



DATE: April 28, 2021

AGENDA ITEM # 2

AGENDA REPORT

TO: Complete Streets Commission

FROM: Steve Golden, Senior Planner

SUBJECT: 420-428 South San Antonio Road – Preliminary Review of a Proposed 23 Residential Unit Mixed-Use Project

RECOMMENDATION:

Provide feedback to the applicant and staff regarding a new 23 residential unit mixed use project under the Pre-Application phase of a project submitted under Senate Bill (SB) 330 provisions.

PROJECT DESCRIPTION

This is a study session in response to a SB 330 Pre-Application submittal for a new multiple-family development at 420-428 South San Antonio Road. The proposal (Project) is a four-story building that includes: approximately 2,600 square feet of commercial space, residential lobby, and garage parking on the first story; 23 residential units in second to fourth stories; and a common roof deck at the fourth story. The parking garage includes 47 parking spaces including seven conventional parking spaces (two of which are accessible spaces) and 40 parking spaces within a mechanical parking lift system and subgrade pit area. The existing site includes a single-story commercial building with approximately 5,560 square feet of commercial space consisting of a restaurant (Original Pancake House) and personal service use (Pilates Athletic Center) and seven surface parking spaces.

BACKGROUND

Senate Bill 330 (SB 330)

Pre-Application Phase

California Senate Bill 330, “The Housing Crisis Act of 2019,” was signed into law by Governor Newsom on October 9, 2019 and became effective January 1, 2020. The bill establishes a statewide housing emergency to be in effect until January 1, 2025. The Housing Crisis Act allows for an applicant to submit a preliminary application for any housing development project, meaning a project of two or more units and that is at least two-thirds residential by floor area. SB 330 has two key phases: a pre-application phase and a formal submittal phase. The purpose of the pre-application phase is to collect specific site and project information in order to determine the zoning, design, subdivision, and fee requirements that will apply to the housing development project throughout the review and entitlement process. The filing of a complete pre-application with the City suspends any new or revised development and design standards plus other land use related regulations that can be imposed on the project as well as development impact fees. Additionally, under the provisions of the legislation, the City can only ask for certain information during the pre-application phase. Other design requirements can be asked for during the formal submittal. This provides some guarantees to the applicant that the “rules of the road” will not be changed during the entitlement process. During the

pre-application phase, the City can undertake its normal community outreach by having study sessions, and community meetings.

Formal Submittal Phase of SB 330

The applicant shall submit a formal application for a development project within 180 calendar days of submitting a complete preliminary application. If the City determines that the application for the development project is not complete, the applicant shall submit the specific information needed to complete the application within 90 days of receiving the agency's written identification of the necessary information. If the development proponent does not submit this information within the 90- day period, then the application shall expire and have no further force or effect (new/revised standards and changes to impact fees would also no longer be suspended and could apply to a future application). Additionally, during the "formal submittal" phase the City is only allowed to require five public meetings. The legislation was written very broadly to include community meetings, and study sessions in this definition. The City also must account for any potential appeals, which count toward the five-meeting maximum. As such, it's critical that the Planning Commission and community provide feedback during the study session so the applicant can respond to comments made by the community in the application for formal submittal.

Complete Streets Commission Roles and Responsibilities

Per Section 2.08.160 of the Los Altos Municipal Code the Complete Streets Commission is an advisory body to the City Council on multi-modal transportation components of the project as it relates to pedestrian, bicycle, parking and traffic matters.

2.08.160 - Powers and duties of the complete streets commission.

- A. Help to create multi-modal transportation solutions and policies that enable safe, attractive, comfortable and independent access and travel for pedestrians, bicyclists, transit users, and motorists of all ages and abilities, including connectivity across jurisdictional boundaries.
- B. Shall advise the council on existing and proposed city policies related to traffic calming and traffic enforcement.
- C. Shall advise the council on projects and budget priorities for transportation-related capital improvements.
- D. Provide for community engagement and serve as a conduit for community input.

As a result, and per Section 14.78.090 of the Los Altos Municipal Code, prior to formal submittal, City staff and the applicant would like to receive feedback from the Complete Streets Commission on the multi-modal transportation aspects of the project which would inform the formal filing of the Project's entitlement applications.

DISCUSSION/ANALYSIS

General Plan Circulation Element

In 2013, Senate Bill 743 was signed by Governor Brown. SB 743 directed the State Office of Planning and Research (OPR) to develop new California Environmental Quality Act (CEQA) guidelines and to replace Level of Service (LOS) as the evaluation measure for transportation impacts under CEQA with another measure such as Vehicle Miles Traveled (VMT). It should be noted that SB 743 does not preclude cities from retaining General Plan policies related to LOS. Furthermore, cities may continue to require transportation analyses of a project's consistency with the adopted LOS goals

and/or other operational issues related to transportation. While the mitigation measures identified in the project's CEQA document will be based on VMT and not LOS, cities may require transportation improvements intended to address LOS deficiencies. Per the City of Los Altos Circulation Element, a transportation impact analysis (TIA) should be prepared for projects that generate 50 or more net new daily trips.

