

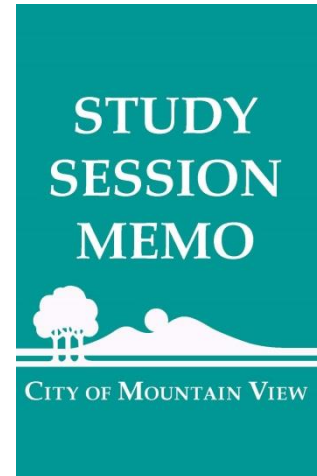
DATE: March 21, 2017

TO: Honorable Mayor and City Council

FROM: Eric Anderson, Associate Planner
Terry Blount, Assistant Community
Development Director/Planning Manager
Randal Tsuda, Community Development
Director

VIA: Daniel H. Rich, City Manager

TITLE: **240-Unit Residential Development at 1696-
1758 Villa Street**



PURPOSE

The purpose of this Study Session is for the City Council to hear a presentation on and provide input on a proposed 240-unit apartment project at 1696-1758 Villa Street, including an off-site 0.8-acre public park.

BACKGROUND

Gatekeeper Authorization

On December 8, 2015, the City Council authorized staff resources for the consideration of a General Plan Amendment and Rezoning for an apartment development at 1696-1758 Villa Street. The authorization was deferred to the end of 2016, based on the availability of staff to work on the project. Council also directed all Gatekeeper projects to provide a minimum of 10 percent affordable units.

Project Location

The 3.3-acre project site is located on the north side of Villa Street, near the intersection of Chiquita Avenue. The project site consists of five parcels along Villa Street, currently developed with three single-family homes and a 16-unit apartment complex, and a large vacant parcel at the rear of the site (see Location Map).

The site is bounded by the Caltrain tracks and Central Expressway to the north, by a three-story apartment complex (Avalon) to the east, one- and two-story single-family homes and small apartment buildings to the west, and one- and two-story single-family homes and duplexes to the south.

Children at the development would either attend Castro Elementary School, which is less than one-half mile away, or Bubb Elementary School, which is south of El Camino Real and currently at capacity. However, the Mountain View Whisman School District may adopt new school attendance boundaries in the coming months.



Location Map

General Plan and Zoning

The existing General Plan designation for the site is primarily Medium-Density Residential, which allows a range of residential unit types such as single-family detached and attached, duplex, multi-family with densities from 13 to 25 dwelling units per acre, and maximum height up to three stories. The front part of the site has a General Plan designation of Low-Density Residential, which allows single-family homes. The project requests a change of the General Plan designation to High-Density Residential.

The six properties that make up the project site are currently zoned R1 (Single-Family Residential), R3 (Multiple-Family Residential) and Villa-Mariposa Precise Plan. The Villa-Mariposa Precise Plan was set up primarily to provide a framework for redeveloping the properties from industrial to residential, and references R3 (Multiple-Family Residential) for uses and standards. Prometheus is requesting a rezoning, which will likely involve integrating the whole project site into the Villa-Mariposa Precise Plan, and amending the Precise Plan language to include standards for a higher-density residential development. The new Precise Plan language would reflect Study Session input from the City Council.

Site Contamination

A portion of the project site was previously occupied by Jasco Chemical Company from 1976 to 1995. Since 1989, the Jasco property has been part of the EPA's Superfund program, due to the presence of multiple solvents contaminating the site. After years of clean-up efforts, the EPA has stated that it is ready to begin the "de-listing" process. However, there are still groundwater contamination issues in the area, which will be analyzed in the project's CEQA document.

DISCUSSION

Project Overview

The purpose of this meeting is to present Prometheus Real Estate Group's informal proposal for a 240-unit apartment project at 1696-1758 Villa Street and receive City Council input on key policy topics. The proposed development is still in the early stages of design and review; however, at this stage, City Council input is necessary to continue the review process. City Council direction will be used to shape the project's formal application submittal.

Prometheus is proposing to demolish the 19 existing units on the site, remove 26 Heritage trees, and construct a new 240-unit apartment complex. As currently shown, the proposed floor area ratio (FAR) is 2.17, and the density is approximately 73 dwelling units per acre. The proposed unit mix is approximately 4 percent studios, 60 percent one-bedroom, and 36 percent two-bedroom. Project plans are included as Attachment 1.

The development would include three amenity open areas for residents, including a large courtyard with a pool, a smaller, more passive courtyard, and a roof deck on top of the fifth floor. The roof deck is centrally located on the building to minimize views into immediate neighbors' yards, but staff will continue to work with the applicant to ensure the roof deck would not cause privacy impacts, noise impacts, or other concerns. Other indoor amenities include a fitness center and club room. Prometheus is also offering a 0.8-acre park on another site and public benefits. These are described later in the report.



