

MEETING DATE: 09/28/2022

ITEM NO: 3

DESK ITEM

DATE: September 28, 2022

TO: Planning Commission

FROM: Joel Paulson, Community Development Director

SUBJECT: Consider Amendments to Chapter 29 (Zoning Regulations) of the Town Code

Regarding Permanent Regulations to Comply with the Requirements of Senate Bill 9. Town Code Amendment Application A-22-002. Location:

Townwide. Applicant: Town of Los Gatos.

REMARKS:

Exhibit 8 includes public comment received between 11:01 a.m., September 23, 2022, and 11:00 a.m., September 28, 2022.

EXHIBITS:

Previously received with the September 28, 2022 Staff Report:

- 1. Draft Permanent SB 9 Ordinance
- 2. SB 9 Legislation
- 3. SB 9 Urgency Ordinance 2326
- 4. SB 9 Urgency Ordinance Extension 2327
- 5. California Department of Housing and Community Development SB 9 Fact Sheet
- 6. Association of Bay Area Governments SB 9 Model Ordinance
- 7. Public Comment received prior to 11:00 a.m., Friday, September 23, 2022

Received with this Desk Item Report:

8. Public Comment received between 11:01 a.m., September 23, 2022, and 11:00 a.m., September 28, 2022

PREPARED BY: RYAN SAFTY

Associate Planner

Reviewed by: Planning Manager and Community Development Director

This Page Intentionally Left Blank From: Adam Mayer

Sent: Wednesday, September 28, 2022 12:15 AM

To: Planning <Planning@losgatosca.gov>

Subject: Comments on Draft SB9 Ordinance (Driveways & Street Frontage)

EXTERNAL SENDER
Hello Planning Staff,

I just have a few comments on the SB9 Draft Ordinance.

The first comment is in regard to SECTION V - A (Zoning Standards) - 2 (Driveways) on page 4:

"Driveways. Each parcel shall include a single driveway, and any new driveway shall satisfy the following requirements"

Can you please clarify if "each parcel" means each parcel after the lot split? In this case having two separate, 10 foot wide driveways (1 that serves each parcel) would take up and waste a lot of space (especially if the lot split is done in a way where one lot is at the rear of the site). I would strongly advise against this. Part 2d goes onto to say that:

"Only a single driveway curb-cut shall be permitted per parcel designed in accordance with the Town's Standard Specifications and Plans for Parks and Public Works Construction"

It would make more sense if only a single curb-cut were permitted for BOTH parcels. I understand having a driveway shared by four units might not be an ideal arrangement for some, but limiting it to one single curb cut total for both parcels after the split would go a long way in preserving the character and walkability of single-family zoned neighborhoods.

To demonstrate both points, please see attached a conceptual proposal I designed for the City of Los Angeles. In this case, a fourplex is proposed on a 7,500 $\rm ft^2$ (50' x 150') single-family lot. The "Courtyard Fourplex" consists of two buildings, each with one unit stacked upon another.

As you can see, the setbacks are respected but the four units share a single driveway to the parking carport in the rear of the lot. If two driveways were required it would eat up more of the lot, require another curb cut and probably make the project infeasible.

My second comment is in regard to **SECTION V1 - A (Subdivision Standards) - 5 (Minimum Public Frontage)** on page 10:

"Each new parcel shall have frontage upon a street with a minimum frontage dimension of 20 feet"

Why do both lots after the lot split require public frontage? I understand the intent probably has to do with access from the street, but what if one lot is in the rear of the site (as in my "Courtyard Fourplex" example)?

I suppose you could consider the shared driveway as part of the "rear" lot in this case, giving it frontage and access to the street. But then would this driveway be only able to be exclusively used by the rear lot? Again this goes back to the question about sharing a driveway for both lots after a split.

These are both open-ended questions that I think require some discussion. Making accommodations for split lots to share a driveway and street frontage is an important consideration. It is also going to lead to less visual disruption on the front (public facing) part of properties that opt to use SB9 and do a better job of preserving the aesthetic character of our single-family neighborhoods.

Regards, Adam Mayer, Architect Housing Element Board Member

STUDIO-AMA

Adam N. Mayer AIA, LEED AP BD+C, WELL AP

No other city in the world matches the rich diversity of Los Angeles.

Both in terms of its stunning geographic setting and the multitude of communities that call the city home, L.A. is not defined by a singular cultural marker. Instead, what unites Angelenos are often unfortunate shared experiences, such as sitting in traffic on the freeway together or, more recently, being unable to find an affordable place to live close to job centers.

