



Planning Commission Staff Report

July 25, 2007
Item 6.c.

- SUBJECT:** PUD-64
- APPLICANT:** Mike Carey
- PROPERTY OWNERS:** 4238 First Street, LLC
- PURPOSE:** Work Session to review and receive comments on an application for Planned Unit Development rezoning and development plan approval to: (1) rezone an the existing 13,161-square-foot parcel from the RM-25 (Multiple-Family Residential) District to PUD-HDR (Planned Unit Development – High Density Residential) District; (2) renovate the existing home and construct a 223-square-foot detached garage with a second unit above it; and (3) construct four single-family homes.
- GENERAL PLAN:** High Density Residential-Greater than 8 dwelling units per gross acre.
- SPECIFIC PLAN:** Downtown Specific Plan: High Density Residential
- ZONING:** Rezone from the existing RM-2,500 (Multiple-Family Residential) to PUD-HDR (Planned Unit Development-High Density Residential) District
- LOCATION:** 4238 First Street
- ATTACHMENTS:**
1. Location Map
 2. Exhibit A, Site Plan Concepts, Elevation Drawings, and Color and Material Board dated “Received July 9, 2007”
 3. Exhibit C, Property Owners Statement
 4. Exhibit D, Photographs

BACKGROUND

In August of 2006 the applicant, Mike Cary, submitted a preliminary review application regarding the site located at 4238 First Street. The intent of this review was to receive formal

comments from the City regarding development opportunities and regulations that would apply if additional units were to be added on the vacant portion of the parcel. Since the initial preliminary phase, staff has worked closely with Mr. Carey and other City Departments to provide direction of the proposal. Staff held a neighborhood meeting on June 13, 2007 to inform and obtain comments regarding the applicants request to restore the existing single-story home, construct a detached garage with a second unit above it, and construct four single-family residential units. By continuously working with staff, the applicant has provided several site design concepts for consideration for its formal development application.

SITE DESCRIPTION

The subject site is an approximately 13,161 square-foot (.30 acre) relatively flat infill lot located in the Downtown Specific Plan area and bounded by Vineyard Avenue to the north and Kottinger Drive to the south. There is an approximately 1,210 square-foot one-story residence, built between 1885 and 1900 and an approximately 200 square-foot detached two-car garage located to the rear of the house; with the remaining 11,751 square-feet being vacant land. There are currently two small fruit trees on the property which are less than 6-inches in diameter and recommended by the City’s Landscape Architect for removal with a condition for replacement trees.

Existing house



Existing detached garage



Partial rear view of the subject site
looking towards First Street



Adjacent properties include the Pleasanton Plaza to the west and the recently closed Shell gas station located to the north of the subject site. There is a two-story multiple-family development and single-family detached residential units to the south and single-story to two-story multi-family homes and apartments to the east.

PROJECT DESCRIPTION

The applicant proposes to rezone the subject site from RM-25 (Multiple-Family Residential-minimum 2,500 sq. ft. lot area per unit) District to PUD-HDR (Planned Unit Development-High Density Residential) District to provide more design flexibility. The proposal consists of retaining the existing home and developing four three-story single-family homes and a new detached garage. The four single-family units, whether attached or detached, would have a one car garage located on the bottom floor with an additional tandem driveway parking; which would be partially covered by the second floor deck. The second-dwelling unit, which would be located above the detached garage, would require one parking space continuously available to the occupants; in this case it would be located in the driveway of the proposed detached garage.

The units would range from 1,200 to 1,400 square-feet in size, depending on if they are attached or detached, putting the floor area ratio (FAR) around 85%+/- . The maximum height will be approximately 31-feet with the garage height not exceeding 15-feet; both measured from finished grade to the top of the roof ridge. The proposed detached units offer four alternative, but complementary, designs. To keep in character with the downtown area, the applicant has indicated that the design would be similar to the houses along Second Street; which is not reflected in the elevation drawings in Exhibit A. The detached units will be staggered to break up the appearance of the buildings while the detached units would essentially keep the same front yard setback.

The following chart illustrates and compares the proposed site layouts that are currently proposed.

Site Plan Layout (Exhibit A-E)

Site Plan	Lot 1	Lot 2	Lot 3	Lot 4	Lot 5	Open Space	Parking
“Exhibit A”	New 1-car garage w/o 2DU at side property line	Detached with 1-car garage & tandem driveway	Detached with 1-car garage & tandem driveway	Detached with 1-car garage & tandem driveway	Detached with 1-car garage & tandem driveway	Private yards	18-foot private driveway with 2 guest parking spaces
“Exhibit B”	New 1-car garage with	Attached to lot 3 with	Attached to lot 2	Attached to lot 5 with	Attached to lot 4	Private yards and	16-foot private

	2DU and tandem driveway	1-car garage & tandem driveway	(staggered) with 1-car garage & tandem driveway	1-car garage & tandem driveway	(staggered) with 1-car garage & tandem driveway	common open space	driveway with 2 guest parking spaces
“Exhibit C”	New 1-car garage w/o 2DU at side property line	Detached with 1-car garage & tandem driveway	Detached with 1-car garage & tandem driveway	Detached with 1-car garage & tandem driveway	Detached with 1-car garage & tandem driveway	Private yards	18-foot private driveway with turnouts and without guest parking
“Exhibit D”	New 1-car garage w/o 2DU at side property line	Detached with 1-car garage & tandem driveway	Detached with 1-car garage & tandem driveway	Detached with 1-car garage & tandem driveway	Detached with 1-car garage & tandem driveway	Private yards	18-foot private driveway without guest parking
“Exhibit E”	New 2-car garage with 2DU at side property line	Attached to lot 3 with 1-car garage & tandem driveway	Attached to lot 3 with 1-car garage & tandem driveway	Attached to lot 3 with 1-car garage & tandem driveway	Attached to lot 3 with 1-car garage & tandem driveway	Small private yards and common space	18-foot private driveway with 2 guest parking spaces

DISCUSSION

Staff is presenting the Commission with various site design concepts for consideration and comments. This workshop will allow the Planning Commission the opportunity to direct the applicant and staff on the proposed project itself and site design.