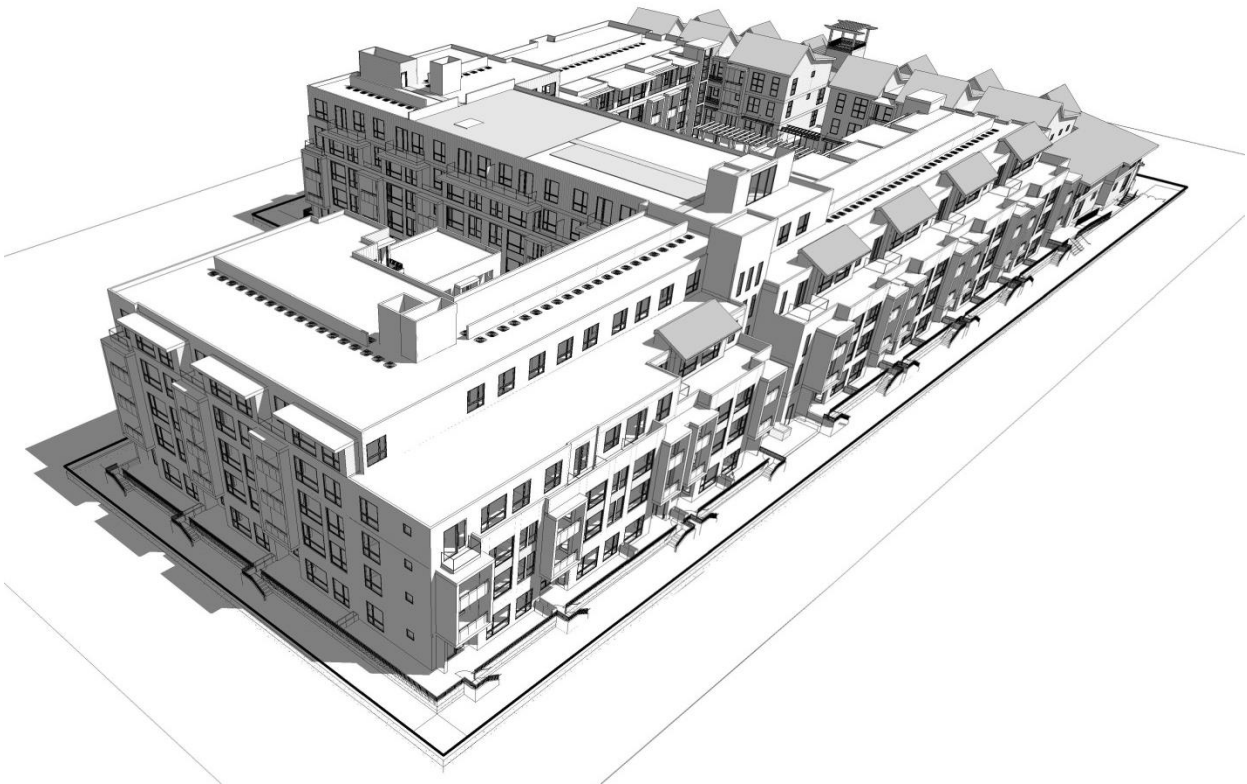
Project Design

The new building would be two stories along Villa Street, stepping up to three and four stories in the middle of the site, and increasing to five stories along the Caltrain tracks at the back of the site (see Conceptual 3D View above). This height transition is similar to the development across the street from the train station (Madera), which transitions from two stories on Villa Street to four stories on Evelyn Avenue.

The Villa Street facade utilizes some traditional design elements, such as gables and porch trellises. However, other elements are more contemporary, such as the use of metal, composite wood siding and windows without trim. A "tower" entry feature highlights the main entrance (see Villa facade below). The surrounding neighborhood is predominantly single-family homes with traditional and prewar styles. The surrounding neighborhood also includes small apartment buildings of mid-century character.



Behind the Villa Street facade, the building's character transitions to a more strictly contemporary style. While this part of the building will not be as visible from Villa Street, it will be visible from other views. This part of the building is also characterized by 4- to 5-story building walls at or within 20' of the property line. Staff has concerns about this massing, as described later in the report, especially along the west property line where the property borders properties with two-story apartment buildings (in the foreground of the Conceptual 3D image below).



The project will be reviewed by the City's Development Review Committee (DRC) after the City Council Study Session. Staff will continue to work with the developer and architect to provide high-quality materials, articulation, and design for all facades of the building; reflect some of the neighborhood's traditional elements into the proposed design; and provide ground-floor pedestrian interest.

