



**DATE:** May 7, 2019

**CATEGORY:** Public Hearing

**DEPT.:** Community Development

**TITLE:** **Residential Development at 1411-1495 West El Camino Real**

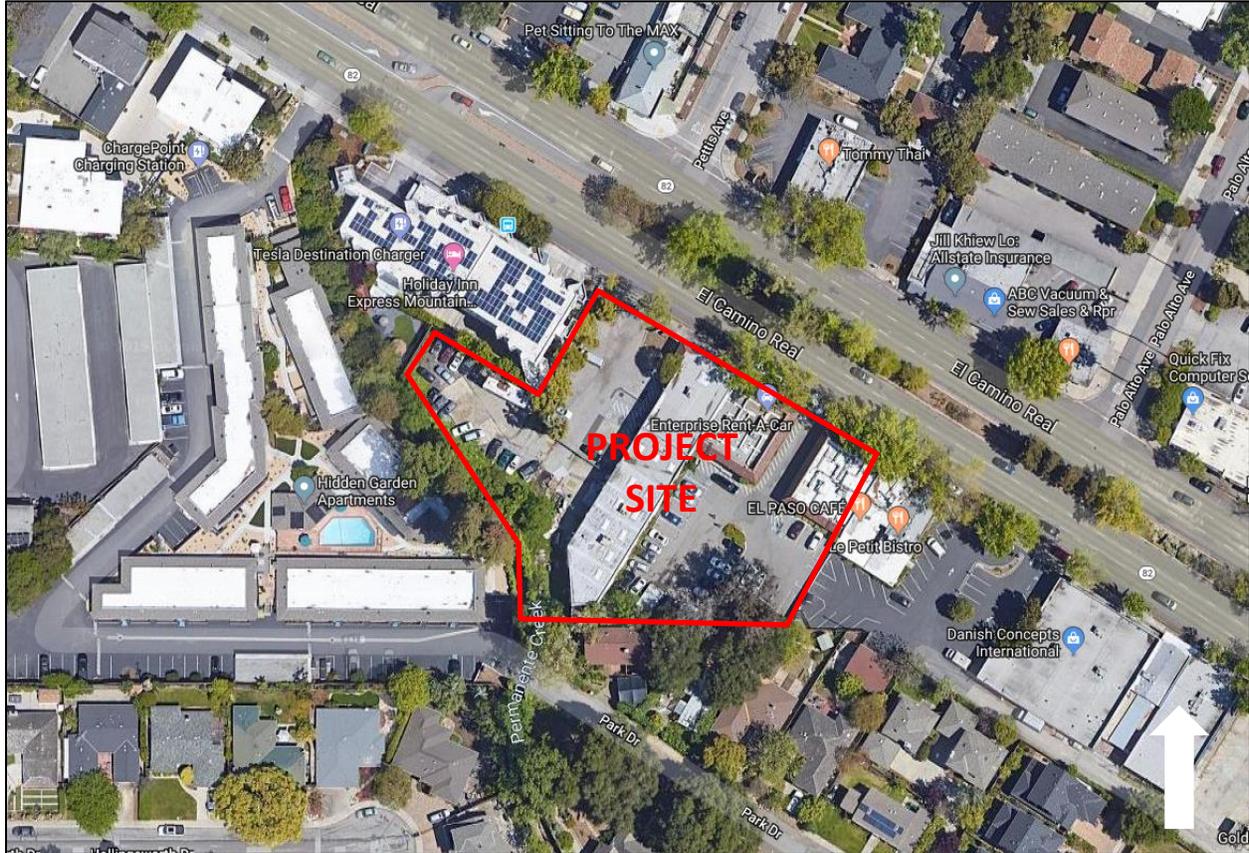
## **RECOMMENDATION**

1. Adopt a Resolution Conditionally Approving a Planned Community Permit and Development Review Permit to Construct a 53-Unit Residential Project and Heritage Tree Removal Permit to Remove 6 Heritage Trees Located at 1411-1495 West El Camino Real, to be read in title only, further reading waived (Attachment 1 to the Council Report).
2. Adopt a Resolution Conditionally Approving a Vesting Tentative Map to Create 53 Condominium Units and One Common Lot Located at 1411-1495 West El Camino Real, to be read in title only, further reading waived (Attachment 2 to the Council Report).

## **BACKGROUND**

### **Project Site**

The 1.25-acre project site is located on the south side of El Camino Real, between Rich Avenue and Mountain View Avenue, and is currently developed with 13,200 square feet of commercial buildings. Surrounding land uses include a one-story commercial retail building to the east, a three-story hotel to the west, and single-family residences to the south. The site's southwestern edge is formed by Permanente Creek, and just beyond the creek is a two-story, multi-family housing building. One-story commercial retail lies to the north of the project site on the other side of El Camino Real. The project site is one-quarter mile to McKelvey Park to the southeast and Eagle Park to the east.