General Plan and Downtown Specific Plan Land Use Designation

The General Plan land use designation for the subject site is High Density Residential (greater than eight dwelling units per gross acre). The proposed project, with five units on approximately .30 acres would result in 2.4 units per acre, which is equivalent to 8 dwelling units per acre and therefore consistent with the General Plan designation. The project would also be consistent with the following General Plan policy in the Housing Element, “at a minimum, maintain the amount of high-density residential acreage currently designated on the General Plan Map.”

The Downtown Specific Plan designation for the property is High Density Residential. The proposed residential project would conform to this designation. The project would also be consistent with the following Downtown Specific Plan policy, “Encourage development at

densities which generally exceed the General Plan range midpoints in order to enhance the opportunities for affordable housing, unique housing types, and economic growth in the Downtown.”

Direction Needed:

- *Is the proposed density appropriate for the site?*
- *Are the units consistent with the downtown area?*

Site Layout

The development proposal consists of 5 individual parcels with a potential second dwelling unit above the new garage. Staff notes that because second dwelling units are mandated by the State, it would not count towards the General Plan Housing cap. Since the initial preliminary phase last August, there have been several site design alternatives that have consisted of attached and detached units ranging in size. The applicant has provided those site design alternatives for the Planning Commissions review. Each design has the units arranged in an “L” shape on the property to eliminate a cluster design by keeping the units tucked on the back of the property and in keeping with the other surrounding residential buildings.

As illustrated in the chart above, each one is similar, however varies in size, location, and site improvements. Due to the width of the driveway, proposed at 18 and 16-feet, it will be a private drive. The Fire Department has reviewed the two alternative widths and is supportive of it being as low as 16-feet so long as an additional fire hydrant is added.

Direction Needed:

- *Given the proposed setbacks, lot sizes and location of the site, is it appropriate to have detached or attached units?*
- *Is the FAR appropriate and compatible with the surrounding area?*
- *Are the units appropriate in size?*
- *Is the common open space appropriate for attached units?*
- *Given the location of the second dwelling unit, would it be appropriate to have a two-car garage verses tandem driveway parking?*

Architectural Design

Although it is not reflected in the elevation drawings in Exhibit A, the proposed design scheme would consist of varied wall articulations and material selections. The material pallet for each of the units contains horizontal hardi-board siding and painted stucco. There would be alternative color and material schemes proposed to allow for diversity.

The proposed buildings are approximately 31-feet tall when measured from finished grade to the roof ridge. The units have a garage in the lower level and two floors of living above. Each unit has a covered front porch with steps providing direct access to the living area. The attached

units would be staggered to break up the walls while the detached units would be keeping similar front yard setbacks. The lots located behind the subject property are elevated higher which scales down the presence of the units to what appears as a two-story structure when viewed from the Vineyard Avenue side or the rear. However when the structure is viewed from the driveway the height is expressed as three-stories.

Direction Needed:

- *Is the proposed building height appropriate for the site?*
- *Is the proposed building clustering and tuck-under garage design appropriate for the neighborhood?*
- *Would the proposed color and material schemes appropriate?*
- *Should the detached units, if desired, have differing architectural features and massing?*
- *Do the wall articulations and varied building heights provide sufficient mediation for the bulk and massing of the clustered structures?*

Parking

During the neighborhood meeting, the neighbors residing on the nearby single-family zoned streets, such as Second, Neal, W. Angela, and Ray Streets, specifically expressed concerns regarding the amount of parking being offered. They felt the tandem parking was not appropriate and there wasn't enough guest parking. They requested staff to consider the parking impacts that would be generated when the residents have more vehicles than what could be accommodated inside the one-car garages with tandem driveway parking. They urged that sufficient parking be provided on site; including parking for guests and parking for residents who have more than two vehicles. Given the existing parking situation, some of the neighbors requested that the number of units be reduced. It was noted there is off-street parking along First Street in front of the subject site.

Direction Needed:

- *Are the proposed site designs in "Exhibit C and D" appropriate although they do not provide guest parking spaces?*
- *Are the proposed guest parking spaces in the other "Exhibits" adequate to support the 4 additional residential units with a second dwelling unit?*
- *Should the common space area be reduced to provide for more parking stalls?*
- *Can the off-site parking spaces along First Street be considered as secondary guest parking spaces for this project?*
- *Even though tandem spaces provide more open space, it is appropriate for this site?*

PUBLIC NOTICE

Notice of this workshop was sent to all property owners and occupants within 1,000 feet of the subject property. In response to the noticing, staff received a phone call from a resident who is

also a neighboring business owner. The business owner stated that they were in support of the project. They continued to say that housing is needed in the downtown area because it would bring patrons to the downtown area. They stated that they have not seen the plans; however is supportive for housing at this location.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission review the items identified by staff for discussion and provide direction concerning desired changes to the proposal.

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