Parking and Transportation

One level of underground parking is proposed under the building, containing 326 parking stalls. The total number of parking stalls, including guest parking, is consistent with the "model parking standard" of one parking stall per studio unit and one-bedroom unit, and two parking stalls for each two-bedroom unit. This standard is based on surveys of similar large apartment projects in the region. In order to reach the "model parking standard" requirement in one level of parking, vehicle stackers are proposed, specifically "tandem-style" stackers, where one car must be moved to access the other car. These stackers would be assigned to two-bedroom units.

The site is approximately 3/4-mile from the Downtown Transit Center, and 1/3-mile from Shoreline Boulevard, where transit service is expected to increase. However, this property is not as transit-oriented as other recent high-density housing in the downtown, San Antonio Road, and El Camino Real areas. This could affect the number of trips generated. A robust transportation demand management (TDM) plan would be required as part of the project's approval. Staff will continue to review the project's transportation impacts through the environmental review process.

Trees

There are nearly 100 trees on the site, including 26 Heritage trees. Nearly all the Heritage trees are relatively centrally located on the property and cannot be preserved with a large underground parking garage. Though all are currently proposed for removal, staff will continue to work with the applicant to see if there are any high-quality specimens that can be saved.

Tenant Relocation

Prometheus would be demolishing 19 housing units, 16 of which are currently occupied. Prometheus has developed a relocation plan for those residents, based on the relocation plan proposed by Fortbay for the project at 777 West Middlefield Road, which the City Council reviewed on November 22, 2016. The plan is included in Attachment 2. The proposed measures are greater than the City's Tenant Relocation Assistant Ordinance (TRAO) requirements. For example, under the TRAO, people

making up to 120 percent area median income would be entitled to at least \$7,200 (three times the average rent for a similar sized unit, which is approximately \$2,400). Under the proposal, these people would be entitled to at least \$13,000 (including moving expenses).

Public Comment

The public comments received to date are included as Attachment 3. The major themes include:

- Concerns about density, 5-story height, traffic and parking impacts
- Interest in affordable housing as a public benefit

Public Park

Prometheus' proposal includes a unique option to satisfy their park land dedication requirement. They propose to provide a public park on top of underground parking at another property also owned by the developer. This would be a policy change in how the City accepts park land dedication, both in terms of the property rights being transferred to the City and whether the City wishes to pursue locating parks over private parking structures. Staff is requesting City Council input on these two aspects of the proposal.

The City's park land dedication requirements found in Chapter 41 of the City Code are based on a State law known as the Quimby Act. The law allows a city to require the dedication of land or payment of fees for a park or recreational purposes in order to mitigate the impact of the development, specifically the need for additional park space to accommodate the growth in the population. The City Code sets requirements for new residential developments to dedicate park land (or fees in lieu thereof) to ensure the availability and quality of the City's public parks and includes detailed requirements for the quantity of land or fees required, based on the size and type of a given development. For projects larger than 50 dwelling units, it is within the City Council's discretion to require land, in-lieu fees, or both. Based on the current project proposal, the required park land dedication would be approximately 1.3 acres.

Prometheus would construct a 0.8-acre park to comply with park land dedication requirements for the Villa Street project, and pay the in-lieu fee for the remaining requirement. The proposed park location, 660 Mariposa Avenue, is approximately one-half mile from the Villa Street project site, and is surrounded by a mix of attached and detached single-family homes and small apartment buildings. It is about a block from

El Camino Real, and the newly constructed “Montrose” apartments. The map below and Attachment 5 show the relative locations of the projects.



The land proposed for the public park currently provides the required parking for 660 Mariposa Avenue (a 48-unit apartment building). The building’s parking would be replaced by structured underground parking, and the new public park would be constructed on top of the parking structure, at grade. Attachment 4 and the diagram on Page 11 show a rough site plan for the proposed park.

Constructing a park on top of a private structure and taking a property interest less than “fee title” to the land (explained below) would require amendments to Chapter 41 of the City Code, and changes to City policies and procedures related to park land dedication.

Alternatives to Park Land Dedication in Fee Title

In accordance with State law, the City requires the dedication of park land in “fee title” (not to be confused with “in-lieu fees”), meaning the property owner must transfer ownership of the property to the City.

There are, however, lesser or alternative property rights to ownership, which are not currently allowed by the code and could provide opportunities for the City to develop additional public parks. For example:

- A property owner could retain fee title ownership and grant the City an easement for use of the property as a public park. Alternately, the City could own the property and grant an easement to Prometheus for their parking garage.
- Through a vertical subdivision of property rights, the City could own airspace above the land, while Prometheus owns the subterranean space. Vertical subdivision is sometimes used for condominiums or air rights above existing structures.

