

Attachment 3

REQUIRED FINDINGS FOR PLANNING AND TRANSPORTATION COMMISSION CONSIDERATION

11 EL CAMINO REAL PROJECT

Design Review Findings:

In considering whether to grant the Design Review, the Planning and Transportation Commission must consider the following findings.

Table 1. Required Findings for Design Review









	Finding	Meet Finding?
A	That the proposal is consistent with the applicable standards and requirements of this title [Title 18, Zoning Ordinance].	<input checked="" type="checkbox"/>
B	That the proposal is consistent with the General Plan and any applicable specific plans the City Council has adopted.	<input checked="" type="checkbox"/>
C	That the proposal is consistent with any applicable design guidelines adopted by the City Council.	<input checked="" type="checkbox"/>
D	That the proposal is consistent with any approved tentative map, use permit, variance, or other planning or zoning approval that the project required.	<input checked="" type="checkbox"/>
E	That the proposal is consistent with the applicable design review criteria in Section 18.29.060, Design review criteria.	<input checked="" type="checkbox"/>

Design Review Criteria

To obtain design review approval, projects must satisfy these criteria to the extent they apply.

Table 2. Criteria for Design Review

	Criteria	Meet Criteria?
A	The overall design of the project including its scale, massing, site plan, exterior design, and landscaping will enhance the appearance and features of the project site and surrounding natural and built environment.	<input checked="" type="checkbox"/>
B	The project design is appropriate to the function of the project and will provide an attractive and comfortable environment for occupants, visitors, and the general community.	<input checked="" type="checkbox"/>
C	Project details, materials, signage and landscaping are internally consistent, fully integrated with one another, and used in a manner that is visually consistent with the proposed architectural design.	<input checked="" type="checkbox"/>
D	The project has been designed to be compatible with neighboring development by avoiding big differences in building scale and character between developments on adjoining lots in the same zoning	<input checked="" type="checkbox"/>

	Criteria	Meet Criteria?
	district and providing a harmonious transition in scale and character between different districts.	
E	The project contributes to the creation of an attractive and visually interesting built environment that includes a variety of building styles and designs with well-articulated structures that present varied building facades, roof lines, and building heights within a unifying context that encourages increased pedestrian activity and promotes compatibility among neighboring land uses within the same or different districts.	
F	The design of streetscapes, including street trees, lighting, and pedestrian furniture, is consistent with the character of activity centers, commercial districts and nearby residential neighborhoods.	
G	The proposed design is compatible with the historical or visual character of any area recognized by the City as having such unified character.	
H	The project design preserves major public views and vistas from major public streets and open spaces and enhances them by providing areas to stroll, benches to rest and enjoy views, and similar amenities.	
I	Parking areas are designed and developed to buffer surrounding land uses; complement pedestrian-oriented development; enhance the environmental quality of the site, including minimizing stormwater run-off and the heat- island effect; and achieve a safe, efficient, and harmonious development.	
J	Lighting and lighting fixtures are designed to complement buildings, be of appropriate scale, provide adequate light over walkways and parking areas to create a sense of pedestrian safety, and avoid creating glare.	
K	The proposed building design and landscaping supports public safety and security by allowing for surveillance of the street by people inside buildings and elsewhere on the site.	
L	Landscaping is designed to be compatible with and enhance the architectural character and features of the buildings on site, and help relate the building to the surrounding landscape. Proposed planting materials avoid conflicts with views, lighting, infrastructure, utilities, and signage.	

A. That the proposal is consistent with the applicable standards and requirements of this title [Title 18, Zoning Ordinance].

Basis for Finding: The proposed Project is consistent with the applicable standards and requirements of Chapter 18.05, Mixed-Use Districts, specifically pertaining to the development standards and supplemental regulations, except for the concessions and waivers granted, for projects within the Mixed-Use Districts, and parking requirements pursuant to Chapter 18.20 as shown in Table 3.

