



SUP REVISION
#4 TO P-D #72
FOR YOSEMITE
CROSSING

CITY COUNCIL
PUBLIC HEARING 10/18/21

PROJECT LOCATION

Yosemite Crossing
Development:

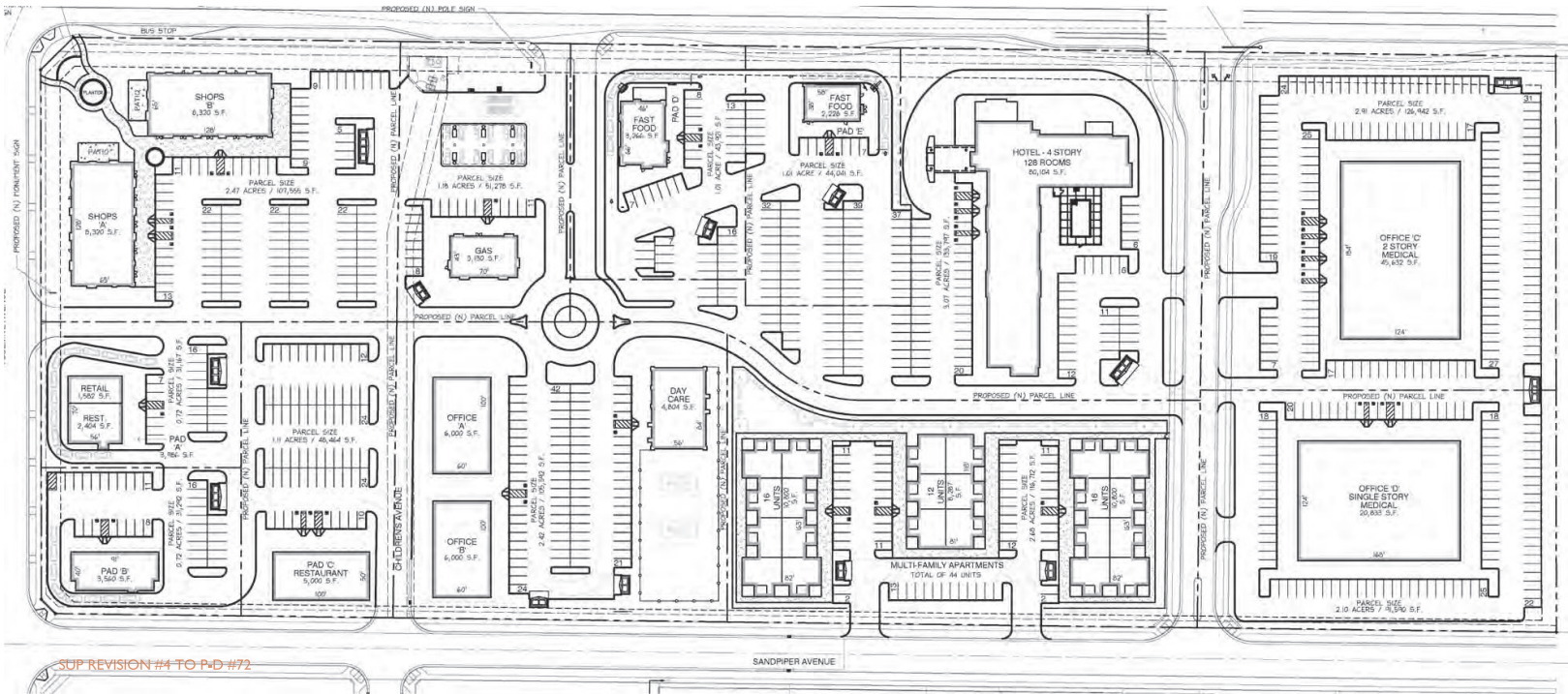
Located at the
northeast corner of
Yosemite Avenue and
G Street.