The purpose of this meeting is not to determine the means of dedication, but whether the City wishes to consider alternatives to fee title ownership to satisfy park land dedication requirements. The above information is provided for reference, and is not intended to be a complete analysis of types of park land conveyance.

Benefits of Alternatives to Fee Title Dedication

The primary benefit of considering alternatives to fee title dedication is to provide additional tools to create public parks, given the challenge of purchasing private property for public parks. When the City seeks to buy land with park in-lieu fees, acquiring even the minimal amount of land needed for a mini-park generally requires the acquisition of two or more contiguous properties from willing sellers. Another constraint is that most properties where parks are needed are currently occupied by housing. If the City acquires a residential property for a park, the amount of housing in the community is reduced.

In addition to providing more opportunities for public parks, the City could use the dedication process to negotiate terms that may be beneficial to the City. For example, a property owner may be required to provide maintenance (landscape upkeep and repair) for a public park that is not dedicated in fee title, which could reduce some of the City’s long-term costs.

Drawbacks to Alternatives to Fee Title Dedication

There are also drawbacks to considering alternatives to fee title dedication. One drawback is that this approach would add uncertainty to the future of the park. Maintenance and repair of the private structure would need to be guaranteed, even if the owner of the structure files bankruptcy or is otherwise unable to pay. The City could be called upon to negotiate with the private property owner should an issue arise, and no such negotiation would be required if the City owns the property outright. Lastly, there would be uncertainty about what would happen to the park if the associated structure reaches the end of its life, and the property owner wants to redevelop the property. Even if the City requires replacement, there will be negotiations about dimensions, location, associated improvements, and other details.

Alternatives to fee title ownership and new parks on private structures limit flexibility in how the land is used and how the park would be programmed. For example, it could affect the types of trees that can be planted, the types of structures that could be built, and access by Police vehicles.

Public open spaces other than parks under fee title land ownership would not be unique to Mountain View. Very dense places, like San Francisco, require publicly accessible green spaces on roofs of some new development. However, staff has asked six other local cities whether they accept public park land other than in "fee title" and none do.

Since the City has not previously considered alternatives to fee title ownership, staff would need to develop new agreement templates, policies, and City Code requirements. Developing these could be done in conjunction with review of the Prometheus Villa Street project, but it would delay their approval and would require significant staff resources.

City Council Question 1

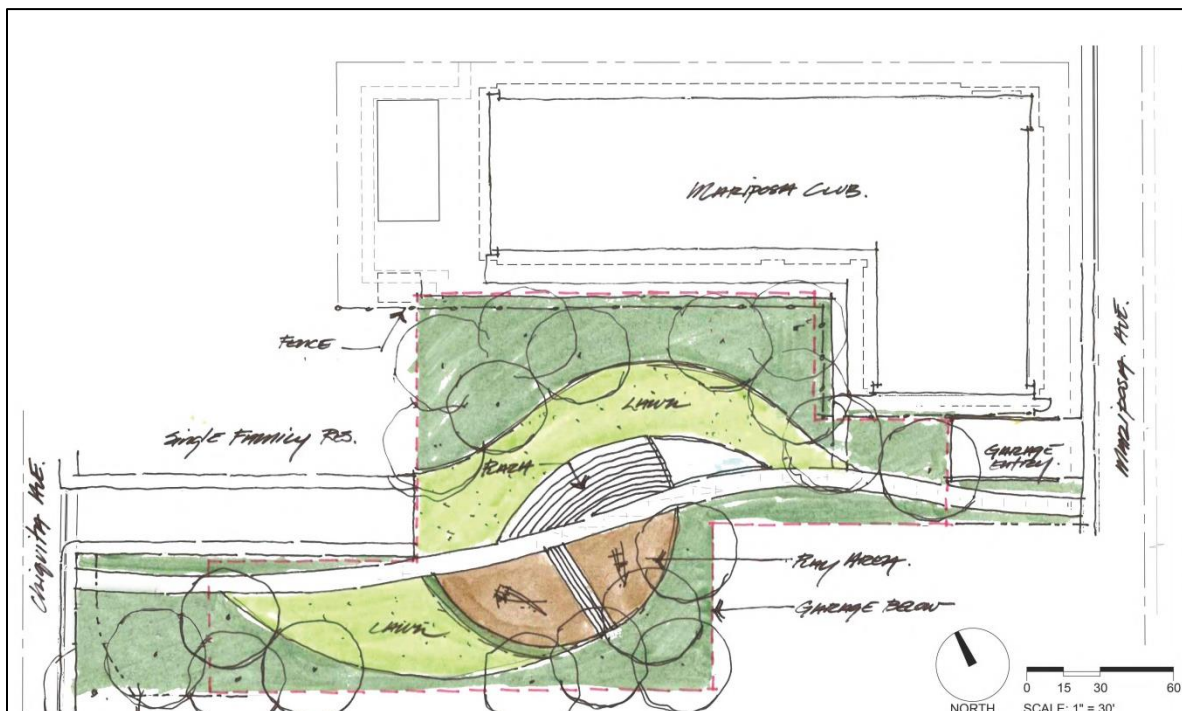
Does Council support the concept of allowing alternatives to fee title dedication for City parks?