Table 3. Project's Consistency with MU-NB-120 Standards

Applicable Standards	Code Requirement	Proposed	Notes
Maximum Density (120 units/ acre)	264 units	242 units	Complies
Minimum Density (90 units/ acre)	198 units	242 units	Complies
Maximum Height (ft)	79'-0 (75'+4') parapet A parapet wall, cornice or sloping roof may project up to four (4) feet above the height limit or development along ECR.	81'-7" to top of parapet	Waiver* Requested (Exceeds Standard)
Maximum Stories	6	6	Complies
Minimum Front Setback (El Camino Real)	Property line or 20'-0 from the curb (the greater applies)	20'-0 from the curb.	Complies
Minimum Interior Side Setbacks	0' minimum	South side – 26'-1" to the nearest point. North side – 11'-4" to the nearest point.	Complies
Minimum Rear Setback	0' minimum	11'-6"	Complies
Parking, distance from street facing property line	40'	Approximately 35'-0 to the nearest point.	Meets required findings for partially submerged and at-grade parking.
Maximum Floor Area Ratio (FAR)	3.0	3.27	Waiver* Requested (Exceeds Standard)
Minimum Private Open Space (% of site)	10%	40%	Complies
Minimum Amount of Landscaping (% of site)	10%	12%	Complies
Parking	225 spaces with TDM measures	297 spaces	Complies
Required Bike Parking	Short-term - 23 Long-term - 49	Short-term - 24 Long-term - 60	Complies
Tree Requirements SCMC 18.18	Requirement: Required trees on-site: 35, including protected tree replacement. 1 tree/2000 sf lot coverage and 1:1 for protected tree removal replacement. Protected trees proposed for removal: 6 Protected trees within construction area: 6		

Applicable Standards	Code Requirement	Proposed	Notes
	Proposal: Trees Proposed: 54, including 19 street-oriented trees (Complies)		

*Pursuant to Gov. Code §65915(d)(1) and §65915(k) – Concessions/incentives and waivers, as defined under State law, allows a developer to deviate from those design standards and/ or development regulations when such regulations potentially make the project economically infeasible for the developer to build. Incentives/concessions include “[a] reduction in site development standards or a modification of zoning code requirements or architectural design requirements ... that result in identifiable and actual cost reductions, to provide for affordable housing costs.”

B. That the proposal is consistent with the General Plan and any applicable specific plans the City Council has adopted.

Basis for Finding: The City does not have any adopted Specific Plan for this area. The new six-story residential building is consistent with the following policies and goals contained within the adopted General Plan except for the incentive/concessions and waivers granted, including the recently updated Housing Element, as shown in Table 4.

Table 4. Project’s Consistency with San Carlos General Plan Policies

Goal / Policy	Description
GOAL HOU-2	High quality, higher-density, multi-family housing located close to transit, in Downtown, and along San Carlos Avenue and El Camino Real.
GOAL HOU-3	Assist in the development of new housing that is affordable at all income levels.
POLICY LU-1.2	Encourage development of higher density housing and support additional job growth within the TOD corridor [while being sensitive to surrounding uses.
POLICY LU-5.15	Promote economic revitalization on underutilized parcels designated for higher intensity land uses.
POLICY LU-8.1	Require all development to feature high quality design that enhances the visual character of San Carlos.
POLICY LU-8.3	Encourage design features and amenities in new development and redevelopment, including, but not limited to: <ul style="list-style-type: none"> a. Interconnected Street layout. b. Clustering of buildings. c. Landscaping on each lot. d. Visual buffers. e. Facilitation of pedestrian activity. f. Distinctiveness and variety in architectural design.
POLICY LU-8.5	Optimize architectural quality by encouraging the use of quality materials, particularly as accents and authentic detailing, such as balconies and window trims.
POLICY LU-8.7	Require new residential development to provide outdoor areas and landscaping or native vegetation, or tree canopy to enhance the surroundings.
POLICY LU-8.10	On all sides of buildings, require the incorporation of quality architectural design elements for all building façades and stepping back upper floors in order to reduce bulk and mass and to break up monotonous wall lines.
POLICY LU-8.12	Require residential building entrances to be related to the street.
POLICY LU-8.13	Require parking areas associated with development to be located and designed to minimize visual impact to the greatest extent feasible. This may

Goal / Policy	Description
	include locating parking behind buildings street frontage, below grade, or screening through the use of natural landscaping.
POLICY LU-8.18	Encourage “green building” practices in new development and redevelopment, such as those that make a building more energy efficient and reduces its effect on human health and the environment through better siting, design, construction, maintenance and operation.
GOAL LU-11	Provide for attractive and functional gateways.
POLICY LU-11.1	Require high quality design for buildings at visually significant locations in gateway areas.
POLICY LU-11.2	Encourage design features, such as landscaping, art and displays in gateway areas that are welcoming, attractive and contribute to a unique sense of place.
POLICY CSH-3.11	New developments and businesses shall be required to provide adequate loading, unloading and delivery areas, and/or shall be required to conduct such activities during nonbusiness/peak hours.

