



AGENDA REPORT SUMMARY

Meeting Date: September 6, 2022

Subject 4350 El Camino Real Multiple Family Residential Development Project

Consider adoption of a Resolution making findings, to adopt the Mitigated Negative Declaration under the California Environmental Quality Act (CEQA), and Approving the Design Review Permit, Conditional Use Permit and Subdivision applications for a 47-unit multiple family residential development project at 4350 El Camino Real (Application Nos. 19-D-01, 19-UP-01 and 19-SD-01)

Prepared by: Radha Hayagreev, Consulting Senior Planner

Reviewed by: Steve Golden, Interim Planning Services Manager
Nick Zornes, Development Services Director

Attachment(s):

1. Draft Resolution 2022-XX with Findings and Conditions of Approval
2. Initial Study and Mitigated Negative Declaration
3. Comments received and responses to comments for the IS-MND
4. Project Density Bonus Report and letter
5. July 21, 2022, Planning Commission Agenda Report and Meeting Minutes (with April 7, 2022 Planning Commission Agenda Report and meeting minutes as an attachment)
6. Project Design Plans

Initiated by:

Angela and Gregory Galatolo, Property Owner, and Applicant

Previous Council Consideration:

January 26, 2021 - Story Pole Exemption hearing

Fiscal Impact:

There is no known negative fiscal impact to the City for this project. Payment of Traffic Impact, Park In-lieu Fee, and Public Art In-lieu Fee will be required to be paid per Municipal Code requirements.

City Manager

GE

Reviewed By:

City Attorney

JH

Finance Director

SN



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Environmental Review:

The Notice of Intent to Adopt the Initial Study/Mitigated Negative Declaration (IS/MND) for the 4350 El Camino Real Residential Project was circulated for 30 days from January 11, 2022, through February 14, 2022. The City received two comment letters for the draft IS/MND during the 30-day public comment period from:

- Mountain View Los Altos School District (February 1, 2022)
- California Department of Transportation (Caltrans) (February 9, 2022)

The comment letters with responses to the potential environmental impacts raised in each letter are included in Attachment 3. No text revisions to the IS/MND are required.

The comments received do not raise any significant new information or substantial evidence in light of the whole record to warrant recirculation of the MND or preparation of an Environmental Impact Report per CEQA Guidelines 15064 and 15073.5. The City Council will review and consider the comments and responses prior to making a decision on the project. City Council adoption of the MND and Mitigation and Monitoring Program will be required to approve the project, but no action on the MND is required if the City Council decides to disapprove the project. Refer to Attachment 2 and 3 of this staff report for more details.

Policy Question(s) for Council Consideration:

- Is the proposal of seven income restricted units with four moderate income units and three very-low income at the moderate rate level (or 28% of a base 25-unit project) in exchange for two concessions including increased height and reduced parking aisle width consistent with State Density Bonus Law and the Los Altos Density Bonus?
- Is the request for a discretionary density bonus to increase the number of units 88 percent above the base density in exchange for the seven income restricted units acceptable?
- Does the proposal meet the required findings for design review and subdivision per the Los Altos Municipal Code?

Summary:

- The project includes the demolition of the existing one-story, 1,466 sq. ft. gasoline service station buildings, pump islands, asphalt paving and landscaping, removing the underground fuel and oil storage tanks, and construct a new five-story residential building with two below-ground parking levels.
- The proposed five-story building would contain 47 residential units, including 10 one-bedroom units, 31 two-bedroom units and 6 three-bedroom units.
- The applicant is offering seven affordable units in exchange for two concessions of increased building height and reduced parking aisle width. The project exceeds the



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minimum required 15 percent affordable housing units by providing four moderate income units and three very-low income units. Considering a base project of 25 units, the project is proposing 28 percent affordable units.

- Since 12 percent of project's base density is dedicated to very-low income units, the project qualifies for a 38.75 percent density bonus or additional 10 market rate units and two development concessions. Since the project provides three additional affordable housing units over the minimum City requirement, the applicant requests for an optional increased density bonus to provide additional 12 market rate units, for a total of 47 units or an additional increase by 22 additional units over the 25 units base units or an 88 percent optional density bonus.