Proposed Park Location and Design

Attachment 5 (and Page 8) shows a map of the area around 660 Mariposa Avenue and 1696-1758 Villa Street, including parks in the vicinity. Neither site is significantly further than the other from other existing parks in the area.

The 660 Mariposa Avenue park would be located on a site spanning from Chiquita Avenue to Mariposa Avenue, and may include a trail through the block. This trail would create a connection between Mariposa Avenue and Chiquita Avenue, which would be a low-stress alternative to Latham Street. In addition, it would shorten pedestrian and bicycle access from Chiquita Avenue properties to El Camino Real.

Attachment 4 and the diagram below show a rough design of the 0.8-acre park proposal. The maximum dimensions across the park would be approximately 160'. The proposal is slightly larger in total area, but approximately the same maximum dimensions as Mercy-Bush Park.



Proposed Park Site Plan

On the Chiquita Avenue side, the park frontage would be about 55' wide. However, the Mariposa Avenue park frontage would be limited to about 15' width, due to the need for an access ramp for the garage along the frontage (see picture). The ramp would not require any above-grade structures (other than fencing or walls to prevent falls), but it would be approximately 50' deep and 20' to 25' wide.



Frontage at 660 Mariposa Avenue

The small frontages are not an ideal configuration for a park, especially on the Mariposa Avenue side, which is a through street. Limited visibility could increase the risk of illicit activity, though additional lighting, surveillance cameras, and other safety features could help address this concern. The small frontages also make it harder for neighborhood residents to know a park is there, especially if they are driving by, though signage may mitigate this to a certain extent. Lastly, the small frontages reduce the number of surrounding properties that can benefit from views of the green space.

Constructing the parking garage would temporarily make it impossible to park at this site. If the project proceeds, Prometheus would need to develop a parking plan for the residents, or they would need to provide a tenant relocation package. These details would be worked out in the project review if Council supports this option.

The new underground parking garage may have fewer parking spaces than are currently at the site, due to the need for ramps. Preliminary plans for the new garage indicate that it would be able to comply with the “model parking standard”. However, the “model parking standard” is a reduction from the standard in the Zoning Ordinance, and requires a Conditional Use Permit for approval.

Summary of Options

Based on the current project proposal, the required park land dedication would be approximately 1.3 acres. In terms of the park land, this project has three potential outcomes:

1. Prometheus’ proposal would construct the 0.8-acre public park at 660 Mariposa Avenue to offset a portion of the Villa Street project’s park land dedication

requirements. The developer would also need to address the balance of the park land dedication requirement through payment of in-lieu fees.

2. The City could require a park on the Villa Street site. This would reduce the number of units that can be built there unless the City is willing to allow additional building height—which may not be appropriate given the information later in this report. The required park would be approximately 0.8 to 1.3 acres (out of a total project site of 3.3 acres), depending on the number of market-rate units approved at the site. The City could also require a smaller park and payment of a portion of the in-lieu fees.
3. The City could ask for all the park land dedication as in-lieu fees. This approach would provide the simplest process for Prometheus, and would maximize the developable area on the Villa Street site. No new park land would be acquired from Prometheus, but the City could use the funds to acquire park land elsewhere, renovate existing parks, or otherwise program the fees for Citywide park needs.

If the City Council wishes to pursue the proposed 660 Mariposa Avenue park (Option 1), staff would begin researching the most appropriate land conveyance tools, updating the City Code, and developing the necessary policies and agreements. This work could affect the approval timeline of the 1696-1758 Villa Street project, since the work would need to come out of the time budgeted for the project review. Alternatively, the City Council could direct work away from other City priorities.

Alternately, the City Council may not wish to pursue the 660 Mariposa Avenue park (Options 2 or 3), but may be interested in exploring alternatives to fee title dedication. In this case, staff recommends waiting for another proposal before starting the work. Staff could communicate to prospective applicants the Council's willingness to entertain alternatives to fee title dedication, especially if the proposal will verifiably preserve housing and create a high-quality park space.