SUP REVISION #4 TO P-D #72



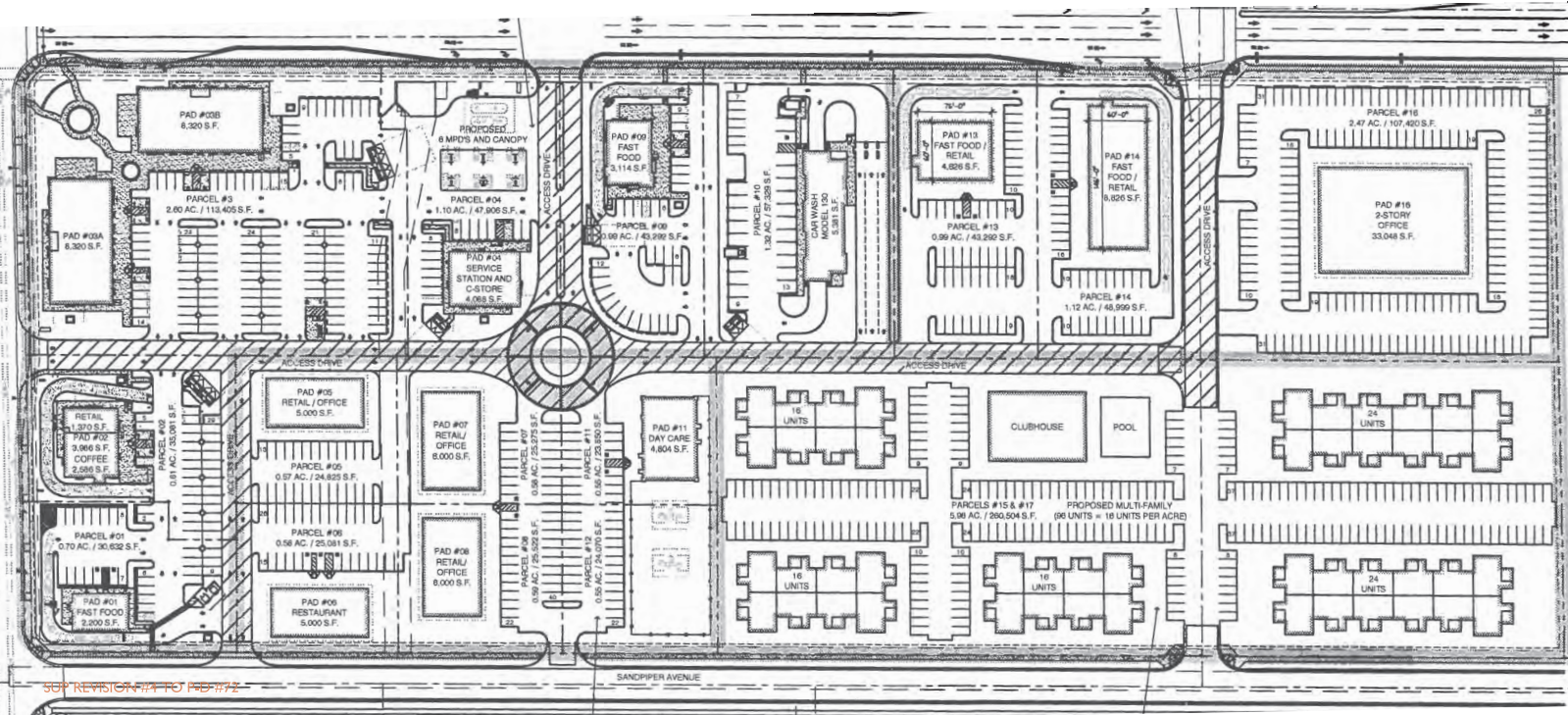
APPROVED PLANS

These plans were approved by City Council in January 2020.