Traffic & unaffordable housing are inextricably linked to the fundamental lack of variety in housing options.

While there are some beautiful apartment buildings and 'Missing Middle' housing built before WWII, from the 1950s on Los Angeles came to be defined by the relentless sprawl of single-family home development. This development pattern proliferated due to misguided (and often racist) zoning regulations, government policy, and economic/cultural attitudes that placed the nuclear family above multi-generational households.

Today, although single-family homes still dominate the Los Angeles cityscape, they are not the nuclear family containers as initially intended.

Generations of immigrants who moved to L.A. from Latin America, Asia, Africa, and the Middle East have not had the luxury of each extended family member living in their own separate household. Notwithstanding, there are advantages of having extended families living under one roof together such as childcare, elder care, shared living costs, etc.

But if one challenge is associated with multiple extended family members in a single household, it is the potential for problems related to overcrowding.

Los Angeles has had to confront this reality over the past year with the COVID-19 pandemic, which has disproportionally impacted working-class Black and Latino communities. According to a recent Los Angeles Times article:

"Poor Latino neighborhoods are highly susceptible to COVID-19 spread because of dense housing, crowded living conditions and the fact that many who live there are essential workers unable to work from home. Officials believe people get sick on the job and then spread the virus among family members at home."

There are no words to describe how devastating COVID-19 has been for so many Angelenos.

The City of Los Angeles must invest in alternative housing models to preserve the advantages of multi-generational households while avoiding the drawbacks of overcrowding. The 'Multi-Generational Courtyard Fourplex' housing concept looks to address this problem by proposing a four-unit development on a typical single-family lot.

The Multi-Generational Courtyard Fourplex consists of two buildings, united by a central courtyard that provides ample access to light and air.

The street-facing building consists of two 2 bed / 2 bath units, stacked upon one another, while the rear building consists of a 3 bed / 2 bath unit stacked on top of a 1 bed / 1 bath 'granny' unit as well as a carport with parking spaces for 3 vehicles (plus 2 additional vehicles if parked in tandem).

The courtyard, which opens toward the south to take advantage of the Southern California sun, is the project's main social gathering space.

With a shared outdoor electric grill, it is imagined that this space also functions as an outdoor dining room for family members or other residents to share a meal. The more 'public' functions of each unit (living/kitchen/dining) face inward toward the courtyard while the more 'private' bedrooms face outward. Aside from the bottom unit in the street-facing building, which is entered from the street side, the other three units are accessed from the courtyard, further activating the space.

The architecture is inspired by the spirit of several of the great Southern California architects.

The communal living arrangements of Rudolph Schindler, the clean lines and health considerations of Richard Neutra and the hints of Spanish Colonial architecture with the modern sensibilities of Irving Gill all influence the design. Building upon this Southern California vernacular are the latest in sustainable and energy efficiency strategies including all-electric appliances, EV charging stations at the carport, bicycle storage, permeable pavers in the driveway, continuous insulation in all exterior walls and roofs, smart metering, a drinking water bottle fill station in the courtyard, rooftop solar panels and a 'solar garden' green roof on top of the rear building.

The front street-facing façade, set back 15 feet from the property line, is designed at 'house-scale', belying the fact that this property has four dwelling units.

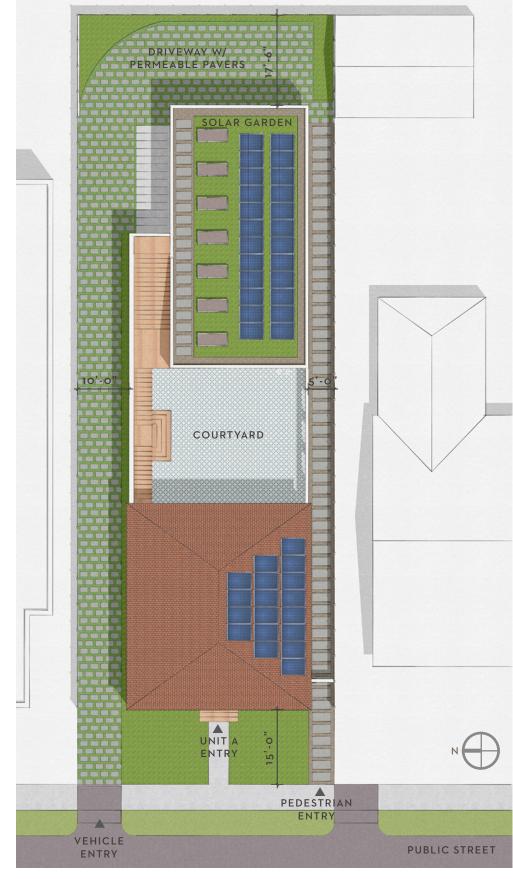
This is a deliberate attempt to make the proposal more amenable to neighbors in historically single-family neighborhoods who might be averse to the thought of higher density nearby. Drought-tolerant plantings in the front yard complement the front façade and add beauty to the transition between the public sidewalk and the building entry.

