





**Planning and Transportation Commission
STAFF REPORT**

MEETING DATE: September 18, 2023

ITEM TITLE: 11 El Camino Real (APNs: 045-320-170; 045-320-220) – Public Hearing to Consider approving the Design Review, Below Market Rate Housing Plan, Transportation Demand Management Plan, Protected Tree Removal Permit, Dirt Haul and Grading Certificate and Vesting Tentative Map to Construct a 242-unit Residential Development in the MU-NB-120 District.

DATE PREPARED September 6, 2023	APPLICATION NUMBER PLN2023-00004	APPLICANT Richard Norris representing SummerHill Apartment Communities	PERMIT(S) Design Review, Below Market Rate Housing Plan, Protected Tree Removal, Dirt Haul and Grading, Transportation Demand Management Plan and Vesting Tentative Map
PREPARED BY Rucha Dande, Senior Planner, 650-802-4231, rdande@cityofsancarlos.org			
SUMMARY OF REQUEST Application to develop a new 242-unit multi-family residential building with a gross floor area of 386,328 square feet which includes 36 below market rate units, with surface and underground parking and site landscape improvements.			
ADDRESS 11 El Camino Real	APN 045-320-170; 045-320-220	LOT DESCRIPTION 2.2 acres	GENERAL PLAN Mixed Use (90-120 DUs/Ac)
LOCATION El Camino Real adjacent to Belmont City limit.		PREVIOUS USE CVS Pharmacy Store (Commercial)	ZONING DISTRICT MU-NB-120: Mixed- Use North Boulevard
SURROUNDING LAND USES Commercial, Multi-Family Residential, Caltrain Track		SURROUNDING ZONING MU-NB-120: Mixed-Use North Boulevard, PD-17: Planned Development 14, Ordinance #1289, IL: Light Industrial	

<p>AERIAL MAP</p> 	<p>ZONING MAP</p> 
<p>ENVIRONMENTAL DETERMINATION</p> <p>This project has been determined to be exempt from the provisions of the California Environmental Quality Act (CEQA) per CEQA Section 15332, which exempts infill development meeting applicable General Plan policies and applicable zoning regulations from further environmental review.</p> <p>The applicant has prepared an Initial Study which was peer-reviewed by the City's on-call CEQA consultant and has found the Project exempt from further environmental review under CEQA.</p>	
<p>RECOMMENDATION</p> <p>Staff recommends that the Planning and Transportation Commission approve the request for Design Review, Below Market Rate Housing Plan, Transportation Demand Management Plan (TDM), Protected Tree Removal Permit, Grading and Dirt Haul Certificate and Vesting Tentative Map to allow for the construction of a new six-story residential building consisting of two-hundred and forty-two (242) rental units at 11 El Camino Real.</p>	

BACKGROUND

The Property and Applicant: The property is located at 11 El Camino Real and is identified as Assessor's Parcel Numbers 045-320-170 and 045-320-220 ("Property"). On In January 2023, SummerHill Apartment Communities ("SummerHill") & ("Applicant") submitted a Planning Application for Design Review, Below Market Rate Housing Plan, Transportation Demand Management Plan (TDM), Protected Tree Removal Permit, Grading and Dirt Haul Certificate and Vesting Tentative Map for the construction of a new 242-unit residential development, including 36 below market rate units at 11 El Camino Real.

Process: The proposed project falls within the revised zoning and density regulations established to enact the Housing Element 2023-2031, which was adopted by the San Carlos City Council in February 2023. This project represents the most substantial multifamily development introduced in the city under the updated zoning code, densities, height regulations and Housing Element.

SB 330: The applicant has submitted this application under the Housing Crisis Act of 2019 (SB 330), which outlines various requirements and regulations that reviewing agencies must adhere to facilitate housing in an efficient manner and within a specified timeline. This Act is aimed at removing obstacles to the construction of new housing in urban areas. It also prohibits local jurisdictions from implementing new laws that would restrict the legal capacity for new housing or cause delays in housing development. For more information about SB 330, please refer to: [SB 330 Bill Details](#). Table 1 outlines a chronology of the application's progress.