PROPOSED PLAN

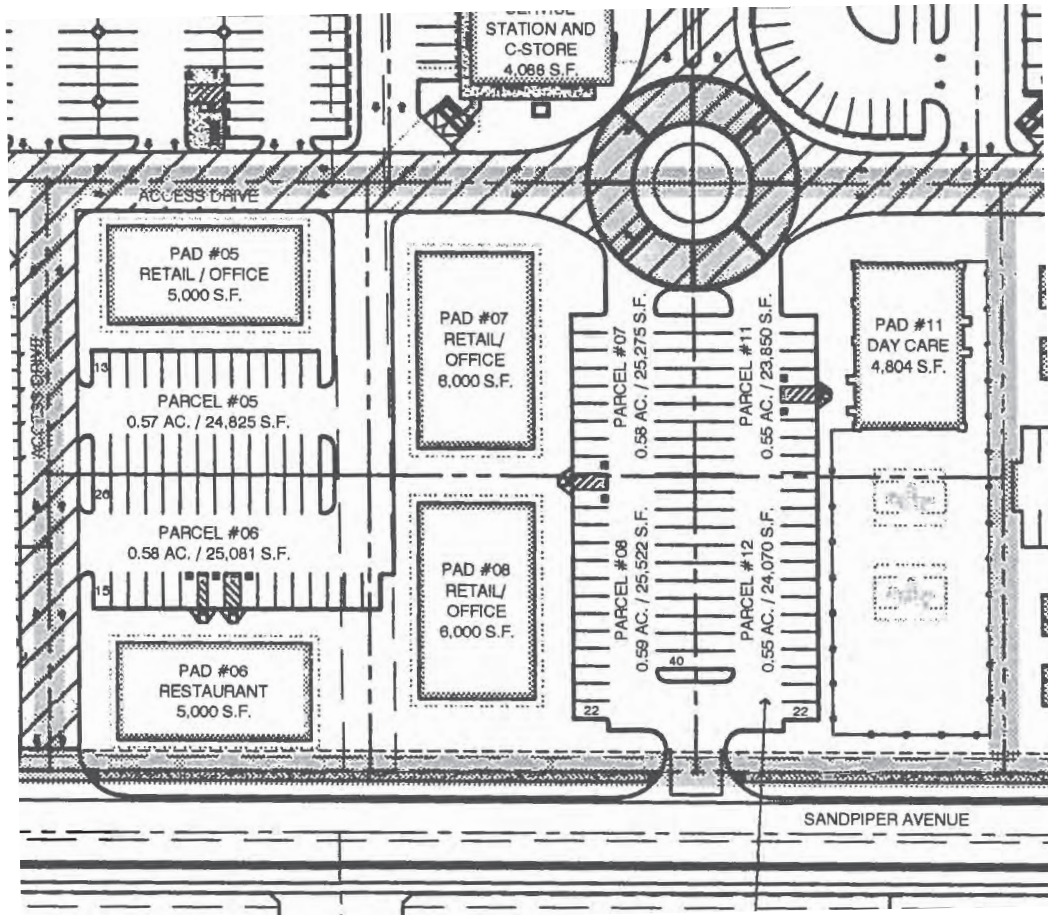
Additional housing, reduction of office, addition of car wash, additional retail, reorganization of site.



RETAIL

One additional retail building, plus redesign of the layout.

Depending on the potential users, these retail buildings could be reconfigured into a single building of similar total size