Staff Recommendation:

Adopt the Mitigated Negative Declaration and Mitigation and Monitoring Reporting Program pursuant to California Environmental Quality Act (CEQA) provisions and approve the Design Review Permit, Conditional Use Permit, and Vesting Tentative Map, with the inclusion of the density bonus and concessions (applications 19-D-01, 19-UP-01 and 19-SD-01 – 4350 El Camino Real) per the findings and conditions contained in the resolution (Attachment 1).

Purpose:

To review and consider a request to:

- Adopt the Mitigated Negative Declaration pursuant to California Environmental Quality Act provisions;
- Approve the density bonus requests including concessions, and the requested 88 percent discretionary density bonus;
- Approve the design review permit, conditional use permit, and tentative subdivision map for the proposed five-story, 47-unit multiple family residential development project at 4350 El Camino Real.

Background:

Site Setting

The project site is a 0.66-acre parcel located at 4350 El Camino Real, which is at the southeast corner of the intersection of El Camino Real and Los Altos Avenue in northern Los Altos. The project site is designated as 'Thoroughfare Commercial' in the General Plan and zoned CT (Commercial Thoroughfare). The Applicant requests approval applications for Design Review, Conditional Use permit, and a Tentative Parcel Map for a new multiple-family development on a 0.66-acre (28,562 sq. ft.) site at 4350 El Camino Real. The proposal includes 47 for-sale condominium units in a 53.9 feet tall, five-story building with two levels of underground parking and a ground level common area at the rear of the building. The proposed design provides 40 new market-rate condominium residences and seven affordable units.



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The April 7, 2022 Planning Commission Agenda Report contains more details on the technical aspects of the project and the site development standards (Attachment 5).

SB 330

Development project applications submitted after January 1, 2020 are subject to SB 330, the Housing Crisis Act of 2019. The application was submitted on December 27, 2018; therefore, the project is not considered an SB 330 project.

Housing Accountability Act

Pursuant to the Housing Accountability Act, Government Code Section 65589.5, if a housing development project complies with all applicable objective standards imposed by the City, then the City has limited discretion to condition the project, and it may not deny a conditional use permit or other discretionary entitlement for the project or approve the project at a lower density unless the approval authority finds that the project “would have a specific, adverse impact upon the public health or safety.” A “specific, adverse impact” means “a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.”

Previously, the project had a number of inconsistencies with objective design standards and the inclusionary housing obligations for unit distribution as described in the April 7, 2022 Planning Commission report (Attachment 5). However, those items have been resolved either due to design changes in the project or conditions of approval that will be applied to the project as contained in the draft resolution (Attachment 1). The project is inconsistent with the allowed density in the CT zoning district and the Applicant is requesting a discretionary 88 percent density bonus under provisions of the Los Altos Density Bonus Ordinance¹, whereas the State Density Bonus Law allows up to a 38.75% density bonus. See “Density Bonus and Affordable Housing” under the Discussion/Analysis section

Story Pole Installation

On January 26, 2021, the City Council approved a modified story pole installation for this project. The modified story pole installation that was approved requires the applicant to install and certify four poles and two balloons. The modified plan also required billboard signs to be installed on-site printed with QR codes that when scanned with a mobile device, opened a 3D elevation model of the proposed project published on the internet. The details of the modified story pole and billboard signs are available in Attachment E of the April 7, 2022 Planning Commission Agenda report (Attachment 5)

¹ Section 14.28.040.F in effect at the time the application was deemed complete but now amended.



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On February 13, 2022, the applicant installed all the approved story poles per the approved story pole plan.

On February 15, 2022, staff received a certification of the story pole installation as verified by the Applicant's civil engineer/surveyor (Attachment E of the April 7, 2022 Planning Commission Agenda report in Attachment-5).

With the elapsed time since the original installation and this Council meeting, some of the story pole installations and balloons had gone unmaintained; therefore, staff directed the applicant to restore the story pole installation per the approved plans. On August 17, 2022, staff received correspondence from the Applicant that the story pole installation had been fully restored in conformance with the approved story pole exemption approved by Council.

