 net acres. The proposed project includes a surface parking lot with a total of 129 parking spaces, including 5 commercial spaces and 11 EV spaces.

The project is comprised of a mix of studios, 1-bedroom and 2-bedroom units and includes a lushly landscaped central courtyard with resident amenities such as children's play areas, an outdoor activity area, and seating areas. The building also contains a learning center, community room, and several other common areas and programming for the residents' enjoyment. In addition, the project has 1,488 square feet of commercial space at the intersection of Willow Pass Road and Clearland Drive in the northwestern corner of the property. The anticipated commercial uses include those permitted by the Willow Pass Road Commercial Mixed-Use M-5 zone, such as retail businesses, personal services, coffee shops and bakeries. There are no existing deed restrictions on the land that would restrict the rental of the units to persons below the area median income. Below is a summary of the proposed unit mix.

Unit Type	Square Feet	Quantity
Studio	408	11
1-Bedroom	575	77
2-Bedroom	778	36
	Total	124

The proposed project meets the parking requirements in the Pittsburg/Baypoint BART Station Area Specific Plan. Within this Specific Plan, the project is designated as a Commercial Mixed Use District site, which requires 3.3 parking spaces per 1,000 square feet of gross building area for commercial uses and off-street parking of 1.0 space for each residential unit. Under this zoning designation, 5 commercial spaces are required (3.3 spaces/1000 sf commercial * 1,488 sf commercial provided = 5 spaces) and 124 residential spaces are required (124 units * 1 space/unit = 124 spaces). For bicycle parking, the residential requirement is 8 short-term spaces (5% of 160 bedrooms) and 24 long-term spaces (15% of 160 bedrooms), and the commercial component requires 2 short- and long-term spaces. The project will provide the following parking:

Residential Parking Provided: 124 spaces

124 spaces (including 31 compact, 9 accessible, 11 EV charging, 5 tandems)

Commercial Parking Provided: 5 spaces

Bicycle Parking Provided: 8 short term spaces and 24 long term spaces for residential and 2 short term and 2 long term spaces for commercial

As part of the project, the sidewalks on Willow Pass Road and Clearland Drive will be constructed to 10 feet width and the existing concrete medians in Clearland Drive will be modified to allow a two-way left turn lane to serve as the project's main vehicular entry.

Density Bonus:

Given that 100% of the new residences (except the manager's unit) will be affordable, the proposed project is eligible for State Density Bonus Law benefits, including an 80% increase in permitted density pursuant to Government Code Section 65915(b)(1)(G), (c)(1)(B)(ii), (f)(3)(d)(i). The maximum base unit calculation for the subject site per the County's MUC Code is 40 dwelling units per net acre, up to 99.2 units (2.48 net acres * 40 units/acre = 99.2 units, which can be rounded up to 100 units (Government Code Section 65915(f)(5))). While the permitted density bonus for a 100% affordable project is 80% and would permit 180 units on site (100 units * 1.8 = 180 units), the proposed project plans to add 24 units, bringing the total project unit count to 124 units, and representing a 24% density bonus over the 100-unit base density permitted.

As a 100% affordable project under the State Density Bonus Law, rents for the lower income units must be set at an amount consistent with the maximum rent levels for lower income households, as determined by the California Tax Credit Allocation Committee ("CTCAC Rents"). The rent for the moderate-income units must be set at an affordable rent determined using calculations pursuant to Health and Safety Code Section 50053 (also known as "HCD Rents"). Accordingly, of the 124 units, 100 units will be restricted to 80% AMI income levels using CTCAC Rents and the remaining 24 units will be rented at 120% moderate income levels, per HCD Rents. With 100% affordable units, the project is entitled to five incentives or concessions, unlimited waivers, and the use of State Density Bonus Law parking standards.

Requested SDBL Benefits:

The project applicant has proposed the following concessions under its State Density Bonus Law rights:

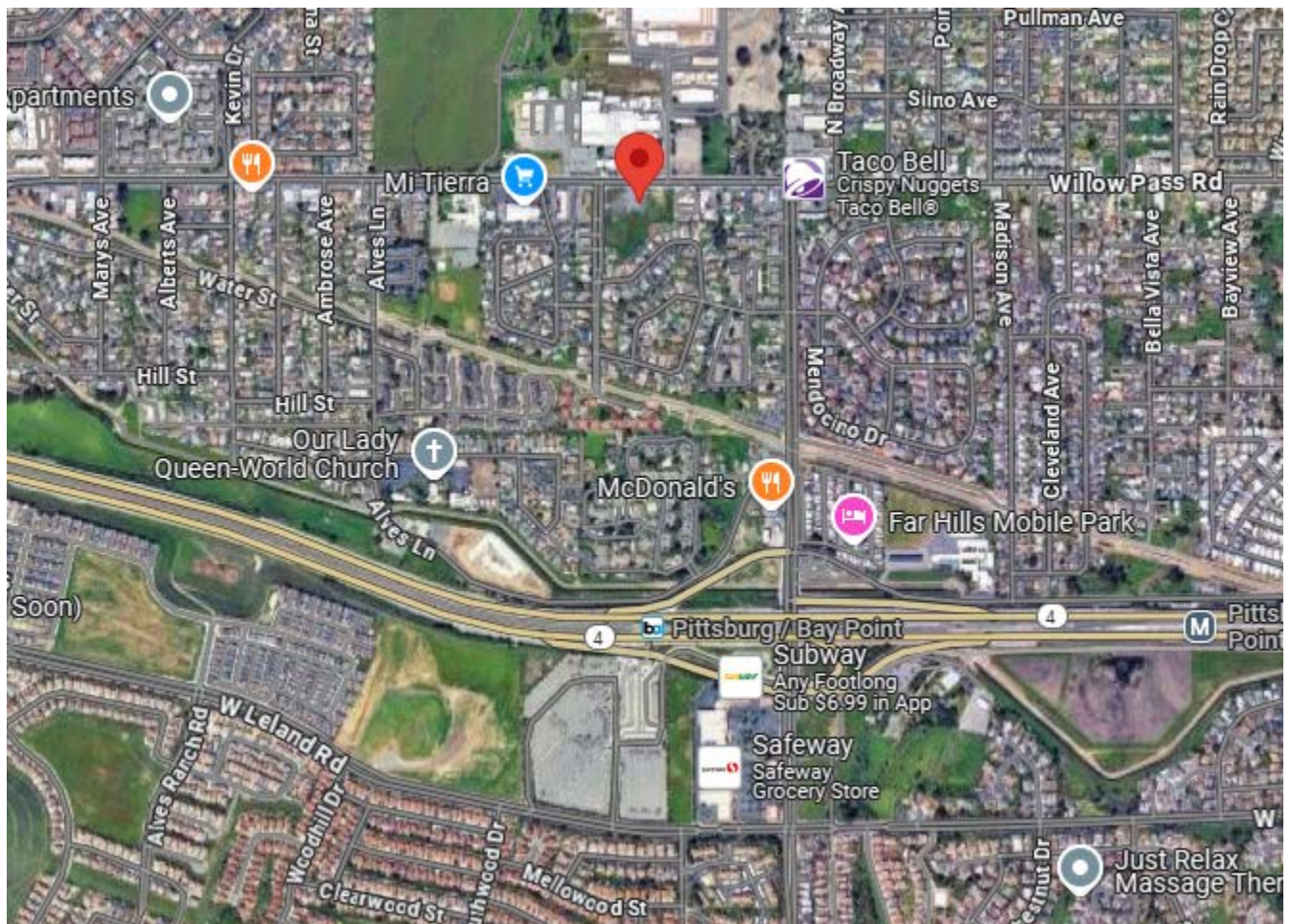
- 1) **Bus Stop.** The applicant was asked to relocate the existing bus stop on Willow Pass Road to the west side of Clearland Drive and install enhanced crosswalk across Willow Pass Road to the existing bus stop on north side of the road. Given the project's 100% affordable status, the applicant is taking a concession for this item in order to not incur the cost of this relocation, but instead is installing crosswalk enhancements such as new painted lines, pedestrian signage and flashing yellow lights. During the prior entitlement approval process (file #CDLP22-02029), the County Department of Public Works and Tri Delta Transportation reviewed and approved this same request so incorporating this request as part of the project's SDBL concessions is simply documenting it.
- 2) **County Inclusionary Housing Ordinance.** The applicant requests a modification of the level of affordability applicable under the County's Inclusionary Housing Ordinance, CCCC_Section 822-4.402(a) so that such affordability levels conform to the amounts specified in the State Density Bonus Law. As a result of such modification, the low- and very low-income units required under the Inclusionary Housing Ordinance may be rented at the amount provided for in the State Density Bonus Law for 100% affordable projects (i.e., at CTCAC Rents for lower-income households).

- 3) **Height.** While the proposed height is permitted under Section 65915(d)(2)(D), the applicant requests a concession to increase the building height and number of stories to four stories and 55' in height where 50 feet and 3 stories are permitted. This added 5' in height and added story is permitted under Section 65915(b)(1)(G) and 65915(d)(2)(D) and is needed in order to fit the affordable units the applicant is entitled to, within the proposed building.

Please note that the applicant reserves its right to request additional incentives and waivers during the entitlement process, if necessary.

Phasing and Timeline The project will be built in a single phase and, depending on timing of financing and building permits, is expected to commence in the spring of 2026 and be completed in approximately 18 months.

Vicinity/Location Map: Subject property is at 2867 Willow Pass Road, marked with a red flag on below aerial.



Site Plan: See complete plan set dated January 31, 2025, previously submitted to the City on February 12, 2025.

Additional Information (Replacement of Existing/Demolished Units): The site of the proposed project is void of any structures and includes no (i) rental dwelling units, (ii) rental units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income, (iii) rental units subject to any other form of rent or price control, through a public entity's valid exercise of its police power, and (iv) rental units occupied by lower or very lower income households. Furthermore, no dwelling units have been vacated or demolished from the proposed project site in the five-year period preceding the application for the proposed project.

Completed Inclusionary Housing Ordinance Plan: Please see the memorandum dated May 12, 2025 from applicant's land use counsel, Mitchell Menzer of Cox, Castle & Nicholson, for an explanation on how the proposed project complies with the County's Inclusionary Housing Ordinance.