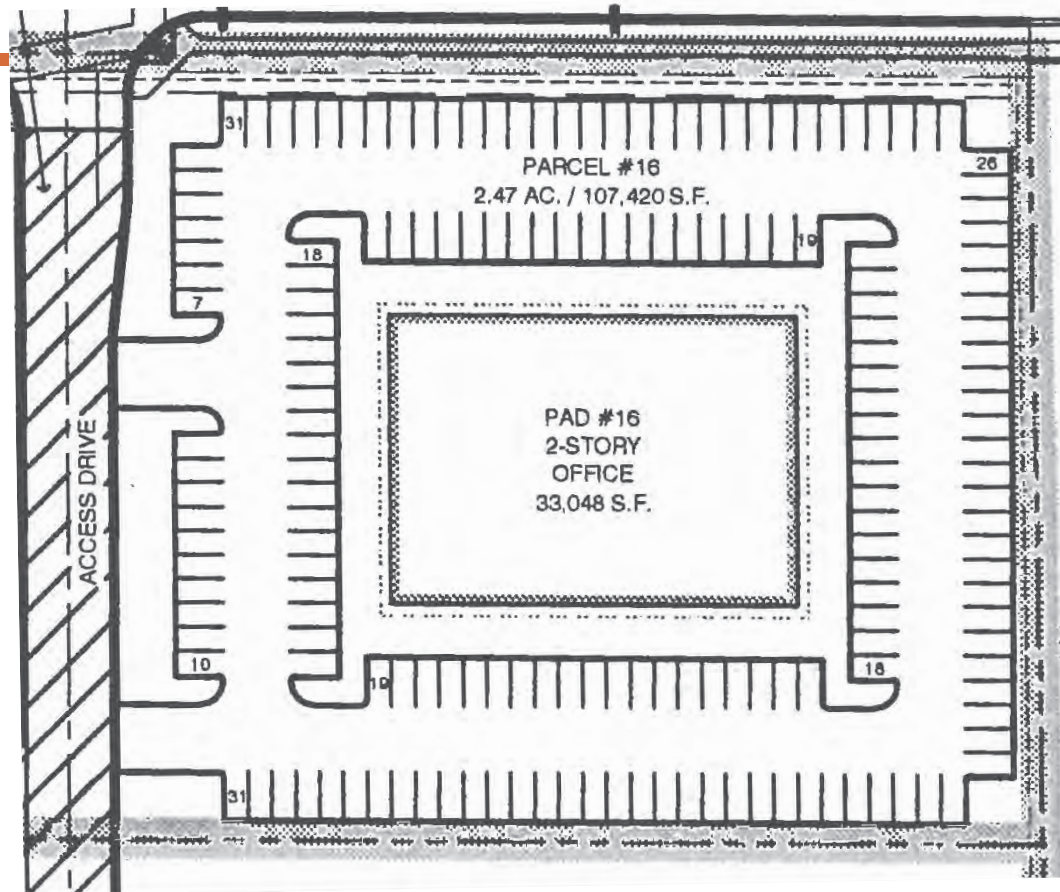


OFFICE

Office area reduced to a single 2-story building.

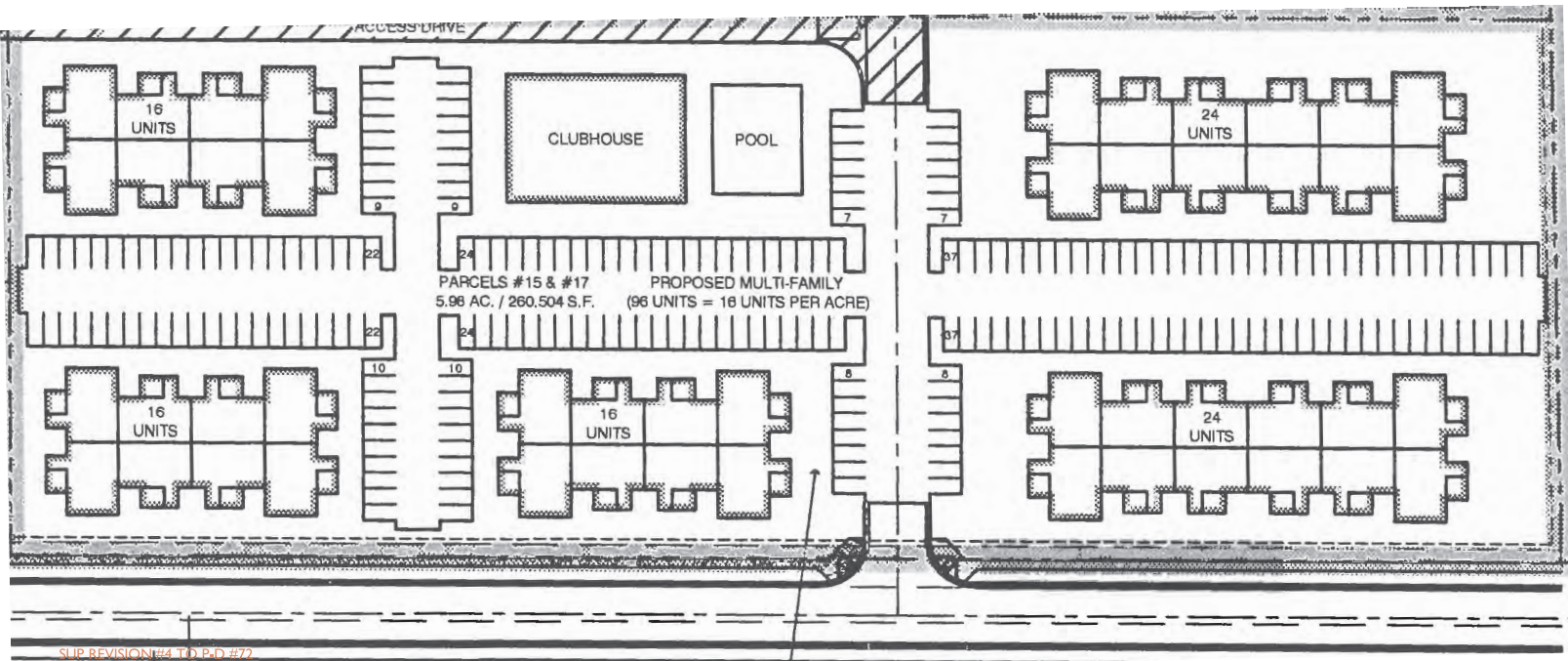
The development retains the approval for a hotel, which could replace the office on this parcel.