Location Map

## Prior Hearings and Meetings

### *Neighborhood Meeting*

The applicant held a neighborhood meeting on July 12, 2018 to present the project plans to the neighborhood and to hear comments and feedback about the proposed development. Six people attended the meeting and expressed general support of the development with a request for the incorporation of additional transitions between the project and the single-family homes to the south along Park Drive. Staff subsequently worked with the applicant to address these requests, and the plans were revised to include additional building step-backs and landscaping.

### *Development Review Committee*

The project was reviewed by the Development Review Committee (DRC) twice. The DRC provided design recommendations on several iterations of the project design such as architecture, neighborhood transitions, and massing reductions. The project received

a recommendation of approval on March 21, 2018 with additional design conditions of approval.

*Administrative Zoning/Subdivision Committee Public Hearing*

The project was reviewed by the Zoning Administrator and Subdivision Committee on March 27, 2019, where it was recommended for approval to the City Council. Two people spoke during the hearing and expressed a general concern with the amount of overall development along El Camino Real and requested that the multi-use path proposed through the site be removed because it was unnecessary.

**ANALYSIS**

**Project Description**

The project proposes to redevelop the site with a 53-unit residential condominium development (see Attachment 3—Project Plans). The unit mix consists of two studio units averaging 600 square feet, 31 one-bedroom units averaging 650 square feet, and 20 two-bedroom units averaging 1,000 square feet. The proposed site design includes a lobby entry area along El Camino Real and seven ground-floor units with access from the sidewalk. Vehicle access is provided from El Camino Real on the western side of the site with 7 uncovered parking spaces and 77 enclosed spaces in an at-grade parking garage. A publicly accessible path is proposed through the site and would provide pedestrian/bicycle through-block connection to community amenities to the south, such as McKelvey Park. There are open space areas on the ground floor of the project as well as a large central open space above the parking garage podium on the second floor.



Site Plan

The design employs a contemporary architectural style with traditional elements such as gabled roof forms and porches facing the sidewalk. The western corner of the building along El Camino Real features a three-story octagonal tower element that calls attention to the corner of the building while still maintaining a pedestrian scale. The El Camino Real frontage is activated by landscaping, residential stoops, and an entry lobby. The sidewalk along El Camino Real includes landscaping on both sides to further enhance the pedestrian experience. Special paving is included in the driveway and the uncovered parking lot to enhance the aesthetics of the hardscaped areas.



Perspective from El Camino Real

The southeastern portion of the building that is adjacent to single-family residential uses incorporates setbacks, building step-backs, and landscaping to ensure a sensitive transition. In addition to a providing a 15' setback, the second and third floors are stepped back an additional 16'. The second-floor decks include planters and taller vegetation is proposed at the ground floor to enhance screening along this edge.

### General Plan Designation

The project site is located in the Mixed-Use Corridor General Plan Land Use Designation, which allows a broad range of uses, including high-density, multi-family residential development at densities up to approximately 60 units to the acre and heights up to four stories. The proposed project is consistent with the General Plan's vision for the area, including a three-story residential project at 43 units per acre and advances the following General Plan policies:

- **LUD 3.5: Diversity.** Encourage residential developments serving a range of diverse households and incomes.
- **LUD 6.3: Street presence.** Encourage building facades and frontages that create a presence at the street and along interior pedestrian paseos or pathways.
- **LUD 20.4: Residential design transitions.** Require sensitive design transitions between El Camino Real development and surrounding residential neighborhoods.

- **LUD 20.5: Landscaped pedestrian amenities.** Encourage development to provide landscaped pedestrian amenities and gathering places.

### Zoning Designation

The project site is in the El Camino Real Precise Plan in the Low-Intensity Corridor area. Only a base intensity of development is allowed in this area with a maximum floor area ratio (FAR) of 1.35 and height of three stories and 45'. The following table shows the project's compliance with all of the Precise Plan's development standards:

<b>Standard</b>	<b>Requirement</b>	<b>Proposed</b>
Floor Area Ratio	1.35 maximum	1.33
Front Setback	10' minimum, 15' maximum	14'2"
Side Setbacks	10' minimum adjacent to commercial 15' minimum adjacent to residential	10' 15'
Rear Setbacks	10' minimum adjacent to commercial 15' minimum adjacent to residential	15'9"
Height	45' maximum 35' to wall plate maximum	45" to roof 33" to wall plate
Pavement Coverage	25 percent maximum	9 percent
Open Area	35 percent minimum	40 percent
Parking	1 space per bedroom up to two spaces per unit; 15% available for guests. (73 total required)	84 spaces

### Parking

Consistent with the Precise Plan, the project is proposing to provide one parking space for one-bedroom units and two parking spaces for two-bedroom units and 15 percent or 11 parking spaces are proposed for guests. The total parking provided is 84 spaces. The project also proposes to include 53 permanent and secure bike storage spaces for the residents, 10 guest bike spaces, and an additional 4 public bike spaces near the building entrance along El Camino Real.

## **Trees**

The project proposes to remove six Heritage trees: three red iron barks, one fan palm, one liquidambar, and one Coast live oak. The City arborist has reviewed the arborist reports and supports removal of these trees. The Coast live oak has fallen due to severe borer activity and the three red iron barks suffer from very weak structure. The fan palm and liquidambar are located within the construction footprint, and their removal is necessary to construct the project.

