CITY OF SAN JOSÉ, CALIFORNIA
Department of Planning, Building and Code Enforcement
801 North First Street, Room 400
San José, California 95110-1795

STAFF REPORT

Hearing Date/Agenda Number
P.C. 11/20/2002 Item: 4.c.

File Number
PDC 02-040

Application Type
Planned Development Prezoning

Council District
7

Planning Area
Unincorporated County

Assessor's Parcel Number(s)
497-38-001

PROJECT DESCRIPTION — Completed by: Anastazia Aziz

Location: South side of Tully Road approximately 500 feet west of Senter Road

Gross Acreage: 11.4 Net Acreage: 11.4 Net Density: 49DU/AC

Existing Zoning: Unincorporated County Existing Use: overflow parking and outdoor storage

Proposed Zoning: A(PD) Planned Development Proposed Use: Single-Family Attached Residential and Multi-family Attached residential

GENERAL PLAN — Completed by: AA

Land Use/Transportation Diagram Designation
High Density Residential (25-50 DU/AC)

Project Conformance:
[X] Yes [ ] No
[X] See Analysis and Recommendations

SURROUNDING LAND USES AND ZONING — Completed by: AA

North:	Industrial	LI Light Industrial
East:	Single-Family Residential and Fire Station #26	R-2(PD) Planned Development and A Agricultural
South:	Single-family Residential	R-1-8 Residence
West:	Franklin-McKinley elementary school	R-1-8 Residence

ENVIRONMENTAL STATUS — Completed by: AA

[x] Environmental Impact Report
[ ] Draft Negative Declaration

[ ] Exempt
[ ] Environmental Review Incomplete

FILE HISTORY — Completed by: AA

Annexation Title: Franklin No. 50 Date: Pending

PLANNING DEPARTMENT RECOMMENDATIONS AND ACTION

[x] Approval
[ ] Approval with Conditions
[ ] Denial
[ ] Uphold Director's Decision

Date: _____

Approved by: _____
[ ] Action
[✓] Recommendation

APPLICANT /DEVELOPER

Debbie Hill, ROEM Development
1895 Dobbin Drive
San Jose, CA 95133

OWNER

County of Santa Clara, Attn: Patrick Love, County Executive's Office
70 West Hedding, 11th Floor
San Jose, CA 95110

PUBLIC AGENCY COMMENTS RECEIVED **Completed by:** AA

Department of Public Works

See Attached Memoranda.

Other Departments and Agencies

See attached memoranda from Fire Department, Police Department, Environmental Services Department, Parks, Recreation and Neighborhood Services and Valley Transportation Authority.

GENERAL CORRESPONDENCE

County of Santa Clara correspondence dated October 22, 2002 and Franklin-McKinley School District correspondence dated August 15, 2002.

ANALYSIS AND RECOMMENDATIONS

BACKGROUND

The applicant, the County of Santa Clara, is requesting a prezoning to A(PD) Planned Development to allow the development up to a total of 561 residential units on the site, including 201 senior citizen apartment units, 300 family apartment rental units, and 60 market rate townhouse units. The Housing Authority of Santa Clara County proposes to develop the senior units and 130 of the apartment units, and ROEM Development Corporation proposes to develop the 60 townhouses and 170 of the apartment units. All but 42 of the 501 rental units are to be dedicated to low- or very low-income households. The 60 townhouse units are proposed to be market rate, ownership housing for first time homebuyers. An affordability agreement will be executed for the affordable units prior to approval of a Planned Development Permit.

The project site is located at the south side of Tully Road, approximately 500 feet west of Senter Road, on an approximately 11.4-acre site. The project site is owned by the County of Santa Clara and is currently used by the Santa Clara County Fairgrounds Management Corporation for equipment storage and overflow parking. The site is not paved and consists of grass playing fields and hard-packed dirt areas. There are approximately 114 trees scattered around the perimeter of the site, of which 20 are ordinance size.

Surrounding the site are single-family residential uses to the east and south, light industrial uses to the north, Franklin-McKinley Elementary School to the west, and the future Franklin-McKinley Valley Health Center to the southwest.

The Valley Transportation Agency (VTA) operates Bus No. 26 along Tully Road and Bus No. 73 operates along Senter Road. The Chaboya Coach Terminal is located on Tully Road immediately to the north of the subject site. Senter Road is within walking distance of the subject site.

Project Description

The project proposes the Planned Development prezoning of an 11.4 portion of a 16.25 acre unincorporated county parcel that includes the proposed site of the Valley Health Clinic. The project will be jointly developed by the Housing Authority of the County of Santa Clara and ROEM Development Corporation.
Access to the project site is proposed to be provided from Tully Road via a new private street that also serves the

adjacent health clinic. The intersection of the new street with Tully Road will be signalized. Vehicular circulation through the site is provided by a 26-foot wide private driveway, which will loop between the townhouses and the apartments.