Table 1. Chronology of the 11 El Camino Real Application

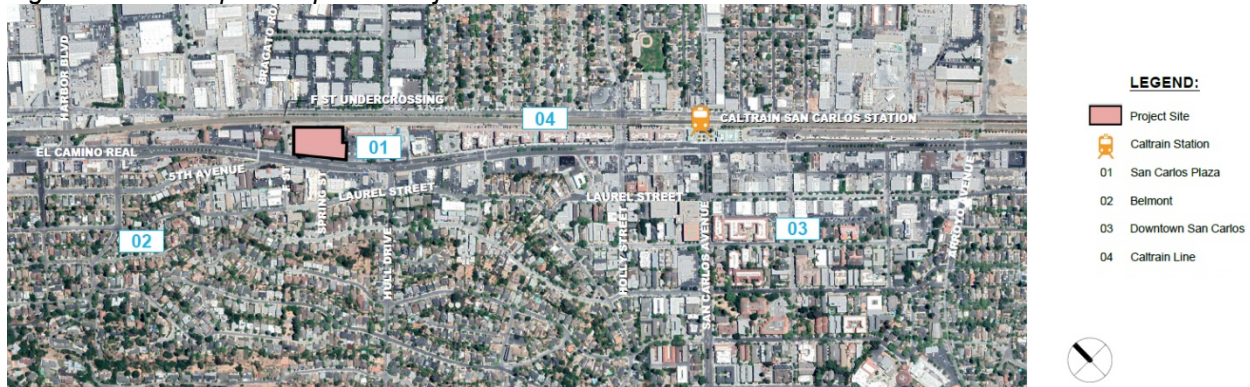
Event	Date
Planning Application Received	January 2023
SB 330 Application Filed	March 16, 2023
Planning Application (SB 330) Filed	March 16, 2023
Community Workshop (led by Applicant)	April 4, 2023
Application Deemed Complete	April 14, 2023
Subsequent Revisions for Code Compliance	May – August 2023
Public Notice - Mailed to all property owners within 300' of the subject properties	September 5, 2023
Public Notice – Published in the newspaper	September 7, 2023
Planning and Transportation Commission Public Hearing	September 18, 2023

Existing Conditions: The Project site is located at 11 El Camino Real and is approximately 95,832 square feet in area (2.2 acres) (see Figure 1). The Project site is located on the northern end of El Camino Real near the Belmont border, within the Mixed-Use North-Boulevard (MU-NB-120) zoning district and the El Camino Real Primary Gateway Overlay District. This zoning designation allows up to 120 dwelling units per net acre and has a corresponding *General Plan* land use designation of Mixed Use (90-120 DUs/Ac). The MU-NB-120 zoning district is intended to facilitate the transformation of the northern portion of El Camino Real into a multimodal, mixed-use corridor. This district allows a mix of residential and retail development, commercial uses, as well as hotels and other commercial uses oriented toward a regional market.

The project site is located within walking distance to both the San Carlos and Belmont Caltrain Stations, and bus stops on SamTrans' El Camino Real, 397, and 398 lines.

Surrounding uses include San Carlos Commercial Plaza to the south, a vacant San Mateo County-owned parcel and County-operated residential development to the north, the Hyatt Place hotel, a residential condominium project to the west, the Woodcraft Supply store across El Camino Real to the west, and elevated Caltrain tracks on a berm to the east. The property is currently occupied by an approximately 28,000 square-foot CVS Pharmacy store and associated at-grade parking.

Figure 1. Area Map of Proposed Project at 11 El Camino Real



PROJECT DESCRIPTION

Building: The Applicant proposes to demolish the existing CVS Pharmacy Store at 11 El Camino Real to construct a new six-story residential-only building consisting of two hundred and forty-two (242) housing units including 7 studios, 159 one-bedroom units, 65 two-bedroom units and 11 three-bedroom units. Fifteen percent (15%) or 36 of the units will be deed-restricted below market rate (BMR) units, including 24 units affordable to Very Low-income households (50% of Area Median Income (AMI)) and 12 units affordable to Low-Income households (60% of AMI). On-site parking is proposed within the basement and level 1. The overall height is proposed to be 81'-7" to the roof parapet wall. The average unit size is approximately 847 square feet.