Site Plan Review would be required for the hotel.



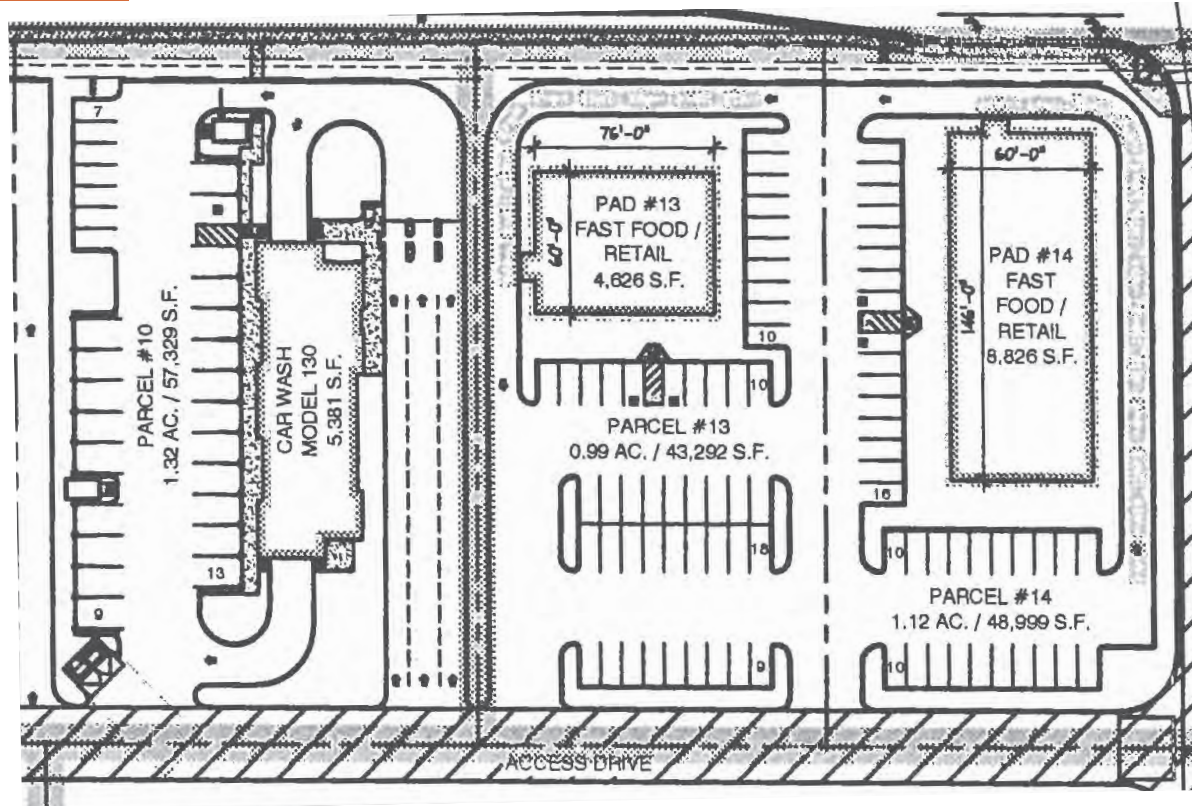
MULTI-FAMILY

52 additional market-rate multifamily housing units, totaling 96 units, over a larger footprint. Density is slightly lower than approved plans. 2-story buildings along Sandpiper, 3-story buildings further west.



CAR WASH & RECONFIGURATION

Car wash added,
retail reconfigured
in former location
of hotel.