Complete Streets Commission

On October 23, 2019, the Complete Streets Commission (CSC) held a duly noticed public meeting to consider the Project. Pursuant to Section 14.78.090 of the Zoning Code, an application for City Council design review shall be subject to a multimodal transportation review and recommendation to the Planning Commission and City Council by the Complete Streets Commission as part of the approval process in order to assess potential project impacts to various modes of transportation such as but not limited to bicycle, pedestrian, parking, traffic impacts on public streets, and/or public transportation. Following the discussion, the CSC voted 4-0 to recommend approval of the Project to the Planning Commission and City Council with conditions that are included into the draft resolution. The CSC agenda report and minutes is contained in Attachment D of the April 7, 2022 Planning Commission agenda report (Attachment 5).

Planning Commission – April 7, 2022

On April 7, 2022, the Planning Commission held a public meeting to review the environmental assessment, design review, conditional use permit and subdivision applications for the proposed project and voted 5-0 to continue the applications and gave direction to the applicant to address specific concerns related to the design of the project and the affordable housing component of the project. The April 7, 2022 Planning Commission agenda report is included in Attachment 5.

The Commission requested that the applicant address design deficiencies related to the design review findings and the deficiencies in meeting inclusionary housing and density bonus provision requirements as summarized below and further detailed in the meeting minutes (Attachment 5).

The Design Review deficiencies included:

- a. Vertical and horizontal articulation of building massing;
- b. Pedestrian and vehicular entrances to be distinguished;
- c. Use of architectural elements to break up building massing to reduce bulk;



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- d. Design articulation to provide relief between base, body, and upper floor details;
- e. Detailing of open space to include additional amenities;
- f. Signage to highlight entrances; and
- g. Rooftop mechanical screen detailing.

The inclusionary housing and density bonus deficiencies include:

- a. Discrepancy between unit sizes of the affordable units to the overall project unit size;
- b. Exclusion of bedroom type in the affordable unit mix; and
- c. Distribution of the affordable units across project

Planning Commission – July 21, 2022

The applicant revised the design to address the Planning Commission’s design concerns as well as most of the density bonus discrepancies (see the Analysis section of Attachment 5 for a detailed description of the changes). On July 21, 2022, the Planning Commission held a public meeting to review the revised design for the proposed project. With the Applicant’s acceptance of the staff recommendation to switch two additional 1-bedroom affordable units into two 2-bedroom affordable units, the Planning Commission voted 6-0 to recommend Council adoption of the Mitigated Negative Declaration and the Mitigation and Monitoring Reporting Program to comply with CEQA, approval of the Design Review Permit, Conditional Use Permit, and Tentative Subdivision Map subject to the findings and modified conditions of approval in the resolution. The July 21, 2022, Planning Commission agenda report and meeting minutes are included as Attachment 5 and the recommended draft approval resolution is included in Attachment 1.

Discussion/Analysis:

For conciseness, this section is intended to be a summarized version of staff’s complete evaluation and analysis of the project. As referenced above and throughout this section, and included as attachments, staff refers readers to the April 7 and July 21, 2022 Planning Commission agenda reports and meeting minutes (Attachment 5) for a more detailed analysis.

The applicant proposes to demolish the existing building and construct a five-story building with 47 for sale residential condominium units, two levels underground parking with 84 parking spaces including electric vehicle (EV) charging spaces, 40 Class I bike parking and 4 Class II bike parking spaces and a large open space in the rear portion of the property in addition to a common usable rooftop area (Project). The Project will replace the existing VTA (Valley Transportation Authority) standard bus shelter with a new shelter consistent with VTA standards² located out of the sidewalk and within a new pedestrian use and maintenance easement along El Camino Real. The Project will also install new light fixtures along El Camino Real and Los Altos Ave in addition to installing a new sidewalk, vertical curb and gutter and driveway approaches along the frontage of El Camino Real and Los Altos Avenue. Per the conditions of approval, the Project shall update the existing

² Or as requested and included in the conditions of approval, an alternative design at the discretion of the VTA.



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ADA ramps at the southeast and southwest corners of the intersection of Los Altos Avenue and El Camino Real per current Caltrans Standards.

The Applicant is requesting an on-menu development concession for a 8.85 increase to the maximum building height allowed that is within the 11ft increase already listed as an acceptable (“on-menu”) concession in the Los Altos Density Bonus Ordinance. The second concession is for a reduced parking aisle width from the standard of 26 feet to 24 feet, which is considered off-menu. The Planning Commission agenda report has a detailed analysis of the concession requests (Attachment 5).