Site Plan: The first floor will consist of the entrance lobby, leasing office, garage entrance and parking, bicycle storage room, trash room, mechanical and electrical storage, and parking. The basement and ground-level parking spaces will be accessed from El Camino Real. To support micro mobility, the Project proposes a long-term bicycle and e-scooter storage room with space for 60 bicycles. The trash room will be accessed from the south driveway shared with the San Carlos Plaza.

The first through sixth floors contain rental residential units with amenities on most floors. The residential units will be accessed from internal corridors except for the four units facing El Camino Real on level 1 which will have access from El Camino Real. Most residential units include individual balconies or outdoor space. Roof decks are proposed on level 5 and 6 and larger private decks are proposed for a few of the sixth-floor units.

The Project proposes installing solar panels on the roof. Consistent with the City's newly adopted Reach Code, the building will be all electric (no gas appliances). This includes all electric appliances, heating, cooling, and water heating.

Parking, Loading and Circulation: The project includes a total of 297 parking spaces, with most parking spaces located in a secure garage area for residents and 14 spaces located in the unsecured area of the parking garage for visitors and future residents. The basement includes 17 tandem stalls (34 spaces total). The tandem parking spaces would be assigned to individual units. Each residential unit will be assigned one parking stall, and the remaining stalls will be available for rent, except for the tandem stalls which would include two spaces assigned to an individual unit. Access to the garage is provided through a driveway from El Camino Real. The project includes 145 Level 1 EV "ready" parking stalls and 97 Level 2 installed EV parking stalls. There are 4 designated loading stalls proposed on-site. In addition to the two spaces provided at the move-in/loading area and one stall in the unsecured portion of the garage, a third exterior loading space is available adjacent to the leasing office.

A secured bike room will offer 60 long-term bicycle parking spaces, along with a bike repair station. An additional 24 short-term bicycle spaces will be conveniently situated along the building's El Camino Real frontage and near its main entrances for visitors.

Modifications to the existing median and left turn lane on El Camino Real will be made to align with Spring Street and the Project's entrance.

Resident moving vehicles and garbage/recycling trucks will access the site's loading zones via the San Carlos Plaza parking lot. The San Carlos Plaza (21 and 81 El Camino Real) and the site's current occupant, CVS (11 El Camino Real), entered into an agreement to allow the patrons to use each other's parking lots and cross access. This agreement is memorialized in the recorded Covenant's Conditions & Restrictions (CC&Rs) established in 1979 when the buildings were developed. On purchasing the property, SummerHill and the owners of San Carlos Plaza have entered into an agreement to terminate the previous CC&Rs subject to the 11 El Camino Real project's approval and provide for project fire, trash, and resident move-in access through San Carlos Plaza parking lot. On August 14, 2023, the San Carlos City Council adopted a Resolution conditionally approving the Termination Covenant for 11 El Camino Real (APNs 045-320-170 and 045-320-220), 21 El Camino Real (APN 045-320-230) and 81 El Camino Real (APN 045-320-200); and conditionally approving the new covenant for 81 and 21 El Camino Real for maintaining the landscaping on their respective properties.

Architectural Design and Landscaping: The design of the building is influenced by contemporary architecture which features simple, clean lines with articulated facades (see Figure 2). The building exterior is in three different finishes - stucco finish with a gradient of colors that include 'Alabaster' (a cream shade), 'Amazing Gray' (a mid-toned gray), 'Smokehouse' (a dark brown shade), and 'Vandyke Brown' (a darker brown shade); horizontal lap siding in 'Smokehouse' and Brick Veneers in Beige and Light Brown color. The Project proposes painting the ground floor walls 'Amazing Gray.' The ground floor is

wrapped with transparent glass along the frontage of El Camino Real for most of the part and stucco wainscoting painted 'Amazing Gray.' For the second through fifth floors, the primary color will be 'Alabaster,' in brick veneer finish while some of articulated and recessed walls will be painted 'Smokehouse', 'Amazing Gray' and 'Vandyke'. The sixth story will be in horizontal lap siding finish in 'Smokehouse' color. The window trims will be painted black. The metal panel railing on the decks will be in 'Umber Rust' (an orangish brown color) and the vertical metal railings will be painted 'Iron Ore' (a dark gray color). Glass railing is also proposed on the fourth story around the south courtyard and for some balconies.