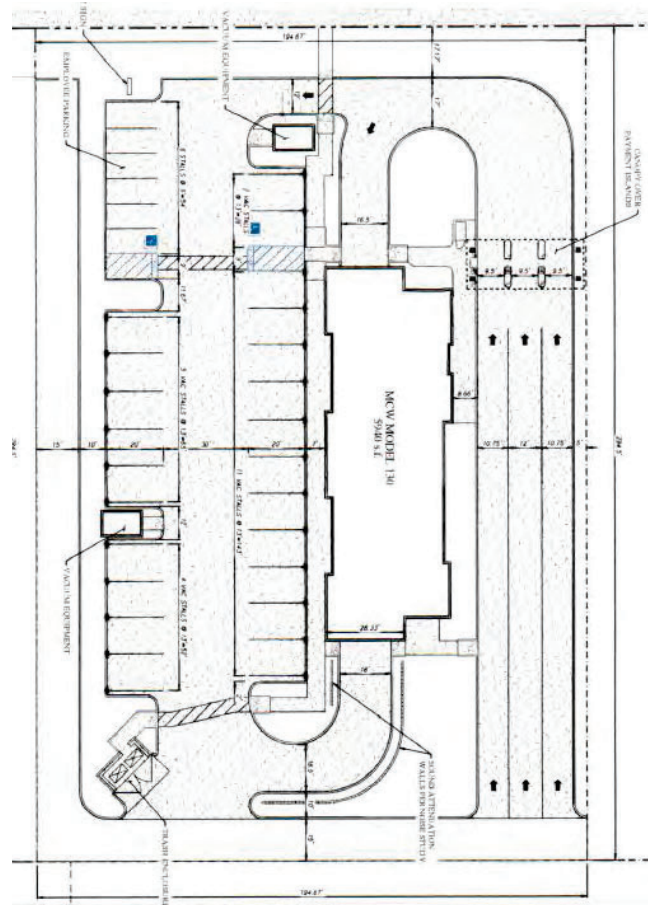


CAR WASH

Car wash located along G Street instead of Sandpiper Avenue.

Noise study performed and ablative walls recommended to minimize sound leakage from wash tunnel and vacuums.

SUP REVISION #4 TO P-D #72

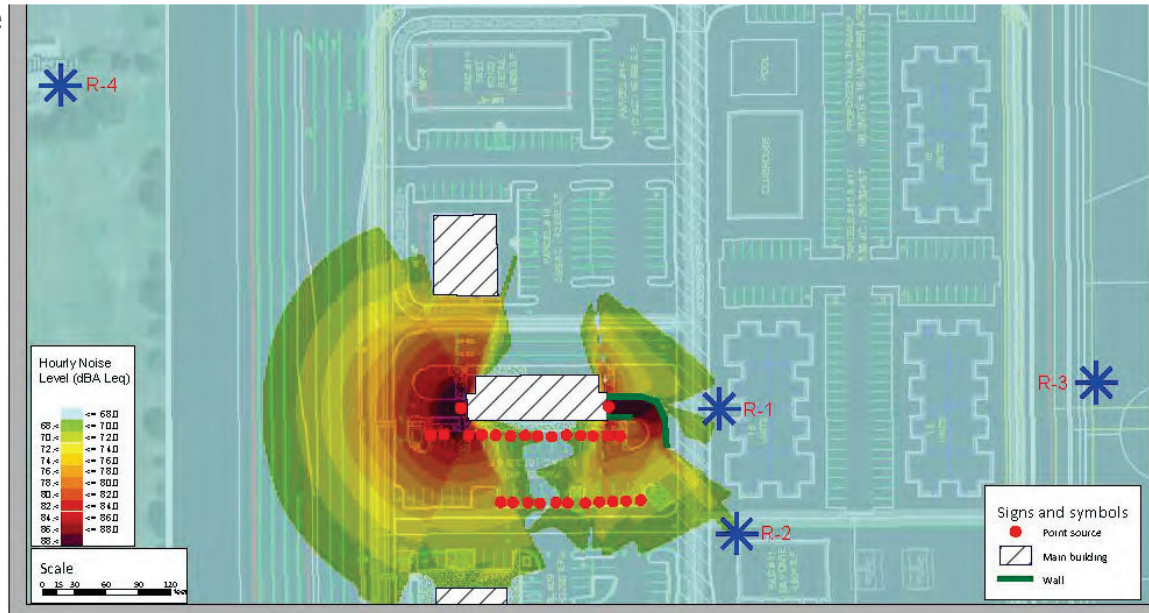


CAR WASH

Graphic at right shows noise levels mitigated by addition of walls.