C. That the proposal is consistent with any applicable design guidelines adopted by the City Council.

Basis for Finding: The applicant has proposed a design which is consistent with the design-related General Plan policies, as detailed above, and as required by Chapter 18.29 of the Zoning Ordinance. The design responds to the Zoning Ordinance’s form-based development standards and supplemental regulations that focus on enhancing the appearance of the project site and surrounding built environment. The project provides a fully-integrated and consistent architectural design, enhancing the tree-lined sidewalks, and adhering to the provisions of adequate lighting without producing spillover or glare. The Project is also proposing additional on-site landscaping on the second floor including two courtyards.

D. That the proposal is consistent with any approved tentative map, use permit, variance, or other planning or zoning approval that the project required.

Basis for Finding: The proposal requires a TDM plan, Tentative Map and other entitlements. All the required findings can be made for each requested entitlement and are discussed in the forthcoming findings for specific entitlement.

E. That the proposal is consistent with the applicable design review criteria in Section 18.29.060, Design review criteria.

Basis for Finding: The proposal is consistent with the applicable design review criteria in Section 18.29.060, with the exception of waivers and concessions/incentives granted to this project, for the reasons as previously outlined within the Supplemental Regulations section in the staff report.



The building is designed in a contemporary architectural style with use of stucco, horizontal lap siding and brick veneer exterior finish and a gradient of complementary, neutral colors. All elevations include the use of windows and building reveals to break up the mass and provide architectural articulation. On the primary street facing the front façade (El Camino Real), the building entry is emphasized with special architectural

treatments, outdoor seating, pedestrian scale landscaping and active uses on the ground floor.

The project provides a fully-integrated and consistent architectural design, street trees and landscaped planters on El Camino Real, and adequate lighting without producing spillover or glare. The addition of new street trees will soften the building and introduce a greener environment to the street. The design and planting plan will contribute to the streetscape and pedestrian oriented character of the building.

TDM Plan Findings

Table 5. Required Findings for a Transportation Demand Management Plan

	Finding	Meet this Finding?
A	The proposed trip reduction measures are feasible and appropriate for the project, considering the proposed use or mix of uses and the project's location, size, and hours of operation.	
B	The proposed performance guarantees will ensure that the target alternative mode use established for the project by this chapter will be achieved and maintained.	

A. The proposed trip reduction measures are feasible and appropriate for the project, considering the proposed use or mix of uses and the project's location, size, and hours of operation.

Basis of Finding: The project would provide amenities to reduce vehicle trips including on-site bike parking, secure bicycle storage, online transportation kiosk, ongoing monitoring program, new resident electronic information brochure, bicycle repair station, E-Scooters on-site, on-site ride matching assistance, pedestrian oriented uses & tenant amenities on the ground floor. These programs and amenities work together to achieve a 25% trip reduction (more than required by the City). This Project provides: a walkable location, proximity to the San Carlos and Belmont Caltrain Station and SamTrans bus routes, including the high-frequency ECR route on El Camino Real. These TDM measures will work together to promote the overall goals of the TDM program. The proposed TDM plan meets the City's 20% trip reduction goals as required by Chapter 18.25 Transportation Demand Management.











Since the Project is located within 0.5 mile from a high-quality transit stop (Caltrain Station), the Project triggers compliance with C/CAG's TDM requirement of a 25% trip reduction. The applicant proposes measures that achieve a 25% trip reduction, which meets C/CAG's trip reduction target. C/CAG requires all applicable plans to be certified by their agency. The applicant has submitted the required documentation to C/CAG and is pre-certified through their Development Program.

B. The proposed performance guarantees will ensure that the target alternative mode use established for the project by this chapter will be achieved and maintained.

Basis for Finding: The following will be required as a condition of approval. “Required monitoring, detailed implementation plan, including a designated TDM contact shall be implemented pursuant to SCMC 18.25. Additional TDM measures may be required if the City determines that the trip reduction goal of 20% is not achieved.”

Vesting Tentative Map Findings

Table 6. Required Findings for a Vesting Tentative Map

	Finding	Meet this Finding?
A	Whether the proposed subdivision is in conformity with law and this chapter.	
B	Whether the size and shape of the proposed lots are in general conformance to City requirements and the general pattern of the neighborhood and will not cause traffic, health or safety hazards;	
C	Whether the proposed lots will have proper and sufficient access to a public street;	
D	Whether the proposed map and the design or improvement of the proposed subdivision are consistent with applicable general and specific plans;	
E	Whether the site is physically suitable for the type of development;	
F	Whether the site is physically suitable for the proposed density of development;	
G	Whether the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat;	
H	8. Whether the design of the subdivision or the type of improvements are not likely to cause serious public health problems;	
I	Whether the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision, or that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to those previously acquired by the public. This subsection shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction;	
J	Whether discharge of waste from the proposed subdivision will not result in violation of existing water quality requirements prescribed by the Regional Water Quality Control Board.	