Figure 2. Rendering of Proposed Project (view from El Camino Real)



The roof material is proposed to be concrete. A glass door entrance and ceiling-high windows are proposed at the primary entrance to El Camino Real. The main entrance is accentuated with an entrance lobby and leasing office. Landscaped planters, street trees, and outdoor seating areas are proposed to activate the ground floor. The window trims are proposed to be vinyl material in black color. Along the east elevation (rear) a decorative metal sheet will be used to screen the parking levels, which will be accessed from El Camino Real. Along the east and north elevation, a few units are provided with metal awnings to help break the overall massing. See Attachment 2, Sheet A2.9 of the plans for a color and materials board/rendering.

Landscaping: Along the frontage on El Camino Real, the applicant is proposing twelve new street trees of Crape Myrtle species, per the City's approved tree list, with City-standard tree guards; the trees are proposed to be 24-inch box in size. Street trees will be planted in precast pots due to the proximity to existing underground water main and gas lines, within a five-foot (5') wide planter strip. Raised planters are proposed for first floor unit entries.

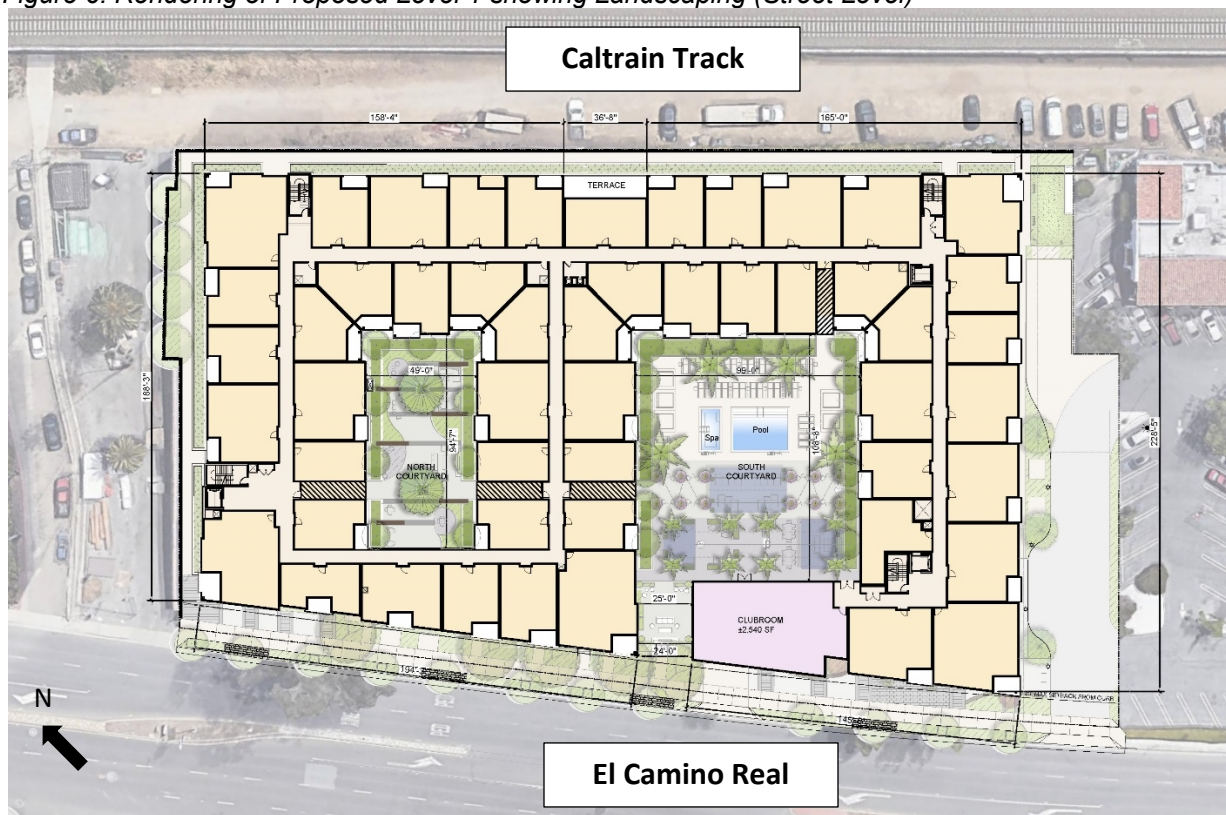
Six (6) protected trees are proposed for removal for development reasons pursuant to SCMC 18.18.54. Replacement trees are proposed to be planted on-site that meet the requirements of the Municipal Code. The project proposes to retain the existing trees along the northern property line.