General Plan Conformance

The draft resolution (Attachment 1) and Planning Commission Agenda Reports (Attachment 5) provides findings and details of how the project conforms to the city’s General Plan. This includes the project’s conformance with the goals and policies for the Land Use Element, Community Design and Historic Resources Element, Housing Element and Economic Development Element. As discussed in other sections of this report and the Planning Commission Report, the Project proposes affordable housing, improvements to the pedestrian environment, Class II bicycle parking at the streetscape, which is consistent with the General Plan and policies, and the height and density of the proposed building is consistent with other approved buildings along the El Camino Real Corridor.

Zoning District and Other Development Standards

The proposed Project is within the Commercial Thorough (CT) Zoning District. As detailed in the Planning Commission Agenda Report (Attachment 5), the Project is consistent with applicable objective development standards with the inclusion of the two requested density bonus concessions that include a development concession for an 8.85 increase to the maximum building height allowed that is within the 11ft increase already listed as an acceptable (“on-menu”) concession in the Los Altos Density Bonus Ordinance. The second concession is for a reduced parking aisle width from the standard of 26 feet to 24 feet, which is considered off-menu. The reduced parking aisle width is substantiated by a transportation analysis report by an independent consultant and shows that the reduction does not impact the circulation and can be supported. The requested discretionary density of 88 percent is similar to previously approved projects along El Camino Real Corridor as outlined in the July 21, 2022, Planning Commission report.

On September 23, 2021(revised on October 27, 2021), the Project was deemed complete as detailed Attachment I of the April 7, 2022, Planning Commission report. All projects deemed complete prior to the adoption of the new Objective Design Standards per Ordinance number 2021-478, effective October 16, 2021, are not subject to the new Objective Design Control Standards codified in Chapter 14.50.170 – Design control for the CT zoning district. Although the specific Design Control standards are not applicable to this project because the project was deemed complete before the effective date of the ordinance, the Planning Commission recommended



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design changes to the project to improve the project and help substantiate the necessary design review findings that the Council needs to make to approve the project. The applicant has revised the design and incorporated the Planning Commission feedback as detailed in the July 21, 2022, Planning Commission agenda report (Attachment 5) and found in the design plans (Attachment 6).

Density Bonus and Affordable Housing

The Applicant offers four affordable units at the moderate-income level (16% of base density) and three affordable units at the very-low-income level (12% of base density). Based on the feedback received at the July 21, 2022, Planning Commission meeting the Applicant has revised the unit type and distribution of the seven affordable units and this has been included in the resolution conditions of approval (Attachment 1 and design plans (Attachment 6). The summary in the tables below shows the unit distribution of the overall project and the affordable housing units.

Overall unit distribution

| UNIT TYPES | Number (Percent of Total Units) | Size |
|-------------------|--|-------------------|
| 1 Bedroom | 10 (21%) | 580 to 774 sf |
| 2 Bedroom | 31 (66%) | 767 to 1,449 sf |
| 3 Bedroom | 6 (13%) | 1,023 to 1,675 sf |

Affordable Unit Distribution

| Income Restriction Level | Number | Size | Floor |
|----------------------------------|---------------|----------------------|--------------|
| Moderate Income 4 total (16%) | 1 | 3-Bedroom (1,461 sf) | First |
| | 1 | 2-Bedroom (767 sf) | Second |
| | 1 | 2-Bedroom (1326 sf) | Third |
| | 1 | 2-Bedroom (767 sf) | Third |
| Very-Low Income 3 total (12%) | 1 | 1- Bedroom (718 sf) | First |
| | 1 | 1-Bedroom (580 sf) | Second |
| | 1 | 2-Bedroom (767 sf) | Fourth |

*Note: Percentages above represent the percentage of a 25-unit base density project.



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In addition, the table below is a comparison of the affordable units by bedroom count to the overall units proposed in the project (including the affordable units).

| | Affordable Units | Overall Project |
|-----------------|---|--------------------------|
| 1-bedroom units | 2 units (2 VLI) 29 % of Affordable Units | 10 Units 21% of Total |
| 2-bedroom units | 4 units (3 MI, 1 VLI) 57 % of Affordable Units | 31 Units 66% of Total |
| 3-bedroom units | 1 unit (1 MI) 14 % of Affordable Units | 6 Units 13% of Total |

Section 14.28.030 of the Los Altos Municipal Code (LAMC), standards of the Inclusionary Housing Ordinance states that all affordable units in a project “shall be constructed concurrently with market rate units, shall be dispersed throughout the project, and shall not be significantly distinguishable by size, design, construction or materials.” Barring the fifth floor, the affordable units are evenly dispersed across the first through fourth floors and the distribution of the affordable units is comparable to the overall unit distribution of the project.