Environmental Planning Commission Comments

Though the Environmental Planning Commission (EPC) expressed interest in exploring alternatives to fee title dedication, they recognized that the City may have other priorities, given the work to revise the policies. Ultimately, they preferred Option 2 above, in which the developer would provide a park on the Villa Street site. The EPC commented that it may be difficult to find new park land with the in-lieu fees from Option 3. Also, the Mariposa site's design constraints, with the driveway at the frontage, could cause vehicle/pedestrian conflicts. In addition, concerns were raised about the relative value of easements compared to fee title dedication.

Parks and Recreation Commission Comments

Public comment at the meeting focused on the traffic and parking issues in the 660 Mariposa Avenue neighborhood, and what would happen to the residents during construction. The Parks and Recreation Commission recommended that the City continue to explore alternatives to fee title dedication or in-lieu fees to support expanding opportunities to increase park land. However, they felt that the specific 660 Mariposa Avenue proposal should not be pursued. They recommended that staff continue to work with the development community to find better sites and other opportunities. They also recommended that, of the remaining two options, dedication of park land at the Villa Street site was preferable to taking only in-lieu fees.

City Council Question 2

Does Council support the proposed public park over a private structured parking garage at 660 Mariposa Avenue, in order to satisfy a portion of the park land requirement for the Villa Street project?

Public Benefits

Public benefits refer to development contributions to the City in exchange for approval to develop additional intensity. In order to qualify as public benefits, contributions must exceed the minimum standards and requirements applicable to the project based on City Codes. Gatekeeper requests have generally been required to include public benefits, given proposed changes in allowed intensities.

Affordable Housing

The City Council's direction at the December 8, 2015 Gatekeeper hearing, when this project was authorized, was that all residential Gatekeeper projects provide at least 10 percent affordable units. On February 28, 2017, the City Council directed staff to consider moderate-income units instead of low-income units for public benefits. This could increase the number of units expected based on the smaller "affordability gap" of moderate-income units, compared to low-income units. Staff is currently conducting an analysis to quantify the affordability gap difference (in other words, the per-unit subsidy difference), and its effect on the number of expected units. While the analysis is not complete, staff's preliminary estimate is that 10 percent units provided at low income (65 percent area median income) would be the same developer subsidy as 15 percent to 16 percent units provided at moderate income (80 percent area median income).

Prometheus' initial affordable housing proposal is included in Attachment 2. They propose to convert 29 units at 660 Mariposa Avenue to moderate-income units, affordable to 80 percent of area median income. This is equal to 12 percent of the proposed units at the Villa Street site, which is less than staff's estimate of Council's expectation (described above: 15 percent to 16 percent). In addition, they are proposing to provide the affordable units off-site, in a 50-year-old building. This is effectively a lower subsidy that could be reflected by increasing the number of units provided.

Affordable units can be converted into a dollar value for equivalence to the Rental Housing Impact Fee and public benefits. For example, 24 on-site, low-income units (10 percent) would be equivalent to the full Rental Housing Impact Fee plus approximately \$1 million of public benefit.

Other Public Benefits

Prometheus' other proposed public benefit is a pedestrian and bicycle pathway between Villa Street and the end of Evelyn Avenue underneath the Shoreline Boulevard overpass. This would make nonvehicle travel from the Shoreline West neighborhood to downtown more comfortable since one would not need to cross Shoreline Boulevard (a plan for the path is included as Page C4.0 of Attachment 1).

The City Council discussed the Gatekeeper process on March 7, 2017. At that meeting, the City Council reaffirmed the importance of affordable housing, but also directed staff to conduct a Citywide study of public benefits for Gatekeeper projects. As the timing of the Citywide study is uncertain, Council could direct that a project-specific economic study be undertaken to determine an appropriate public benefit contribution. Alternately, the City Council could apply the public benefit value calculation utilized by the San Antonio and El Camino Precise Plans. This value would be:

$$\sim\$21 \times (\text{proposed floor area} - \text{existing zoning floor area}) = \sim\$3.36 \text{ million}$$

The proposed path along Shoreline Boulevard would be much less than \$3.36 million. If the City Council agrees with this value for expected public benefits, the developer can work with staff to determine additional public benefit projects of that value, including additional affordable housing units.

Environmental Planning Commission Comments

The EPC recommended that public benefits be used for improving traffic, traffic-calming and parking, and pedestrian/bicycle connectivity.

City Council Question 3

How should the value of this project's public benefits be determined?

City Council Question 4

What types of public benefits should the project contribute (for example, affordable housing at what level, bicycle/pedestrian improvements, etc.)?

Height, Massing, and Transitions

At this early stage in the review process, the height and massing of the proposed structure is an important design issue, as well as how it transitions to the surrounding neighborhood. Staff has serious concerns about the proposal on these issues. The building would be larger than other buildings in the neighborhood, and this size difference can cause shadow, privacy, and other impacts, as well as conflicts with existing neighborhood character.