Noise study concludes that:

“With the construction of the two walls at the tunnel exit, the proposed project would not generate on-site stationary noise from car wash operations resulting in a perceptible increase at off-site sensitive receptor locations. Therefore, potential stationary source noise impacts would be less than significant.”



NEIGHBORHOOD MEETING

The applicants have held one neighborhood meeting on September 16, 2021, at 6 PM at Cruickshank Middle School. Residents expressed concerns with several items related to the increase of apartments from the approved 44 to the proposed 96:

- Parking impacts
- Additional foot traffic into the Mansionette neighborhood
- Maintenance and landscaping responsibilities
- Unit affordability
- School impacts
- Additional motor vehicle traffic and the impact on bicyclists and pedestrians, especially children going to and from Cruickshank

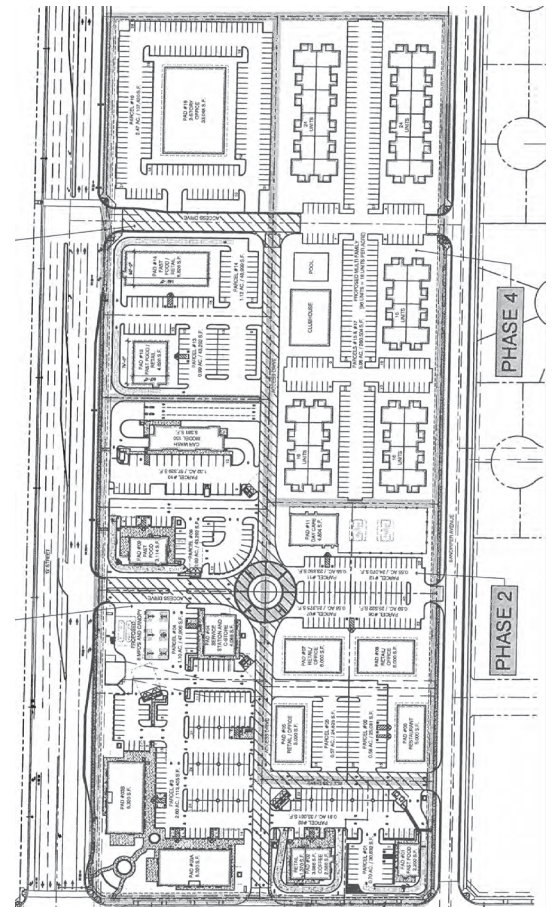
SUP REVISION #4 TO P-D #72



PARKING IMPACTS

- Final Design would go through Site Plan Approval, which also requires a public hearing.
- With 96 proposed units, if all were two bedrooms or less, the required parking would be 152 spaces. If all 96 units were proposed with three bedrooms, the required parking would be 200 spaces. The proposed plan provides 234 spaces.
- Reciprocal cross-access and parking agreements are already conditions of approval.
- Concerns about additional nuisance from parking along Sandpiper Avenue.
- City Council could restrict parking on Sandpiper Avenue or set other restrictions on the duration or hours of parking. Such restrictions would apply to everyone.

SUP REVISION #4 TO P-D #72



FOOT TRAFFIC

- Bobolink, Nightingale, and Redwing have openings in the block wall. Residents expressed interest in closing off the openings entirely, adding gates, or increasing the height of the existing walls.
- In order to close off the openings entirely, the easement would need to be abandoned. Because of the public benefit of the access and because the easement is also for public facilities, as well as providing emergency access for public safety, staff does not recommend abandonment of the easement.
- In order to add gates to the openings, the property owners would need to enter into a Right of Way agreement with the City, provide a legal description of the property, provide proof of liability insurance, and receive an encroachment permit. The permit would require plans drawn by a licensed professional, and the proposed gates could latch, but would be required to have no locking mechanism.
- In order to raise the height of the walls, a civil engineer would need to design the addition to the walls, plans would need to be approved by the Building and Engineering Departments and an encroachment permit would be needed.

SUP REVISION #4 TO P-D #72



WALLS

All heights are approximate numbers taken from the existing grade on the west side of the wall.