Circulation Element Policy C8

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;

The project applicant will need to provide specific information with regards to the daily trip generation rates. Based on guidelines and standards, it is acceptable to use the Institute of Transportation Engineers (ITE) Trip Generation Manual to estimate the number of trips based on the type of land use and size of buildings (or number of residential units) to determine the net change in trips. Further review and analysis will be completed contingent upon the initial findings of the net change of trips in comparison to the General Plan policy.

Site Access, Pedestrian and Bicycle

The Project proposes to eliminate the surface parking as well as the extended curb cut (~100 feet in length) along the South San Antonio frontage which will improve pedestrian safety. Vehicular access to the site is proposed at the rear from the public alley way. Vehicles will enter/exit the garage at grade level. Currently, the public alley way is sixteen feet wide; however, like other recent projects that have frontage along the alley way, the City will require a two-foot dedication (in fee title or easement) to widen the alley for a future 20-foot width. Staff has also identified utilities that would also need to be moved or undergrounded along the alley way and will be addressed further with more engineering specific related information as part of the formal application.

As recommended by the VTA guidelines, the project should provide a minimum of one Class I bike parking (e.g. bike lockers) for every 3 units and one Class II bike parking (e.g. bicycle rack) for every 15 units. It is expected that the applicant will incorporate the details of these facilities in their formal application design plans.

Parking

The Project would be eligible for parking reduction exceptions under the State of California Density Bonus law. Below is a table showing the required parking per zoning code standards and the parking reduction provisions in Chapter 14.28 Multiple-Family Affordable Housing¹. There are no reductions for non-residential parking.

¹ City's implementation of the State of California Density Bonus Laws

Required Residential Parking

Bedroom Count	Units	Required Parking Ratio per Zoning Code	Required Parking Spaces Per Zoning Code	Density Bonus Parking Ratios	Required Parking Spaces Per Density Bonus
Two Bedrooms	7	2/unit	14	2/unit	14
One Bedroom	14	1.5/unit	21	1/unit	14
Studio	2	1.5/unit	3	1/unit	2
Guest Parking		1 per 4 units	6	-	-
Total Residential:			39		30
Commercial	2, 626sf	1 per 300sf	9	NA	9
Total Parking:			48		39

According to the submitted plans, the Project proposes a total of 47 parking spaces including seven conventional parking spaces (two of which are accessible spaces) and 40 parking spaces within a mechanical parking lift system and subgrade pit area. If the mechanical parking lift system does not provide the minimum parking space dimensions per zoning code standards (nine feet by 18 feet and seven feet clearance free of any structural supports) then staff recommends a development waiver to be requested which is consistent with previously approved projects. Staff recommends that the parking spaces designated for commercial use be conventional parking which could be utilized more independently by guests of the commercial space. The applicant has discussed the possibility of utilizing some of the parking at the surface parking lot at the corner of Lyell Street and Second Street, which is in common ownership; however, would need to be further analyzed for parking in excess of other required parking and if there are any existing encumbrances on that parcel.

Transit

The closest public transit is VTA bus route 40 which provides service between Foothill College in Los Altos Hills and the Mountain View Transit Center via North Bayshore. The closest bus stop is located on South San Antonio at the corner of Lyell Street (opposite corner from the subject site).

ENVIRONMENTAL REVIEW

The Project will be reviewed under the provisions of the California Environmental Quality Act (CEQA) to determine if there are any identifiable potential significant impacts to the environment due to the implementation of the project. With regards to transportation, the project exceeds the vehicle miles traveled (VMT) residential infill screening threshold of 20 multifamily units and therefore will require further VMT analysis. Should potential significant impacts for VMT be identified, mitigation measures such as transportation demand management (TDM) measures could be implemented to mitigate the impact to a less-than-significant level. Also, if not eligible for an exemption under CEQA, Preparation of an initial study and mitigated negative declaration, as well as response to public comments and preparation of a mitigation monitoring program will be required for this project. A

more detailed analysis will be conducted prior to the formal Planning Commission/Complete Streets Commission review and final determination by City Council.

Staff Recommendation:

Staff suggests that the Complete Street review the submitted material and provide preliminary feedback to the applicant so they can address these before submitting the formal application.

ATTACHMENTS

- A. Development Application Resource webpage (includes plans, materials, links to meeting documents):

<https://www.losaltosca.gov/communitydevelopment/page/420-428-south-san-antonio-road>

- B. Design Plans