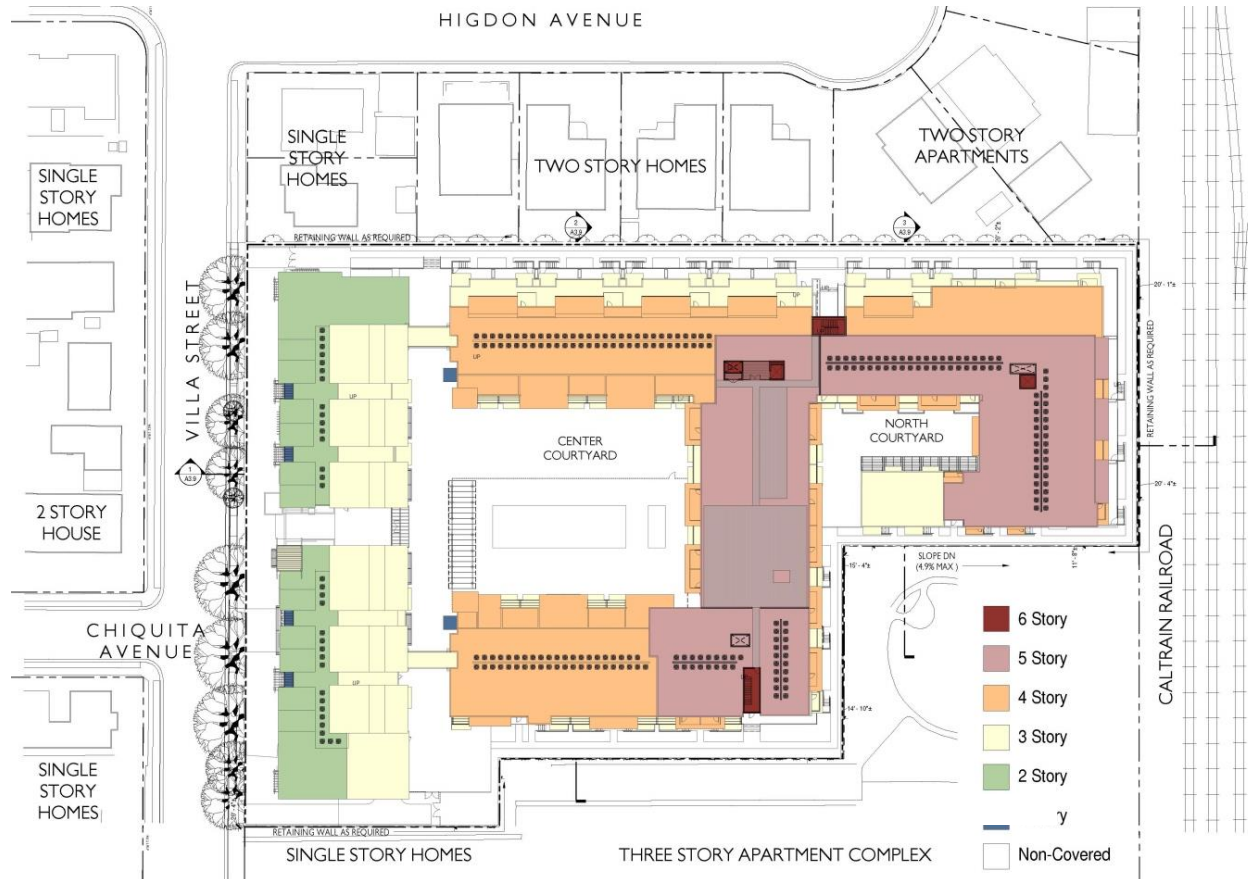
The General Plan includes two policies regarding neighborhood character. As designed, staff does not feel the project is fully consistent with these policies.

- *LUD 6.1: Neighborhood character.* Ensure that new development in or near residential neighborhoods is compatible with neighborhood character.
- *LUD 9.1: Height and setback transitions.* Ensure that new development includes sensitive height and setback transitions to adjacent structures and surrounding neighborhoods.

Some architectural treatments may help the project to be more stylistically compatible with the surrounding neighborhood. However, the height difference with surrounding structures and the impacts resulting from tall buildings near property lines cannot be fixed with architectural treatments. Reducing the number of stories and providing more gradual setback transitions would likely mean fewer units in the development.

Height and Massing

The project height would step up from two stories along Villa Street to five stories in the back portion of the site. In contrast, the predominant character of the Shoreline West neighborhood is one to two stories, while the Avalon Apartments next door are three stories (see diagram).