Along the rear and side property line (eastern and northern side of the building), the Project proposes a perimeter pathway with low landscaping. See Attachment 2, Sheet L1.01 of the plans for detailed landscaping plan.

Among other landscaping features on level 1, the project proposes a fenced dog park with synthetic turf along the western edge of the project site, decorative paving along the north plaza, bike racks, perimeter pathways, pole lights, and streetlights.

There will be two courtyards on level 2 – a north courtyard and a south courtyard. The south courtyard will include a stormwater planter, pool, fire pit, shade structures, lounge area and low planting. The north courtyard will also include a stormwater planter, lounge area, and fire pit. Level 5 and level 6 also include common roof decks and private roof terraces. The roof decks incorporate vertical accent planting in pots, and seating areas. All planting and irrigation will comply with City water efficiency landscaping ordinances and all other applicable codes and ordinances.

Figure 6. Rendering of Proposed Level 1 showing Landscaping (Street Level)



Other Reviewing Agencies: The C/CAG Airport Land Use Committee reviewed the Project at its May 25, 2023, meeting and determined that the Project is conditionally

consistent with the Comprehensive Airport Land Use Compatibility Plan (ALUCP) for the environs of San Carlos Airport. The Applicant is required to file Form 7460-1 with the FAA and provide to the City of San Carlos an FAA “Determination of No Hazard” prior to the issuance of a building permit. Additional conditions of approval required by C/CAG are included in the draft Code Compliance Certificate. Attachment 1.

ANALYSIS

The proposed Project requests Planning and Transportation Commission to grant approval to the following entitlements:

1. Design Review
2. Conditional Use Permit (staff determined this is no longer required)
3. Below Market Rate Housing Plan
4. Transportation Demand Management Plan (required 20% trip reduction measures).
5. Protected Tree Removal Permit
6. Grading and Dirt haul Permit
7. Vesting Tentative Map

Development Standard Compliance: The project is required to comply with the development standards and supplemental regulations for the underlying zoning districts. The following table indicates the project’s compliance with the San Carlos Municipal Code Chapters 18.04 (Residential Districts); 18.05 (Mixed-Use Districts); 18.20 (Parking) and other applicable code sections. As discussed further below, the applicant is entitled to unlimited waivers from development standards to meet the density and two concessions or waivers. Specifically, the project meets the requirements as follows:

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




Applicable Standards	Code Requirement	Proposed	Notes
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 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.”

Supplemental Regulations Compliance: The project complies with the applicable development standards in the MU-NB-120 Zoning District. As shown in Table 4, the project design meets the intent of the supplemental regulations of the MU Districts

consisting of street frontage improvements, building orientation and entrances, building transparency, building design and articulation, exterior building materials and colors, building details, and pedestrian access, as detailed in Section 18.05.040 of the Municipal Code.

Table 4. Supplemental Regulations

	Regulation	Meet regulation?	Description
A	Block Length	Not applicable.	Not applicable.
B	Street Preservation	Not applicable.	Not applicable.
C	Street Frontage Improvements		<p>As described in the above section titled “Architectural Detail and Landscaping,” the Project proposes to install twelve new street trees in large pots within a five-foot (5’) wide planter strip along El Camino Real. These will be maintained by the project owner. The Project also proposes installing a total of 22 trees within the public realm improvements.</p> <p>The project site is located within the north El Camino Real Primary Gateway Overlay District that requires new development to adhere to specific standards pertaining landscaping and setbacks pursuant to SCMC 18.11. The proposed design and landscaping meet these requirements.</p>
D	Building Orientation and Entrances		The building is oriented to face the public street with primary building access from El Camino Real. The building entrance will be emphasized with special architectural treatments, including stained wood finish for the ceiling overhang near the entrance lobby and leasing office. The entrance is emphasized with columns, outdoor seating, pole lights and pedestrian scale landscaping.
E	Building Transparency		The ground floor uses include work from home spaces, leasing office, and entrance lobby that will have transparent glazing.

