

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

Hearing Date/Agenda Number
04/14/04 Item: 3.a.

File Number
PDC03-082

Application Type
Planned Development Rezoning

Council District
5

Planning Area
Alum Rock

Assessor's Parcel Number(s)
484-10-111

STAFF REPORT

PROJECT DESCRIPTION

Completed by: Elena Lee

Location: Southside of McKee Road, approximately 200 feet northeasterly of North Capitol Avenue

Gross Acreage: 0.96

Net Acreage:

Net Density: 21.8 Dwelling Units/Acre

Existing Zoning: CP Commercial
Neighborhood

Existing Use: Commercial, residential and orchard

Proposed Zoning: A(PD) Planned
Development

Proposed Use: Single-family attached residential

GENERAL PLAN

Completed by: EL

Land Use/Transportation Diagram Designation
Transit Corridor Residential

Project Conformance:
 Yes No
 See Analysis and Recommendations

SURROUNDING LAND USES AND ZONING

Completed by: EL

North: Commercial Retail

CG Commercial General and CP Commercial Pedestrian

East: Multi-family Residential

A(PD) Planned Development

South: Single-family Attached and
Detached Residential

A(PD) Planned Development, RM Multi-family Residential and R-1-8
Residential

West: Commercial Retail and
Single-family Attached Residences

A(PD) Planned Development

ENVIRONMENTAL STATUS

Completed by: EL

Environmental Impact Report found complete
 Negative Declaration circulated on March 26, 2004
 Negative Declaration adopted on

Exempt
 Environmental Review Incomplete

FILE HISTORY

Completed by: EL

Annexation Title: McKee No. 4

Date: 03/08/57

PLANNING DEPARTMENT RECOMMENDATIONS AND ACTION

Approval
 Approval with Conditions
 Denial
 Uphold Director's Decision

Date:

Approved by: _____
 Action
 Recommendation

APPLICANT/OWNER/DEVELOPER

APPLICANT	ARCHITECT	PROPERTY OWNER
Core Development Attn: Chris Neale 470 S. Market Street. San Jose, CA 95113	Kurt Anderson 12201 Saratoga-Sunnyvale Road Saratoga, CA 95070	Manuel E. Russo 2470 McKee Road San Jose, CA 95127

PUBLIC AGENCY COMMENTS RECEIVED

Completed by: EL

Department of Public Works

See attached.

Other Departments and Agencies

See attached for memos from the Fire Department, Environmental Services Department, Urban Runoff Coordinator and Valley Transportation Agency.

GENERAL CORRESPONDENCE

None received.

ANALYSIS AND RECOMMENDATIONS

BACKGROUND

The applicant, Core Development, is requesting a Planned Development Rezoning from CP Commercial Pedestrian to A(PD) Planned Development to allow the development of up to 21 attached single-family townhomes. The project is located on a 0.96-acre site at the south side of McKee Road, approximately 200 feet northeasterly of North Capitol Avenue. The subject site is a rectangular lot, with approximately 120 feet of frontage on the south side of McKee Road. The site is currently developed with four structures: a single family residence, a mobile home, a small commercial building for the orchard and a barn. These structures are proposed to be demolished as part of this project. The uses adjacent to the site are apartments for senior housing to the east, apartments and single-family residences to the south, and commercial uses to the north and west. McKee Road directly borders the site to the north.

Project Description

The project proposes the construction of up to 21 three-story townhouses. The three-bedroom units are arranged in four blocks of five to six units each and surround a common open space that serves the entire development. Each unit is provided with a two-car garage. The first row of five units fronts onto McKee Road. These units have been designed to incorporate main entries via stoops from the street. The two interior rows have entries fronting directly onto the central common open space area. The units in the last row have entries and tandem garages facing the interior of the site. Private open space is provided in the form of small rear yards for the last row, and courtyards at the front of each unit for the remaining dwellings. Vehicular access to the site is provided via a driveway from McKee Road. This driveway provides access to the garages, all of which face the interior of the site. Each unit has a two-car garage, and four visitor parking spaces are available at the center of the site. Visitor parking spaces are also available on McKee Road. The applicant has proposed a driveway on the west side of the parcel to provide for a possible shared driveway should the adjacent parcel to the west be redeveloped for housing in the future. The applicant has expressed an interest in purchasing the adjacent lot and granting an easement for the shared use of this project's driveway to develop a larger residential project.

ENVIRONMENTAL REVIEW

An Initial Study was prepared for this project and a Mitigated Negative Declaration was circulated for public review by the Director of Planning on March 26, 2004. The Department of Public Works has determined that mitigation is not required because the project will not result in a substantial increase in

traffic. The project will include mitigation measures to ensure that the project will not result in significant impacts in the areas of air quality, soil contamination, water quality and noise. Historic evaluations were completed for the structures on site concluded that the buildings are non-significant and that removal of these buildings is not considered a significant impact.

GENERAL PLAN CONFORMANCE

The proposed project conforms to the City of San Jose's adopted San Jose 2020 General Plan Land Use/Transportation Diagram designation of Transit Corridor Residential (20+ DU/AC). The project site is located within the Capitol Avenue/Expressway Transit Oriented Development Corridor, as designated by the General Plan. Transit Oriented Development Corridors are areas designated by the City for higher residential density uses, more intensive non-residential uses and for mixed uses. The proposed rezoning would have a density of 21.8 dwelling units per acre.