With regards to the density increase requested for the Project, under the State’s density bonus regulations (Section 65915 of the California Government Code) and the Los Altos Density Bonus Ordinance, the project qualifies for a density bonus based on very-low-income units if it provides at least five percent very-low-income units. With three affordable units at the very-low-income level (12 percent), the project qualifies for a density bonus of 38.75%. However, the applicant is requesting an 88 percent bonus. Pursuant to the Los Altos Density Bonus Ordinance in effect at the time the application was deemed complete³, the city has the discretion to grant a density bonus greater than the 35 percent density bonus threshold allowed in the current ordinance. Therefore, the granting of a density bonus that exceeds the density bonus threshold per city ordinance is at the city’s discretion.

In the Applicant’s density bonus letter (Attachment D of the July 21, 2022 Planning Commission Report), the report states the 88 percent density bonus is necessary because: “the project provides three additional affordable housing units over the minimum City requirement, the developer’s perspective that the number of overall project units is necessary to reduce the risk and provide a safety net because of the very high cost of land, the very high cost of construction trending even

³ Per 14.28.040.E.7 (now amended) – “Optional density bonuses. Nothing in this section shall be construed to prohibit the city from granting a density bonus greater than what is described in this section for a development that meets the requirements of this section or from granting a proportionately lower density bonus than what is required by this section for developments that do not meet the requirements of this section.”



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higher over time, and the uncertain nature of the housing market in the future when the project units will be delivered.”

While previously approved projects by no means sets precedent for future projects, at the April 7, 2022, Commission meeting, the Commission opined about the city’s housing production needs, the benefit of additional housing within the CT zoning district within the El Camino Real corridor and inquired about some of the other recently approved projects for informational and comparative purposes only. Details of other recently approved projects in the El Camino Real corridor with discretionary density bonuses above the 35 percent threshold are included in the table below.

| | |
|---|--|
| <p>4898 El Camino Real Five-story 28-unit multiple-family building with two levels of underground parking.</p> | <p>The project included six affordable units (40 percent of base density with 2 very low, 2 low, and 2 moderate rate) and received an 87 percent density bonus, an incentive for increased height and a waiver to allow for a taller elevator tower. The City Council approved this project on October 1, 2019</p> |
| <p>4856 El Camino Real Five-story 52-unit multiple-family building with two levels of underground parking.</p> | <p>The project includes 10 affordable units (35.7 percent of base density with 6 very low, 1 low, and 2 moderate rate) and received an 82.5 percent density bonus, incentives for increased height and a reduced rear yard setback, and a waiver for a 17-foot-tall elevator tower. The project was approved by the City Council on November 27, 2018.</p> |

Also note that the developer could essentially build the same size project as designed by proposing fewer units that are larger. Instead, by providing smaller units, the developer is providing more housing units, including more income restricted affordable housing than would otherwise be provided, and more affordable units “by design” (i.e. smaller units). The developer is providing a net benefit to the City by building a higher density project that will help the city meet its Regional Housing Needs Allocation (RHNA). That fact, coupled with the fact that other projects along El Camino Real have been approved at similar discretionary density bonuses justification that the Planning Commission and staff recommend City Council approval of the 88 percent discretionary density bonus or 47 units, whereas the base density of the project is 25 units.

Density Bonus Concessions

Since the project dedicates 12 percent of affordable units to very-low-income level units, pursuant to Chapter 14.28.040 of LAMC and Government Code section 65915 (2) (B), the project would be eligible for up to two concessions. As previously discussed, the applicant seeks an “on-menu” concession to increase the maximum building height by 8.85 feet and a concession for parking aisle width reduction to 24 feet, whereas 26 feet is normally required.