	Regulation	Meet regulation?	Description
F	Building Design and Articulation <i>Waiver Requested</i>		<p>As described in the above section titled “Architectural Detail and Landscaping,” the building is well designed in a contemporary architectural style with architectural articulation, finish details, and color and materials consistent with the architectural style of the building. The exterior materials are integrated and have a similar level of detailing and quality on all elevations. The overall character of the proposed Project is in harmony with the character of nearby buildings in north El Camino Real area.</p> <p>As further elaborated in the below section title “Incentive/Concessions and Waivers”, the applicant seeks waivers under the density bonus law from the Building Length, Roof Line, Window Trim and Building Articulation requirements pursuant to SCMC section 18.04.060 B.</p> <p>Staff is supportive of granting these waivers for Building Design and Articulation as it meets the intent of the requirement resulting in a visually appealing and a well-balanced design.</p>
G	Pedestrian Access		<p>The proposed Project provides a well-connected pedestrian network, both internally and to external destinations. Internally, residents will be able to access the amenities located on the podium level 2, 5 and 6. Externally, residents will have safe and comfortable connections to the sidewalk, garage, and building exits.</p>

State Density Bonus and Incentives/Concessions and Waivers

The California State Density Bonus Law (SDBL) - Government Code sections 65915-65918 - provides developers with tools to encourage the development of affordable housing, including increase in project densities, waivers and incentives and concessions. The Density Bonus is a State mandate, meaning a developer who meets the requirements of the State Law is entitled to receive the density bonus and other benefits as a matter of right. The amount of the density bonus is set on a sliding scale, based upon the percentage of affordable units at each income level. The bonus units are in addition to the base density for the development. The law also requires the City to grant waivers, incentives or concessions to accommodate the development. The City is not permitted to

apply a development standard which physically precludes the construction of the project at its permitted density.

As the project includes 15% affordable housing, it is entitled to receive density bonus, two (2) concessions/incentives and unlimited waivers as a matter of right. The project is not required to develop the additional bonus units. Waivers are development regulations that would limit the ability to construct the units and incentives or concessions related to cost savings to achieve the density.

Waivers: This Project is seeking to take advantage of six (6) waivers which include:

1. Relief from Maximum Floor Area Ratio (FAR) – Applicant is requesting 3.27 FAR (3.0 FAR is the development standard).
2. Relief from maximum height limit – Applicant is requesting 81'-7" maximum height (79'-0" is the development standard).
3. Relief from break in building length requirement (SCMC Section 18.04.060 B.1)
4. Relief from roof line requirement (SCMC Section 18.04.060 B.2)
5. Relief from window trim requirement (SCMC Section 18.04.060 B.3)
6. Relief from façade articulation requirement (SCMC Section 18.04.060 B.5).

Staff Determination: Staff will grant the above requested waivers to achieve the requested density and as the waivers would not have an impact on health and safety.

Incentives/Concessions: This Project is seeking to take advantage of two (2) incentives/concessions which include the following.

1. **Relief from General Plan Policy NOI-1.5(d)** - Applicant seeks relief from General Plan Policy NOI-1.5(d), which imposes dBA interior noise limits for residential development. At this site, intermittent noise is generated during train operations. The project as proposed will not comply with the General Plan policy, however, does comply with the Building Code, Title 24 requirements.

Staff Determination: Staff will grant this incentive/concession, as the project complies with the Building Code Title 24 requirement of 45 dB interior noise level. Furthermore, it is expected that the electrification of Caltrain in the near future will substantially reduce noise levels from commuter trains, that will bring the project into compliance with the *General Plan* standards. For a more detailed examination of this incentive/concession and the anticipated cost savings asserted by the applicant, please refer to Attachment 4, which contains the Applicant's Attorney Letter and Attachment 5 which contains Environmental Noise Study report prepared by Charles Salter Associates.

2. **Construction Start Time**

- a. Applicant requests a modification to the construction hours regulated by Municipal Code section 9.30.070.B, which limits weekday construction activities to the hours of 8:00 am to 5:00 pm. Applicant's incentive request

is to allow construction activities to commence at 7:00 am Monday through Friday.