The simple material palette of smooth white stucco with clay tile accents over a typical wood-framed structure makes this an attractive yet affordable architectural language that can be replicated with slight modifications throughout Los Angeles.

Furthermore, the design is intended to be a flexible approach that can be applied to a variety of ownership or rental models. The Multi-Generational Courtyard Fourplex offers a thoughtful yet straightforward development and management opportunity for both small non-profit affordable housing developers and local neighborhood-based community land trusts.







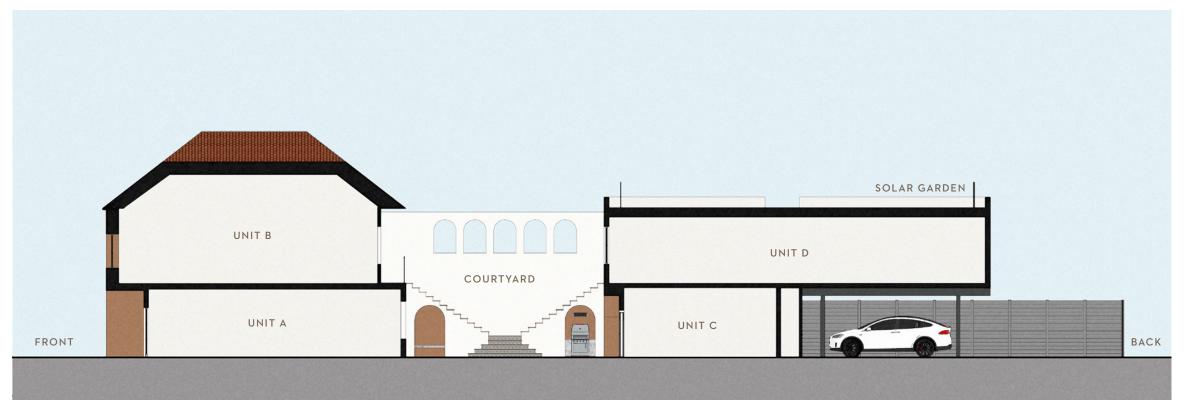
STREET ELEVATION

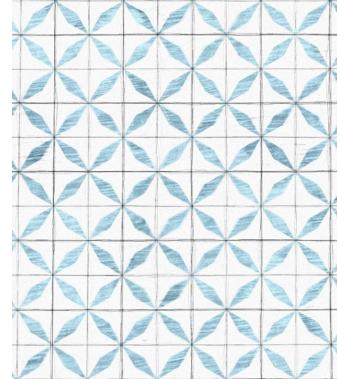
SITE PLAN





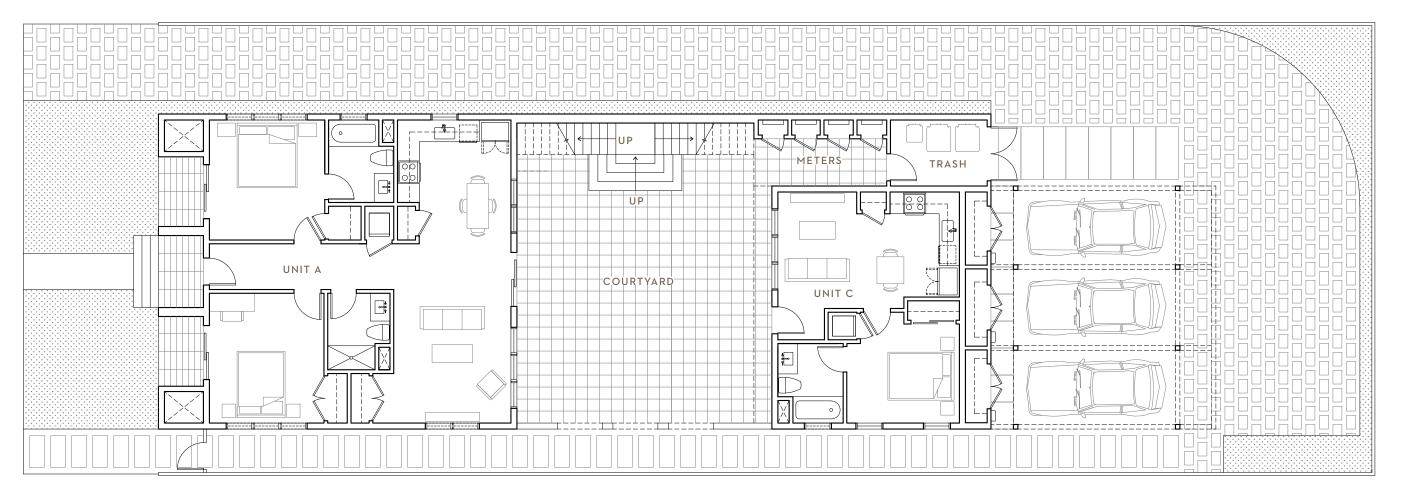




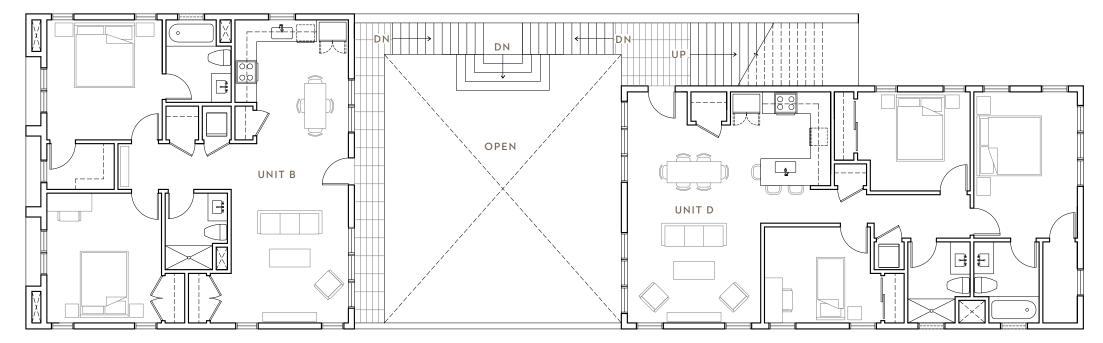