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Per Government Code 65915(d):

(1) An applicant for a density bonus pursuant to subdivision (b) may submit to a city a proposal for the specific incentives or concessions that the applicant requests pursuant to this section and may request a meeting with the city. The city shall grant the concession or incentive requested by the applicant unless the city makes a written finding, based upon substantial evidence, of any of the following:

(A) The concession or incentive does not result in identifiable and actual cost reductions, consistent with subdivision (k), to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted units to be set as specified in subdivision (c).

(B) The concession or incentive would have a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to low-income and moderate-income households.

(C) The concession or incentive would be contrary to state or federal law.

Since the building height concession is an “on-menu” concession, the city has already established that it will have a cost savings for the project. The Applicant has established a construction cost savings for the drive aisle width reduction and has been analyzed by a traffic engineer who determined the proposed width is sufficient to meet circulation and vehicle turning movements. A more detailed discussion can be found in the April 7, 2022 Planning Commission agenda report (Attachment 5) and in the draft resolution (Attachment 1) and both staff and the Planning Commission recommend approval of the concessions since none of the above findings can be made.

Parking

With regard to parking, the project is eligible for parking reduction provisions pursuant to State Density Bonus Law and the Los Altos Density Bonus Ordinance. The project proposes to provide 84 parking spaces, which exceeds the 66 parking spaces required under density bonus provisions. The 84 parking spaces provided is in two levels of underground parking accessed from a driveway directly from El Camino Real. Each parking space is 9 feet by 18 feet, which conforms to the off-street parking code requirement. The standard width for aisles in parking areas is 26 feet, but the applicant is providing a 24-foot width and has requested for a concession for the aisle width reduction as discussed in the Density Bonus section above.

Design Review Permit

To approve the project as proposed by the applicant, the City Council must make positive design review findings as outlined in Section 14.78.060 of the LAMC. As discussed previously, the Planning Commission recommended specific design changes for the Applicant to incorporate into



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the design to recommend positive design findings. Those recommendations can be found in the Background – Planning Commission section above. To address those recommendations, the Applicant made changes to the design plans that are detailed in the July 21, 2022, Planning Commission Agenda report (Attachment 5) and the Planning Commission recommended positive design review findings as summarized below and contained in the Resolution (Attachment 1).

- A. The proposal meets the goals, policies and objectives of the general plan and any specific plan, design guidelines and ordinance design criteria adopted for the specific district or area.

The project meets the goals and policies for the El Camino Real Corridor under the Special Planning Area in the Land Use Element, Community Design and Historic Resources Element, Housing Element and Economic Development Element. Together these elements discourage exclusive office use and promote inclusion residential development, encourage affordable housing projects, increased height for residential development, intensification of development to be compatible to the opposite side of the El Camino Real Corridor and streetscape improvement and pedestrian friendly streetscape designs. The project is a multiple family residential project that includes affordable housing with a proposed building height that is compatible with other residential projects on El Camino Real. The Planning Commission agenda reports provide details of the project’s compliance with the design criteria adopted in the Commercial Thoroughfare district.

- B. The proposal has architectural integrity and has an appropriate relationship with other structures in the immediate area in terms of height, bulk and design.

The proposed project has architectural integrity while complying with the design standards required by the CT zone with exceptions as approved with Density Bonus development incentives and waivers. The buildings in the immediate area are four to five stories, which is similar in scale and proportion to the proposed project. The relationship of this proposal with the neighboring structures and that of the recently approved project in the area will result in buildings with similar bulk and design to the extent allowed in the CT zoning district and envisioned in the General Plan for the El Camino Real Corridor.

- C. Building mass is articulated to relate to the human scale, both horizontally and vertically. Building elevations have variation and depth and avoid large blank wall surfaces. Residential or mixed-use residential projects incorporate elements that signal habitation, such as identifiable entrances, stairs, porches, bays, and balconies.

The vertical and horizontal articulation of the building mass have been designed to reflect the articulation provisions of the design standards for CT zoning district. The building has



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been designed as a series of primary bays ranging from 24 feet to 34 feet wide, that are punctuated by narrower 9 foot to 10-foot intermediate bays.

The design incorporates a base, body and upper-level façade expression by using architectural elements and façade treatments entrance stoops and canopies to highlight pedestrian entrances, project eave at the fourth floor and project metal cap detail to separate the fifth floor visually from the rest of the floors. This reduces the bulky nature of the five-story structure as detailed in the design standards for CT zone.