1. Whether the proposed subdivision is in conformity with law and this chapter;

Basis for Finding: The proposed project does not further subdivide the property.

2. Whether the size and shape of the proposed lots are in general conformance to City requirements and the general pattern of the neighborhood and will not cause traffic, health or safety hazards;

Basis for Finding: The size and shape of the proposed lot is proposed to remain the same in conformance with the general pattern of the neighborhood. The Project proposes curbs-cuts along El Camino Real to access the driveway and parking garage. The building layout also provides access at the rear of the site for fire safety and trash collection.

3. Whether the proposed lots will have proper and sufficient access to a public street;

Basis for Finding: The subject lot has access along El Camino Real. The lot configuration has been reviewed by the City Engineer and Fire Marshall and determined to have sufficient access to a public street.

4. Whether the proposed map and the design or improvement of the proposed subdivision are consistent with applicable general and specific plans;

Basis for Finding: The existing lot complies with the City subdivision design standards and the off-site improvements are consistent with the General Plan and other adopted plans. Further, the design of the lot and improvements have been reviewed by the City Engineer for consistency with City regulations.

5. Whether the site is physically suitable for the type of development;

Basis for Finding: The site is fairly level, has sufficient access and is of suitable size and shape for the residential development with associated site and landscape improvements.

6. Whether the site is physically suitable for the proposed density of development;

Basis for Finding: The subject site is suitable for the development of a residential building with associated site and landscape improvements.

7. Whether the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat;

Basis for Finding: The proposed project is exempted under CEQA Class 32: Infill Exemption and has undergone environmental analysis through the preparation of an Initial Study which did not identify any potential environmental damage or impact to fish or wildlife as a result of the tentative map or development.

8. Whether the design of the subdivision or the type of improvements are not likely to cause serious public health problems;

Basis of Finding: The design of the subject lot and the new building are not likely to cause serious public health problems. The developer will remove any contaminated soil with the grading for the underground parking levels. No public health problems were identified during the analysis and preparation of an Initial Study. The Project will be subject to standard Conditions of Approval.

9. Whether the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision, or that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to those previously acquired by the public. This subsection shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction;

Basis for Finding: Easements will be modified with the recordation of the Map and revised CC&Rs to ensure no conflicts.

10. Whether discharge of waste from the proposed subdivision will not result in violation of existing water quality requirements prescribed by the Regional Water Quality Control Board.

Basis for finding: No violations of water quality requirements have been identified.

Below Market Rate Housing Plan

The Planning and Transportation Commission shall approve, the Below Market Rate Housing Plan in compliance with SCMC 18.16.030.

The proposed project includes 36 affordable units (15% of total project units) dedicated for rent at 5% Very Low Income (50% AMI) and 10% Low Income (80% AMI), consistent with the City's Affordable Housing Ordinance. The Applicant submitted a Below Market Rate Housing Plan per the requirements of the SCMC section 18.16.030. The BMR Plan also provides an overview of location, unit description, income level, and tenure.

The Project will be a single building, both market rate and BMR units will be built concurrently. Attachment 7 to the staff report includes floor plans with detailed distribution of the BMR units on each floor.

Grading and Dirt Haul Certificate

All applications where the total amount to be graded exceeds one thousand cubic yards (including both cut and fill) shall be acted upon by the Planning Commission and shall be granted if the proposed grading will not adversely affect the drainage or lateral support of other properties in the area, is consistent with the San Carlos General Plan and Municipal Code, and will not be detrimental to the public health, safety or general welfare.

Basis of Finding: The project includes one level of below grade parking. The result is removal of 20,450 cubic yards of soil from the site. The applicant estimates a total of 1,017 truckloads to off-haul the soil.

The proposed dirt haul route for northbound trucks would be US Highway 101 to Holly Street exit to Industrial Road to Brittan Avenue to El Camino Real. The proposed dirt haul route for southbound trucks would be US Highway 101 to Brittan Avenue exit to El Camino Real. Trucks would depart in the reverse. All truckloads are required to be covered.

The proposed dirt haul route and grading have been reviewed by reviewing agencies and no conflicts have been found that would adversely affect the drainage and lateral support of nearby properties in the area.