The proposed senior units are located adjacent to Tully Road in a four-story podium-style building with underground parking. The senior building includes approximately 60 square feet of private open space per unit and common open space in the form of a landscaped central podium area. The 300 family apartment units consist of six separate four-story buildings over one large podium with underground shared parking. The large L-shaped podium is located behind the senior building and wraps around the Valley Health Clinic site. The buildings reach a maximum height of 50 feet.

The proposed townhouses are aligned along the eastern and southern edges of the site adjacent to existing single-family residential uses. The townhouse buildings reach a maximum height of 37 feet six inches. Each unit provides approximately 300 square feet of private open space. Two covered parking spaces in the form of garages are provided for each unit and on-site guest parking in the form of surface parking stalls is incorporated into the design. The proposed architecture for the townhomes is Spanish/Mediterranean with tile roofing material, stucco and wrought iron accents. Vehicular access to the units is provided via short driveways from the main loop driveway.

The project also proposes to provide access and enhancements to recreational facilities located on the adjacent Franklin McKinley Elementary School site to help meet the recreational needs of future project residents.

PUBLIC OUTREACH

A sparsely attended community meeting for the project was held on May 23, 2002 at the Franklin-McKinley Elementary School cafeteria. Most of those in attendance expressed support for the project although some residents expressed concern about traffic and parking.

Notices of the public hearing before the Planning Commission and City Council were published, posted on the City of San Jose web site and distributed to the owners and tenants of all properties located within 1,000 feet of the project site. Staff has been available to discuss the project with members of the public.

ENVIRONMENTAL REVIEW

The environmental impacts of this project were addressed in the Franklin McKinley Housing Project Draft Environmental Impact Report. Based on the traffic study prepared for the rezoning, the Public Works Department has determined that the project conforms to the City's Transportation Level of Service Policy and that no mitigation is required. Mitigation has been included in the project to avoid significant impacts in the areas of archaeological resources, biological resources, air quality, water quality and noise. The EIR concludes that the project will result in a significant unmitigated noise impact due to noise levels at the balconies facing Tully Toad. The EIR identifies that this impact could be mitigated by enclosing the balconies with solid walls and acrylic acoustic barriers. Staff has concluded that such barriers are not feasible because they are unattractive and would eliminate the open space character of the balconies. In order to approve the project as proposed, the City Council will need to include a Statement of Overriding Considerations for this significant impact in its Resolution of Findings on the project.

GENERAL PLAN CONFORMANCE

The proposed project conforms to the City of San José's adopted San José 2020 General Plan Land Use/Transportation Diagram. The subject property is designated *High Density Residential (25-50 DU/AC)*. The proposed density of 49 units per acre is consistent with this General Plan designation. Staff finds the proposal compatible with surrounding land uses and consistent with the City's Residential Design Guidelines (see analysis

below). The project furthers the goals and strategies of the General Plan for high-density, infill housing within the Urban Service Area.

The General Plan contains Housing Policies which encourage a diversity of housing types and socioeconomic strata throughout the City to avoid an over-concentration of a single socioeconomic group in one area of the City. For this reason, the General Plan specifies that affordable housing should be dispersed throughout the City and promotes equitable distribution of affordable housing.

Since Fiscal Year (FY) 2000, land use applications have been submitted for approximately 4,895 affordable units Citywide which are at various stages of the approval or construction process. Approximately 46% of the total affordable units for which applications were filed between FY 2000 through FY 2002 are located in Council District 7. Projects previously approved in District 7 include 130 affordable units at McLaughlin and Story, and a project with 176 units, of which 80% are affordable, located at Lewis and Wall Streets. Additionally, a General Plan Amendment and PD zoning are on file for a property on Goble Lane. The General Plan Amendment (File No. GP02-07-04) , heard by the Planning Commission at its November 6th meeting, would allow up to 1,400 units on Goble Lane if approved by the City Council. Planned Development Rezoning (File No. PDC02-066) filed on the site proposes 830 predominantly affordable units.

While the subject project alone will not result in an over-concentration of affordable housing, continuation of the current trend threatens to focus the City's affordable housing in a limited area and reinforce the existing socioeconomic inequities among Council Districts. This issue should be considered carefully in the planning process for future affordable housing projects.

ANALYSIS

The primary issue associated with this proposal is conformance with the Residential Design Guidelines.

Conformance with the Residential Design Guidelines (RDG)

The Residential Design Guidelines for multi-family development focus on: 1) building design; 2) parking; 3) pedestrian orientation and open space; 4) landscaping and trees; and 5) additional uses.

Building Design
The single-family attached townhomes provide stoops and pedestrian entrances from an interior mews that is perpendicular to the loop driveway. The proposed Spanish/Mediterranean architectural style offers a variation from the residential architectural styles in the surrounding neighborhood. Staff will work with the applicant at the Planned Development permit stage to ensure that high quality materials are employed.

