



DATE: May 23, 2018

AGENDA ITEM # 4

AGENDA REPORT

TO: Complete Streets Commission

FROM: Zachary Dahl, Planning Services Manager

SUBJECT: New Multiple-Family Residential Building – 4856 El Camino Real

RECOMMENDATION:

Recommend approval of Multi-Family Design Review Application 18-D-01 to the Planning Commission

PROJECT DESCRIPTION

This is a Design Review application for a new multiple-family development at 4846 and 4856 El Camino Real. The proposed project is a five-story residential building with 50 condominium units, a rooftop common area and a two-level underground parking garage with 108 parking spaces. The project site is designated as Thoroughfare Commercial in the General Plan, zoned CT (Commercial Thoroughfare) and is 31,576 square feet (0.72 acres) in size.

The existing site includes a one-story commercial building currently occupied with office uses at 4846 El Camino Real and a two-story mixed-use building with personal service and office uses at 4856 El Camino Real.

A cover letter from the applicant that provides an overview of the project is included as Attachment A; the project's traffic analysis is included as Attachment B; and a condensed version of the project plans that focuses on the project's bicycle, pedestrian, circulation and parking amenities is included as Attachment C.

BACKGROUND

As outlined in the Zoning Code, the Complete Streets Commission (formerly the Bicycle and Pedestrian Advisory Commission) considers projects at a public meeting and acts in an advisory capacity to the Planning Commission and City Council on bicycle, pedestrian, parking and traffic matters. For Multi-Family Design Review applications, the Commission shall provide an advisory recommendation on the elements of the application that pertain to bicycle, pedestrian, parking and traffic issues.

With regard to traffic analysis, the Circulation Element in the General Plan includes an implementing program (C8) that outlines the criteria for reviewing traffic and circulation for new development as follows:

Evaluate development proposals and design roadway and access improvements based on established Level of Service standards and vehicle trip distribution to minimize impact on local residential and collector streets:

- 1) Require public review of any development project or other proposal that causes an intersection to degrade by one or more levels of service (e.g., LOS A to B, LOS B to D);
- 2) Require a transportation analysis for all development projects resulting in 50 or more net new daily trips. The analysis shall identify potential impacts to intersection and roadway operations, project access, and non-automobile travel modes, and shall identify feasible improvements or project modifications to reduce or eliminate impacts. Impact significance should be consistent with the criteria maintained by the Santa Clara Valley Transportation Authority. City staff should have the discretion to require focused studies regarding access, sight distance, and other operational and safety issues;
- 3) As part of the development review process, the primary access for major traffic generators should be established on arterial roadways, and overall access should be designed to minimize traffic intrusion to residential neighborhoods; and
- 4) Only after preparation of an environmental impact report with associated findings, accept Level of Service E or F operations at City-monitored signalized intersections after finding that no practical and feasible improvements can be implemented to mitigate the lower levels of service. A proposed development that causes or exacerbates LOS E or F operations and causes a significant intersection impact should be considered for approval if it will provide a clear, overall benefit to the City (e.g., library expansion or relocation, new community center).

With regards to bicycle parking standards, the City does not have an adopted ordinance, but does rely on the Valley Transportation Authority (VTA) Bicycle Technical Guidelines as a recommended bicycle parking guideline. For general multi-family dwellings, VTA recommends one Class I space per three units and one Class II space per 15 units. A Class I space is defined as one that protects the entire bicycle and its components from theft, vandalism or inclement weather and is appropriate for long-term parking (two hours to all day). A Class II space is defined as a rack to which the frame and at least one wheel can be secured with a user provided U-lock or padlock and cable and is appropriate for short-term parking (less than two hours).

DISCUSSION

Traffic and Parking

The site includes two existing commercial buildings with a variety of uses, including offices, a gym and a learning center, that generate 228 average daily trips (ADT). The proposed project, with 50 new dwelling units, will generate 272 ADT, which results in a net increase of 44 ADT. Since this is under the City's threshold of 50 net new daily trips, a full transportation impact analysis is not required for the project. The project's traffic report (Attachment B) provides information to support this conclusion as well as an analysis of project site circulation and access.

The onsite vehicle circulation includes the driveway ramp from El Camino Real and two levels of underground parking. As outlined in the traffic report, and on Sheets A1 and A2, the drive aisles and turning radiuses meet minimum dimensions to be accessible and usable for a range of residential vehicle sizes and types. The proposed driveway ramp grade of 20%, with a 10% slope at each

transition, is consistent with the City's "Parking Standards Exhibit A" which allows for grade up to 20%.

For multi-family projects that include at least 10% affordable (below market rate) units, the Zoning Code requires one on-site parking space for each one-bedroom unit and two onsite parking spaces for each unit with two or three bedrooms. Since the project is proposing nine one-bedroom units and 41 two- and three-bedroom units, a minimum of 91 onsite parking spaces is required. The project is providing a total of 108 parking spaces, which includes three ADA spaces, seven guest spaces, 40 tandem spaces and 58 standard spaces. Overall, the proposed onsite parking meets Zoning Code requirements and is an appropriate mix for a multi-family project of this size.

Bicycle and Pedestrian

As recommended by the VTA guidelines, the project should provide at least 17 Class I bicycle parking spaces and four Class II spaces. As outlined in the applicant's cover letter, a total of 45 secure bike storage spaces in the underground parking garage are proposed. This includes 29 individual lockers (Class I) and 16 protected bike racks (Class I equivalent). In addition, two bicycle racks with four spaces (Class II) are proposed at street level next to the building's front entrance on El Camino Real. Thus, the project is significantly exceeding the VTA Guidelines for bicycle parking spaces.

The project will be replacing the seven-foot wide public sidewalk along its full El Camino Real frontage (145 feet) and will be replacing the two existing driveway cuts with one new driveway cut to serve the underground garage parking garage. The building's front entrance is accessed via a wide walkway from the back of the public sidewalk. Common areas with pedestrian amenities for the building's residents are provided in the rear yard of the site and on a roof deck. Overall, the project's bicycle and pedestrian amenities appear to meet or exceed all applicable City policies and guidelines.

Environmental Review

It is anticipated that this project will be categorically exempt from environmental review under Section 15332 of the California Environmental Quality Act because it is an in-fill development on a site that is under five-acres in size. A more detailed analysis will be conducted prior to the Planning Commission public hearing, which is tentatively scheduled for June 21, 2018.

Attachments:

- A. Applicant Cover Letter
- B. Traffic Report, Hexagon Transportation Consultants
- C. Project Plans