Staff Determination: Staff does not support the request for this incentive/concession. In accordance with Gov. Code § 65915(e)(1), staff determines that granting such an incentive/concession would have a specific adverse impact on the public health and safety of nearby residents. The project site is situated approximately 100 feet from a County-run residential facility. In addition, it is surrounded by hotels, residential condominium units and single-family homes to the west. Commencing construction activities and related noise in the early morning hours of 7:00 a.m. could disrupt the daily routines of nearby residents and impact their health with early morning noise generating activities. Consequently, staff will not grant this incentive/concession.

- b. In response to staff concerns, this incentive request was modified to request construction activities outside of the requirements of Chapter 9.30 of the Municipal Code to occur from 5:00 pm to 6:00 pm weekdays, and to allow interior work from 7:00 am to 8:00 am weekdays after an undefined portion of the building windows have been installed.

Staff Determination: Staff is considering this incentive for construction activities between 5:00 pm and 6:00 pm weekdays. Staff is also considering the request for indoor construction from 7:00 am to 8:00 am weekdays to ensure there are no unavoidable health and safety impacts related to this additional request. To support housing creation, staff suggested the applicant apply for early start times at the discretion of the Chief Building Official under Chapter 9.30, on special occasions such as certain construction critical path milestones or where waste might occur that could help expedite the construction timeline as a feasible alternative to the incentive requested (large concrete pour activities, etc.). This rule will still be applicable to the Project if needed.

FINDINGS

The Planning and Transportation Commission shall make the findings below to grant approval for the entitlement requested pursuant to the San Carlos Municipal Code.

Design Review: Pursuant to SCMC Section 18.29.070 the Planning and Transportation Commission must make certain findings based on objective design criteria to approve the Design Review. The scope of Design Review involves the project's overall site design, architectural design of the building, including massing and proportions, as well as materials and colors, and landscaping.

The building is well-designed in a contemporary architectural style while respecting the neighborhood character. The applicant utilizes high quality exterior materials including stucco, horizontal lap siding, glazing and brick veneer. The height and mass of the buildings is in scale with proposed buildings along El Camino Real. The building includes

sixth story step backs and variation in materials to reduce the apparent mass as viewed from El Camino Real.

The project complies with the objective criteria of the MU-NB-120 zoning provisions of SCMC Section 18.05 for Mixed-use developments, development standards and parking requirements, except for height, FAR and Building Design requirements as outlined in Attachment 3 and the “Density Bonus Incentives/Concessions and Waiver” section of the staff report.

Refer to Attachment 2 for Project Plans and Attachment 3 for Design Review Findings that the Planning and Transportation Commission shall make to grant approval.

Below Market Rate Housing Plan: Pursuant to SCMC Section 18.16.060, the Planning and Transportation Commission shall approve, conditionally approve, or reject the Below Market Rate (BMR) Housing Plan.

The City’s Housing Manager reviewed the applicant submitted BMR plan and found it to be in compliance with SCMC Section 18.16. Staff supports the approval of the proposed BMR Plan (Attachment 7).

Transportation Demand Management (TDM) Plan: SCMC Chapter 18.25 provides that Transportation Demand Management (TDM) Plan be required for new multi-unit developments of ten units or more to reduce the vehicle trip generation rate by 20% of the standard rates.

The applicant submitted TDM plan was reviewed by City’s Senior Traffic Engineer and found to be in compliance with the City’s trip reduction requirement. The applicant also submitted a TDM Checklist as required by C/CAG, demonstrating compliance with C/CAG’s 25% trip reduction goal. C/CAG will work with the applicant to monitor compliance with the trip reduction goals.

The estimated reduction in trips is based on the measures listed below:

- 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 & Amenities on Ground Floor

Pursuant to SCMC 18.25.060, prior to approval of a permit for a project, the Planning and Transportation Commission shall make two findings to approve a TDM plan. Staff supports approval of the TDM Plan. The TDM Plan is included in Attachment 8 and Findings for Approval outlined in Attachment 3.

Protected Tree Removal Permit: Pursuant to SCMC section 18.29.040., when a development project requires a use permit or any other discretionary approval, the tree removal application shall be reviewed as a part of the application for the underlying discretionary approval. The proposed project involves removal of six (6) protected trees. Therefore, the removal of protected trees shall be considered by the Planning and Transportation Commission. The City Arborist supports removal of the protected trees for “development” reason to accommodate the proposed residential Project as there is no feasible alternative to preserve the trees. All protected trees proposed for removal are located within the footprint of development which covers the entire Project site.