PUBLIC OUTREACH

Notices for the Draft Mitigated Negative Declaration and the public hearing were distributed to the owners and tenants of all properties located within 500 feet of the project site and posted on the City web site. Staff has been available to discuss the project with members of the public.

ANALYSIS

The primary issues associated with this proposal are conformance with the *Residential Design Guidelines* (RDG), landscaping and architecture.

Conformance with the *Residential Design Guidelines* (RDG)

The proposed project is in substantial conformance with the recommendations of the *Residential Design Guidelines* for a townhome project in regards to setbacks, parking and open space, as discussed below.

Setbacks

The RDG recommend a building setback of 35 feet from major streets such as McKee Road, but indicate that this setback can be reduced if the proposed setback is consistent with the existing or projected urban character of the street. The Draft Development Standards for this project include a minimum project setback of 23 feet from the front property line. Staff believes that this setback is consistent with the RDG in that it is comparable to the setbacks of the adjacent residential and commercial buildings along McKee Road. Staff will work with the applicant at the Planned Development Permit stage to ensure that the setback area is appropriately designed and landscaped.

The RDG recommend that setbacks for three-story building elements from other residential developments, such as apartments, match the setback of existing similar structure or use, provided that such setback does not exceed the range of common practice. The project proposes to match the adjacent buildings' setback of five feet along the eastern boundary. The project also provides a minimum 10 foot setback along the southern boundary, adjacent to the parking area for the neighboring apartments, exceeding the RDG recommended setback of five feet for perimeters that are adjacent to carports and parking areas. The project includes a 16-foot setback from the adjacent commercial properties along the western property line, which meets the RDG recommendation for a 15-foot setback from non-residential uses. The conceptual site plan shows minimum 30-foot separation between the buildings, meeting the RDG recommendations. The conceptual building setback to the drive aisle

measures 6 feet. Staff will continue to work at the Planned Development Permit stage to provide both landscaping and a distinct pedestrian walkway between the driveway and the units.

Parking

The Draft Development Standards for this rezoning require parking in conformance with the Residential Design Guidelines. The site is located within 2,000 feet of the McKee light rail station. Developments that are within a reasonable walking distance to light rail stations are typically allowed a 10 percent parking space reduction. The parking requirement for the proposed three-bedroom units is 2.6 spaces per unit for two-car garages and 2.8 for tandem garages. Based on these numbers, the total number of required parking spaces for the proposed 21 units would be 51 spaces. The conceptual site plan provides a two-car garage for each unit (42 spaces), seven open on-site parking spaces and one on-street parking space along the project frontage, for a total of 51 spaces. Additionally, the units in the last row have driveway aprons that are of a sufficient size to provide parking for one additional car. The draft Development Standards for this project include a 26-foot minimum back-up dimension for parking spaces in conformance with the RDG to ensure that cars can safely back out of garages or other perpendicular parking spaces.

Open space

The *Guidelines* recommend a minimum of 300 square feet of private open space and 150 square feet of common open space for each unit. The draft Development Standards for the proposed project requires open space in conformance with this recommendation. The conceptual site plan for the project shows private and common open space that meet these standards.

Landscaping and Architecture

The conceptual landscaping plan shows that trees are proposed for the project frontage, but also minimal landscaping along the garage frontages and the along the project driveway. The RDG recommends that driveways and garage faces have sufficient landscaping to avoid a barren appearance. Staff believes that the driveways and sidewalks can be slightly narrowed to allow for larger landscaped areas. The conceptual site plan show that some of the driveways between the units exceed the minimum required width of 26 feet and the sidewalks exceed the minimum width of 4 feet. In addition a planter area of at least nine square-feet will be required to be placed between garage doors per the RDG guidelines. The landscaped area between the units and the driveway, especially for the units at the rear, should also be increased to provide a more appropriate interface. Additionally, narrowing the driveways and shifting the building locations slightly will enable more space to be given to the common open space area. As proposed, the applicant has designated one larger open space area in the center of the site and one smaller area towards the rear. Staff believes making the central open space area larger will create more useable open space. Staff will work with the applicant at the Planned Development Permit stage to make these changes.

The project architecture incorporates varying rooflines that break up the buildings into discrete portions and provide articulation. The front units incorporate stoop entries that are appropriate for the urban nature of this area and provide visual interest at the street level. The buildings are staggered slightly to enhance articulation, and garages are not visible from the surrounding public streets. However, the conceptual elevations show similar architectural styles that are repeated across all the elevations. Staff will also work with the applicant at the Planned Development Permit stage to refine the architectural treatment and the interface with the public street.

CONCLUSION

Based upon the above analysis, staff concludes that the project provides a significant opportunity to provide infill housing within a developed area and furthers the goals of the General Plan, while providing a use that is compatible with the surrounding properties and conforms to the Residential Design Guidelines.

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
2. The project furthers the goals and objectives of the City's infill housing strategies and will promote transit usage and pedestrian activity.
3. The proposed rezoning is compatible with existing and proposed uses on the adjacent and neighboring properties.

Attachments

EL:11/207-02/