

## **Proposed Revisions to The Pavilions, Design Review Application P2018-018 November 6, 2019**

### **Proposed Project**

Novato Creek Partners, LLC, is submitting revised plans for a Design Review Workshop for a proposed 30-unit live/work project at 200 Landing Court.

### **Setting**

The 3.4-acre site is located east of Redwood Boulevard and west of Highway 101. The site has an average slope of 22% and has been previously graded. The surrounding land uses on Landing Court are varied, including a self-storage facility, light-industrial, and automotive service, apartments and an RV storage yard which has been approved for townhouse development.

The property has a General Plan designation of Business Professional Office (BPO) which is zoned Planned Development. The Novato Creek Landing Master Plan was approved in 2007 and allowed two office structures totaling 31,500 of floor area and a large parking structure. This project was not constructed due to the intervening recession and the continued lack of local demand for office space, with existing office vacancies still exceeding 20%.

### **Proposed Revisions**

In 2018 Novato Creek Partners, LLC, submitted the Pavilions Eco Village application, proposing live/work units, which is the only economically feasible use allowed in the BPO land use designation. The original project submittal reviewed by the Design Review Commission on August 1, 2018 consisted of 16 attached townhouses along the Landing Court terminus and 10 single-family homes located along a new private roadway behind homes on Clausing Court and on the previously graded mid-slope terrace. The project proposed to develop just over half of the site with structures and the access roadway.

Comments from members of the DRC included concerns regarding development of the upper portion of the site, the height of retaining walls for the roadway cut and a preference for the previous office building design approach which graded buildings into the hillside. A member of the public requested that the expanse of the Landing Court cul-de-sac be reduced.

Since the DRC meeting over a year ago, the applicants have further researched the market for live/work projects and toured several to better understand design aspects that make for successful developments. They believe that this proposed land use will work well within the mix of uses along Landing Court and will attract young professionals who work from home full or part time and wish to have separate work and living spaces.

As suggested by the DRC, the project has been redesigned to move development off the upper slopes of the site and grade the units into and stepping up the hillside as was the case with the

previously approved office development. The previous live/work proposal developed over half of the site with structures and an access roadway. The revised project proposes to develop less than one third of the property with structures and hardscape.

The revised project consists of entirely attached townhouse units and flats at the base of the site with access to enclosed garages from Landing Court. The live/work units would be configured in four separated buildings (Pavilions). Pavilions 2, 3 and 4 would consist of two floors of flats above enclosed parking, with separate townhouses behind, stacked to conform to the contour of the site. All units would be accessed from elevators from the parking level to outdoor walkways. Pavilion 1 units are smaller townhomes with two stories above parking. The closest Pavillion building to a neighboring single-family home on Clausing Court is 100 feet, with the townhouse unit behind an additional 85 feet away. Homes along Clausing Court will be shielded from new structures by new and existing landscaping.

Units range in size from 1,150 sq. ft. for the flats, 1,800 sq. ft. for the townhomes behind Pavilions 2, 3 and 4 and 850 sq. ft. for townhomes in Pavilion 1. These unit sizes include the work space, which is 30% of each unit. All work spaces would be separately accessed from the residential portion of the units as required by the live/work standards in Section 19.34.090 of the Zoning Code.

Each unit would have a roof deck, most with expansive views to the west.

Proposed parking exceeds the minimum zoning standard of 2 spaces per live/work unit. The project proposes to provide 72 spaces, 32 of which would be guest/client or unreserved resident parking. In response to a request from a neighbor, the revised design proposes to narrow the excessive width of the paved cul-de-sac by incorporating a center landscape island and locating some of the guest/client parking in parallel spaces around the radius of the street terminus.

The design of the project, which is still in development, is intended to be more industrial in form and use of accent materials, which we believe is consistent with the redesign of the site to bring the live-work units towards the street in attached buildings rather than developing more of the site with detached residential-appearing structures.

### **Affordable Housing and Density Bonus**

In meeting the City's affordable housing requirements, the project is eligible for provisions of the State Density Bonus Law (Chapter 4.3 of the Government Code) and Division 19.25 of the Novato Municipal Code. As such, the project's base density is proposed at 24 units. With provision of 10% of the units for low-income households and 10% for moderate-income households, the project qualifies for a 25% density bonus, resulting in a total project size of 30 units. The project also qualifies for zoning concessions and waivers to assure affordability of the project.

Since the calculation of the number of affordable units required results in fractional units (2.4 low-income and 2.4 moderate-income units), the applicant proposes to increase the level of affordability beyond the City's requirements to provide 3 low-income units and 2 moderate-income units.