LONGITUDINAL SECTION THROUGH COURTYARD





GROUND FLOOR PLAN SCALE: 3/32" = 1'-0"



SECOND FLOOR PLAN SCALE: 3/32" = 1'-0"

UNIT TABULATION

UNIT A: 2 BED/2 BA, 1125 SF

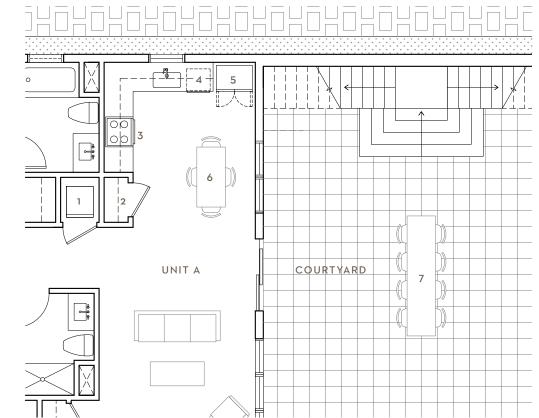
UNIT B: 2 BED/2 BA, 1125 SF

UNIT C: 1 BED/1 BA, 500 SF

UNIT D: 3 BED/2 BA, 1250 SF

TOTAL RESIDENTIAL AREA: 4000 SF





- I. SAMSUNG HIGH-EFFICIENCY STACKED WASHER & ELECTRIC DRYER
- 2. PANTRY
- 3. BOSCH BENCHMARK INDUCTION RANGE
- 4. BOSCH 300 SERIES DISHWASHER W/ LEAK PROTECTION
- 5. BOSCH 300 SERIES ENERGY STAR RATED REFRIGERATOR
- 6. DINING
- 7. OUTDOOR DINING







OUTDOOR COURTYARD DINING











SUSTAINABILITY STRATEGIES





SECURE BICYCLE STORAGE

GREEN WASTE & RECYCLING PROGRAM

PERMEABLE PAVING FOR STORMWATER MANAGEMENT













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