The removal of six Heritage trees requires a 2:1 replacement ratio for a total of 12 replacement trees. The applicant is proposing 36 new trees, including four new street trees along the El Camino Real street frontage. The tree canopy at mature growth is estimated to exceed the existing canopy coverage. The following table shows the existing and estimated future tree canopy coverage for the site:

### **Tree Canopy Coverage**

	<b>Canopy Coverage</b>
Existing Canopy	34%
Canopy After 10 Years	16%
Canopy at Maturity	37%

## **Traffic and Circulation**

A traffic analysis was prepared by TJKM Transportation Consultants, Inc., for the proposed project and provides a supplemental traffic analysis which builds upon the El Camino Real Precise Plan Environmental Impact Report (EIR) (see Attachment 4—Transportation Study). Potential impacts were evaluated in accordance with standards set forth by the City and the VTA Congestion Management Program (CMP).

The study concluded that the existing commercial uses on-site generate 43 peak a.m. trips and 43 peak p.m. trips. The proposed project would generate 23 peak a.m. trips and 27 peak p.m. trips, which would result in a reduction of 20 a.m. peak hour trips and 16 p.m. peak hour trips. The net negative trip generation would not result in any traffic impacts along West El Camino Real or to nearby intersections at El Monte Avenue, Miramonte Avenue, or Shoreline Boulevard.

The project features a dedicated public multi-use path through the site running in the north-south direction. This path creates a through-block connection from El Camino Real to Park Drive for neighborhoods to the north.

The Precise Plan includes goals for the creation of new bicycle and pedestrian connections by requiring new projects over 150' in width with access to a street parallel to El Camino Real to provide a public access easement through the site. Sites within 250' of an existing public access route are exempt. This project met the standards to require this through-access, and the applicant worked closely with staff and the DRC to create a project that includes a public access path to Park Drive consistent with the Precise Plan requirement.

In addition to meeting the Precise Plan requirement, the path will contribute an important piece to the City's planned bicycle network. A future Capital Improvement Project (CIP) includes a signalized crosswalk across El Camino Real at Pettis Avenue. This crossing provides a new, north-south connection across El Camino Real and greatly improves access to McKelvey Park and St. Joseph's Catholic School, especially for more sensitive populations like children.

### **Subdivision Map**

The project includes a Tentative Map to reconfigure the three existing parcels into one new lot configuration as shown on the subdivision materials (see Attachment 2— Tentative Map Resolution). Fifty-three (53) condominium units and one common lot will be created. The Tentative Map also shows the public access easement running through the site for the purposes on the trail connection.

### **BMR Proposal**

The project is subject to the City's BMR Ordinance, which currently requires 10 percent affordable units for market-rate ownership projects. The City Council can accept in-lieu payment (3 percent of sales price) when units are priced above a threshold set by the BMR Program Administrative Guidelines. The applicant proposes to pay the in-lieu fee to satisfy their affordable housing requirement, which would be a payment of approximately \$1.5 million.

### **ENVIRONMENTAL REVIEW**

The project qualifies as Categorical Exempt under the California Environmental Quality Act (CEQA), Section 15332 ("Infill Development Projects"), because it is characterized as an infill development which is consistent with the applicable General Plan and zoning designation; is on a project site that is less than five acres; contains no value as habitat for endangered, rare, or threatened species; would not result in any

significant effects relating to traffic, noise, air quality, or water quality; and the site can adequately be served by all required utilities and public services.

### **FISCAL IMPACT**

The subject site has a current total assessed value of approximately \$6.3 million (Fiscal Year 2018-19) and the current taxes paid to the City are \$10,000. If the site were developed with 53 residential units with an average sales price of approximately \$943,000, the City would receive approximately \$80,000 in property taxes per year. Additionally, the one-time Transfer Tax provided to the City would total approximately \$165,000.

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The proposed project is also subject to the City's Park Land Dedication Fee in accordance with Chapter 41 (Park Land Dedication or Fees In Lieu Thereof). The approximate amount of this fee is \$3,498,000.

### **CONCLUSION**

The proposed development will create 53 new condominium units, providing new ownership housing opportunities within Mountain View. The proposed building employs an attractive design, quality amenities, and is sensitive to the neighborhood transition. The project has been reviewed by the Development Review Committee and the Zoning Administrator/Subdivision Committee at public meetings, where the project was recommended for conditional approval.

### **ALTERNATIVES**

1. Approve the project with modified conditions of approval.
2. Refer the project back to the DRC and/or the Zoning Administrator for further consideration and recommendations.
3. Deny the project applications, finding that the site is not physically suitable for the type of development.

**PUBLIC NOTICING**

The 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 750' radius and other interested stakeholders were notified of this meeting.

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- Attachments:
1. Resolution for a Planned Community Permit, Development Review Permit, and a Heritage Tree Removal Permit with Conditions of Approval
  2. Resolution for a Vesting Tentative Map
  3. Project Plans
  4. Transportation Study