The proposed conceptual elevations for the senior and family, four-story podium buildings indicate that the buildings are well articulated through the use of a variety of roof forms that address the street frontage along Tully Road and the central interior plaza/common open space area. Architectural detailing includes cornices, window treatments, and balconies. The proposed buildings are designed in a manner that is sensitive to the adjacent school, the proposed Valley Health Clinic and Fire Station No. 26.
The podium extends five feet above grade and is well integrated with the buildings. The landscaped setback areas are sized to accommodate trees and will ensure that the podium is not highly visible from Tully Road or the adjacent school.

Parking
Parking is provided at the following ratios: 1.5 spaces per one-bedroom unit, 1.8 spaces per two-bedroom units and 2.0 spaces per three-bedroom units, with the exception of the senior units which are parked at a ratio of 0.8

space per one-bedroom unit. Although the 0.8:1 ratio is not consistent with the parking ratio required by the Residential Design Guidelines of one space per unit plus one space per employee, staff's experience with similar senior residential developments indicates a ratio of 0.8:1 adequately accommodates the parking demand and is consistent with parking ratios for similar developments throughout the City. The applicant has indicated that residents will be provided with EcoPasses to encourage transit ridership.

Parking for the townhomes is provided in the form of two covered parking spaces per unit and 10 on-site guest spaces. Additionally, bicycle spaces at a ratio of one per every four units and motorcycle spaces at a ratio of one per every five units are provided in the garage.

Pedestrian Orientation and Open Space
The Residential Design Guidelines (RDG) specify that projects should include direct and attractive pedestrian access to nearby transit stops and stations and that sidewalks and walkways should be wide and bordered by attractive landscaping. Additionally, the RDG stipulate that podium landscaping should be naturalistic and include earth-berms, mature trees and shrubs and decorative paving materials.

The rezoning proposes pedestrian access from Tully Road, Franklin-McKinley School and nearby Baltic Way. A sidewalk is provided on either side of the loop driveway which will facilitate access from commercial uses and bus stops on Tully Road to the interior of the site. Additionally, a series of walkways weaves through the podiums and connects the interior common open space of both the senior and family buildings.

The project also proposes to preserve and enhance a pedestrian connection between the school and Baltic Way which is located to the south of the site. Currently, the pedestrian walkway is well used by neighborhood children to walk to school from the neighborhood to the south; however, the walkway is poorly lit and badly maintained. The applicant has agreed to replace the fencing and provide new lighting to make the walkway safer and the County has agreed to maintain this critical pedestrian access to the school.

Due to the location of this project within a "parks deficient" area, and its proposed family housing component, provision of outdoor open space for both passive and active recreation by residents is of paramount importance. Because a park is not incorporated within the project, direct pedestrian connections between the project and the Franklin-McKinley schoolyard are provided to allow resident children easy access to the school playing fields after school hours. The applicant has signed an agreement with the Franklin-McKinley School District to upgrade the outdoor play yard facilities in exchange for allowing access to the play areas outside of school hours.

Landscaping and Trees
The proposed landscaping on the podium incorporates sod lawn, groundcover, shrubs, palm trees, canopy trees, and accent trees to soften the podium. Recreational amenities on the podium include a swimming pool, tot lots, and gardens with seating areas. Staff will continue to work with the applicant at the Planned Development permit stage to ensure that the proposed lush landscaping is retained and implemented.
A number of mature trees are scattered around the perimeter of the site. The applicant has agreed to preserve all eleven of the Coast Live Oaks and to incorporate healthy and mature trees into the landscape design. Additionally, the applicant has indicated that all 20 of the ordinance size trees will be boxed and replanted on-site as part of the project landscaping.

For all of the above reasons, staff concludes that the proposed project is in substantial conformance with the Residential Design Guidelines and is compatible with adjacent uses.

Additional Uses
There are currently no neighborhood serving commercial uses in close proximity to the project. The applicant is not proposing commercial or daycare uses as part of the current development; however because of the many benefits of

providing services within walking distance of high density housing, staff is proposing that limited commercial and daycare uses be allowed within the project. The attached Draft Development Standards specify that 5,000 square feet of commercial uses are allowed by right and that daycare is allowed subject to a Planned Development Permit.

Conclusion

Based on the above analysis, staff concludes that the proposed project provides a significant opportunity to further important goals and strategies of the General Plan for affordable and mixed income, high-density, infill development within the Urban Service Area, and that the project conforms to the Residential Design Guidelines and is compatible with the surrounding neighborhood.

RECOMMENDATION

Planning staff recommends that the City Council approve the subject rezoning for the following reasons:

1. The proposed project is consistent with the San José 2020 General Plan Land Use/Transportation Diagram designation of High Density Residential (25-50 DU/AC).
2. The proposed project conforms to the Residential Design Guidelines.
3. The project furthers the goals and objectives of the City's infill housing strategies.
4. The proposed rezoning is compatible with existing and proposed uses on the adjacent and neighboring properties.

c: Alex Sanchez, Housing Authority of the County of Santa Clara, 505 West Julian Street, San Jose, CA 95110
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