The project has been designed to address massing from Villa Street, which is the project’s primary interface with the Shoreline West neighborhood. The site section below shows that people standing on either side of Villa Street would be unable to see any of the development behind the building in the front. However, at 30’ to 40’ in height, the Villa Street facade is taller than most two-story buildings in the area, which are generally less than 30’ tall.



Although taller building areas may not be visible from in front of the site on Villa Street, there are other views of the development where the fifth story would be visible. These views are illustrated below, and show that the project could have a significant effect on the neighborhood's character. Significant changes to setbacks, massing, or design would improve the project's neighborhood integration. These changes would need to be weighed against the City Council's goal of adding to the City's housing supply, since reducing number of floors and increasing setbacks could reduce the number of units in the project.

One key view is from Higdon Avenue, the street located just west of the site. Buildings along Higdon Avenue are primarily two stories, meaning that a five-story building will be visible behind them. The photo simulation below gives an idea of the building's mass when viewed from Higdon Avenue.



Another key view is from Central Expressway and the single-family neighborhood on its north side. The photo simulation below gives an idea of the building's mass when viewed from this neighborhood across Central Expressway.



Another view where the five-story building would be visible is from the Avalon Apartment's private open space next door. This private open space would be surrounded by five-story facades to the west and south, which are particularly important for sunlight. The photo simulation below gives an idea of the building mass surrounding the private open space, which is shown near the middle of the image.



Environmental Planning Commission Comments

The EPC supported the project's five-story height, specifically along the Caltrain and Avalon Apartments property lines, but they had concerns about the five-story height near Higdon Avenue.

City Council Question 5

Does the City Council support the Villa Street development's proposed massing and maximum five-story height?

Transitions and Setbacks

The proposed development would be at least two stories taller than surrounding buildings in the area. This height difference could have shadow, massing, and privacy impacts, which could be reduced by increasing the setbacks or reducing the building height near other properties.

The project's setbacks are roughly 20' all the way around the building, except adjacent to the Avalon Apartment's open area, where the setback is 11' to 15'. The height of the building at these setbacks varies from two stories to five stories. Five-story building walls are adjacent to the property line shared with the Avalon Apartments and four-story building walls are adjacent to the property line shared with apartment buildings on Higdon Avenue (the height diagram on Page 12 shows these conditions).

There are several setback standards that are used in multi-family residential areas of the City. The El Camino Real Precise Plan and the R3 Zoning District utilize a 45-degree inclined plane to limit building heights near other residential properties (see diagram). In other words, the height of a wall would not be greater than its distance to the property line. Another type of development that is often built in multi-family residential areas is rowhouses, which allow setbacks of 15', but are limited to three stories. Applying these standards would require larger upper floor setbacks or larger overall setbacks, especially if the five-story height is deemed acceptable.



Diagram from El Camino Real Precise Plan

Environmental Planning Commission Comments

The EPC was most concerned about the transition to the Higdon Avenue properties, and recommended that staff work with the applicant to improve this side of the project.

City Council Question 6

Does the City Council support the Villa Street development's proposed side setbacks and height transitions to neighboring properties? If not, what standard would Council like applied to the project?

ENVIRONMENTAL REVIEW

Environmental review of the Villa Street development, Mariposa Avenue park, and any public benefits will be completed as part of the formal application process, in conformance with the California Environmental Quality Act. Issues such as traffic and site contamination will also be thoroughly studied through that process.

RECOMMENDATION

Staff recommends that the City Council provide input on the following key questions related to the development at 1696-1758 Villa Street:

1. Does Council support the concept of allowing alternatives to fee title dedication for City parks?
2. Does Council support the proposed public park over a private structured parking garage at 660 Mariposa Avenue in order to satisfy a portion of the park land requirement for the Villa Street project?

3. How should the value of this project's public benefits be determined?
4. What types of public benefits should the project contribute (for example, affordable housing at what level, bicycle/pedestrian improvements, etc.)?
5. Does the City Council support the Villa Street development's proposed massing and maximum five-story height?
6. Does the City Council support the Villa Street development's proposed side setbacks and height transitions to neighboring properties? If not, what standard would Council like applied to the project?

NEXT STEPS

Following feedback from the City Council at this Study Session, the applicant will refine the project for the formal development review process. A formal City Council hearing on the project will happen at a future date.

PUBLIC NOTICING

The City Council's agenda is advertised on Channel 26, and the agenda and this report appear on the City's website. All property owners and tenants within a 300' radius of both sites (the Villa Street site and 660 Mariposa Avenue) and other interested stakeholders were notified of this meeting.

EA-RS-SW/7/CAM

899-03-21-17SS-E

- Attachments:
1. Project Plans
 2. Tenant Relocation and Affordable Housing proposals
 3. Public Comments
 4. 660 Mariposa Avenue Park Plan
 5. Area Map