There are several identifiable key elements such as entrances, stairs and stoops, balconies and corner façade detailing to signal habitation in the residential project. The pedestrian entrances and vehicular entrances are distinguished using architectural elements such as a canopy and façade treatments besides doors and are designed at the human scale.

- D. Exterior materials and finishes convey high quality, integrity, permanence and durability, and materials are used effectively to define building elements such as base, body, parapets, bays, arcades, and structural elements. Materials, finishes, and colors have been used in a manner that serves to reduce the perceived appearance of height, bulk, and mass, and are harmonious with other structures in the immediate area.

The material and finishes include a limestone base with stone and wood siding material for most of the primary street facades.

The corner of the building has a portion of the façade finished in Corten Steel panels and aluminum storefront windowpanes for the corner lobby entrance leading to the mailbox. The upper stories have metal clad windows incorporating metal sunshade and projecting precast sills while recessing the windows for a more residential appearance.

The high-quality exterior materials proposed such as Corten steel panel, wood siding, stone siding and plaster, the use of these materials on the facades are serving to reduce the height, mass, and bulk are articulated as visual elements to read base, body, parapets, and other structural elements for this proposal.

- E. Landscaping is generous and inviting, and landscape and hardscape features are designed to complement the building and parking areas, and to be integrated with the building architecture and the surrounding streetscape. Landscaping includes substantial street tree canopy, either in the public right-of-way or within the project frontage.

Landscaping is generous and inviting. The project incorporates the appropriate designed hardscape and softscape features at the lobbies and entrances to signify entry elements. The tree canopy is substantial along the street sides. The landscaped courtyard area includes



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amenities such as a herb garden, benches, planters and seating pebbled. Additionally, there is a rooftop deck which includes a barbeque, planters, and seating to provide additional landscape and gathering space for the residents.

- F. Signage is designed to complement the building architecture in terms of style, materials, colors, and proportions.

The architectural rendering indicates entrance signage which complement the building architectural style. A sign permit review is required if the project is approved.

- G. Mechanical equipment is screened from public view and the screening is designed to be consistent with the building architecture in form, material, and detailing.

The rooftop mechanical and other mechanical equipment shall be appropriately screened from public view using a perforate mechanical screen which is consistent with the building design.

- H. Service, trash and utility areas are screened from public view, or are enclosed in structures that are consistent with the building architecture in materials and detailing.

The garbage staging area on the first floor is screened and is consistent with the building architecture.

The design review findings are contained in the draft resolution (Attachment 1).

Subdivision

The project includes a Tentative Subdivision Map to create one lot for further subdivision with a condominium plan. The recording of a subsequent condominium plan would further allow for division of the air space for the 47 residential units as well as assign the use of the two levels of below grade parking and other common areas. As outlined in the Resolution (Attachment 1) and the April 7, 2022 Planning Commission agenda report (Attachment 5), positive findings can be made that the subdivision is in compliance with the General Plan, is physically suitable for this type and density of development, is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat, is not injurious to public health and safety, and does not conflict with access easements for ingress, egress, or other uses.

Options:

- 1) Approve Resolution No. 2022-XX



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Advantages: The project will replace an existing gasoline station with a 47 unit multiple-family residential development that helps the city meet its goals for producing new housing units, both affordable and market rate, and is supportive of the General Plan Vision for the El Camino Real Corridor.

Disadvantages: The City will lose the gasoline station and subsequent revenues.

2) Do not approve Resolution No. 2022-XX

Advantages: The existing gasoline service station will remain, and sales tax revenues will continue.

Disadvantages: The City will not make any progress on achieving its goals to produce new housing units and implementation of the General Plan vision for El Camino Real Corridor. The non-conforming sidewalk and substandard VTA stop along the frontage of the project will not be replaced with a standard city sidewalk and newer infrastructure. There will be no improvement to this corridor.

Public Notification and Correspondence:

For this meeting, a public hearing notice was published in the *Town Crier* and mailed to 332 property owners and current tenants within 1,000 feet of the site. A public notice billboard with color renderings was installed along the project's frontages and a modified story pole installation to represent the walls and roof line of the building were installed in conformance with the City Council approved modified story pole design for this project.

Previous public correspondences are included with the Planning Commission agenda reports (Attachment 5) and staff will forward any additional correspondence received to the Council.

Recommendation:

The staff recommends Option 1.