The applicant proposes to provide replacement trees as required pursuant to SCMC Section 18.18.070 and tree species per the City’s Preferred Tree List.

Please refer to Attachment 9 for the Applicant’s Arborist Report and Attachment 3 for Protected Tree Removal Finding that the Planning and Transportation Commission shall make to grant approval for protected tree removals.

Dirt Haul and Grading Permit: Planning and Transportation Commission approval is required under San Carlos Municipal Code Chapter 12.08 when grading exceeds 1,000 cubic yards. The project includes one level of below grade parking. The result is cut and fill 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 trips 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 trips 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 Planning and Transportation Commission shall grant the request for a Grading and Dirt Haul Certificate if the proposed grading will not adversely affect the drainage or lateral support of other properties, is consistent with San Carlos Municipal Code and General Plan, and will not be detrimental to the public health, safety or general welfare as outlined in Attachment 3 (Findings).

Vesting Tentative Map: The applicant proposes a Vesting Tentative Map to remove old easements, establish new easements and merge the lots. Pursuant to SCMC section 17.24.110 D, the Planning and Transportation Commission is required to make certain findings to approve the Vesting Tentative Parcel Map, which includes; ensuring no conflict with easements for use of the property and adequate access to the site. The Project involves dedication and abandonment of PG&E and CalWater easements. The applicant has designed the site improvements to include driveways along the southern property line for loading and trash collection purposes and to avoid conflicts with ongoing traffic on El Camino Real. The south driveway provides adequate vehicular and fire access to the site.

Please refer to Attachment 2 Project plans, Sheet C1.0 for the Vesting Tentative Map and Attachment 3 for Vesting Tentative Parcel Map Findings that the Planning and Transportation Commission shall make to grant approval.

PUBLIC NOTICE

The public notice was mailed to all property owners within 300' of the subject properties on September 5, 2023, and published in the newspaper on September 7, 2023 (Attachment 11).

PUBLIC COMMENTS

The applicant conducted an in-person community meeting on Wednesday, April 4, 2023, as part of their public outreach effort. The meeting was attended by one individual who expressed concern regarding preserving the view from her unit, removal of trees, and her desire for a traffic signal at Spring Street.

To date, three public comments have been received; two expressing their support for the project and one from an adjacent business owner expressing concerns (Attachment 10). While the commenter expressed support for the project, he expressed concerns regarding the workers taking up all parking surrounding stores, trash, constant dirt trucks, El Camino Street Lane closures and other related concerns. The Applicant has met with the commentor to discuss these concerns.

The applicant will be required to submit a construction operation and staging plan prior to Building Permit issuance. Worker parking as well as equipment and material storage is required to be designated on the plan.

ENVIRONMENTAL DETERMINATION

This project has been determined to be exempt from the provisions of the California Environmental Quality Act (CEQA) per CEQA Section 15332, which exempts infill development meeting applicable General Plan policies and applicable zoning regulations from further environmental review. Attachment 6.

FORMAL MOTION

I move that the Planning and Transportation Commission approve the request for Design Review, Below Market Rate Housing Plan, Transportation Demand Management Plan (TDM), Protected Tree Removal Permit, Dirt Haul and Grading Certificate and Vesting Tentative Map to allow for the construction of a new six-story residential building consisting of two-hundred and forty-two (242) rental units at 11 El Camino Real (APN: 045-320-170; 045-320-220) based on the findings and for the reasons incorporated in the staff report and subsequent attachments.

FURTHER ACTION

The Planning and Transportation Commission's action will be final unless appealed to the City Council within 10 days of the date of action. The deadline to file an appeal is 5:00 p.m. on **Thursday, September 28, 2023.**

Respectfully submitted by:

Rucha Dande, AICP, Senior Planner

ATTACHMENT(S):

1. Draft Code Compliance Certificate
2. For Project Plans, dated August 8, 2023, visit: www.cityofsancarlos.org/11ECR
3. Project Findings
4. Applicant's Attorney Letter Requesting Concessions and Waivers
5. Environmental Noise Study Report prepared by Charles Salter Associates
6. Initial Study (CEQA In-fill Exemption)
7. Below Market Rate Housing Plan
8. Transportation Demand Management Plan
9. Arborist Report
10. Public Comment
11. Public Notice