- Redwing Wall
 - *At opening- 5'4"*
 - *First step up- 6'8"*
 - *Maximum Height- 8'*



WALLS

All heights are approximate numbers taken from the existing grade on the west side of the wall.

- Nightingale Wall
 - *At opening- 4'4"*
 - *First step up- 5'8"*
 - *Maximum Height- 7'*



WALLS

All heights are approximate numbers taken from the existing grade on the west side of the wall.

- Bobolink Wall
 - *At opening- 4'4"*
 - *First step up- 5'8"*
 - *Maximum Height- 7'*



WALLS

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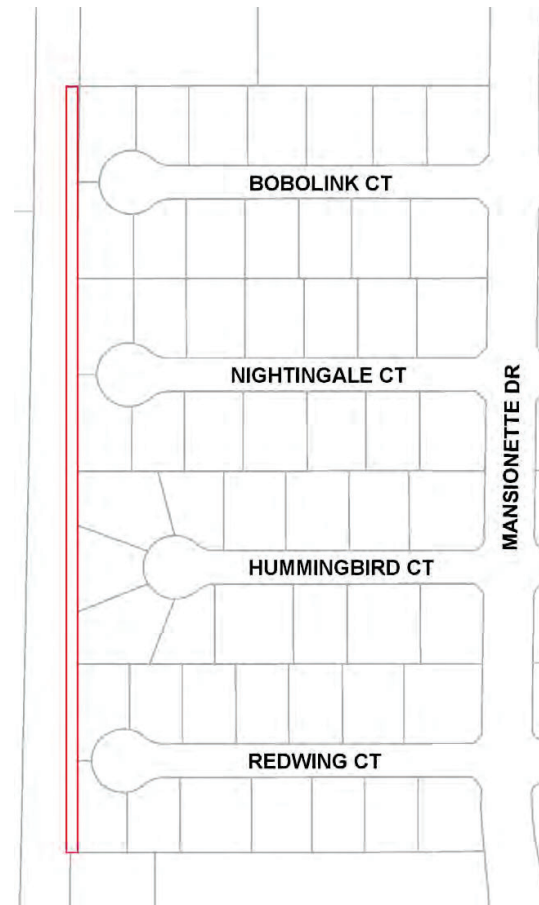
- Redwing Wall
 - At opening- 5'4"
 - First step up- 6'8"
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 - Nightingale Wall
 - At opening- 4'4"
 - First step up- 5'8"
 - Maximum Height- 7'
 - Bobolink Wall
 - At opening- 4'4"
 - First step up- 5'8"
 - Maximum Height- 7'
- Building up these walls to their current maximum heights would cost approximately \$60 per lineal foot. This estimate does not include calculations for prevailing wage.
 - Building the walls any higher than their current maximum is not recommended. To accomplish this entirely new walls would likely need to be constructed.
 - Addition of custom-built gates for each opening would cost approximately \$2,500 per gate.



LANDSCAPING

- An approximately five-foot wide portion of land that is west of the block wall is part of the residents' property.
- Residents expressed concerns over the maintenance and landscaping responsibilities of this five-foot portion of property, including leaves falling from the trees installed as a part of completing Sandpiper Avenue.
- This area is covered under the existing Mansionette Maintenance District and would be maintained by Public Works once Sandpiper Avenue and the associated improvements go in, subject to the availability of funding from the Maintenance District.

SUP REVISION #4 TO P-D #72



AFFORDABILITY

- Currently, the applicant's intent is to provide market-rate units. Residents expressed concern that units could be sold in the future and become affordable housing units; however, the City has no authority to control or prevent these private transactions.
- Residents expressed concerns that if the development later was composed of affordable housing units, that a Density Bonus could be applied, increasing the allowable number of units even further.
- If the developer chooses to provide affordable housing, a Density Bonus could be applied to the project site, whether or not this Site Utilization Plan Revision is approved.
- Any Density Bonus would require Council approval based on objective standards.

SUP REVISION #4 TO P-D #72



SCHOOL IMPACTS

- The approved development would generate 8 students and the proposed development would generate 18 students.
- The Director of Facilities for the Merced City School District stated that the students generated by the proposed development could be easily absorbed into available spaces at Cruickshank Middle School and Peterson Elementary.
- The developer's responsibility to mitigate these impacts is handled through payment of the established fees for those school districts.

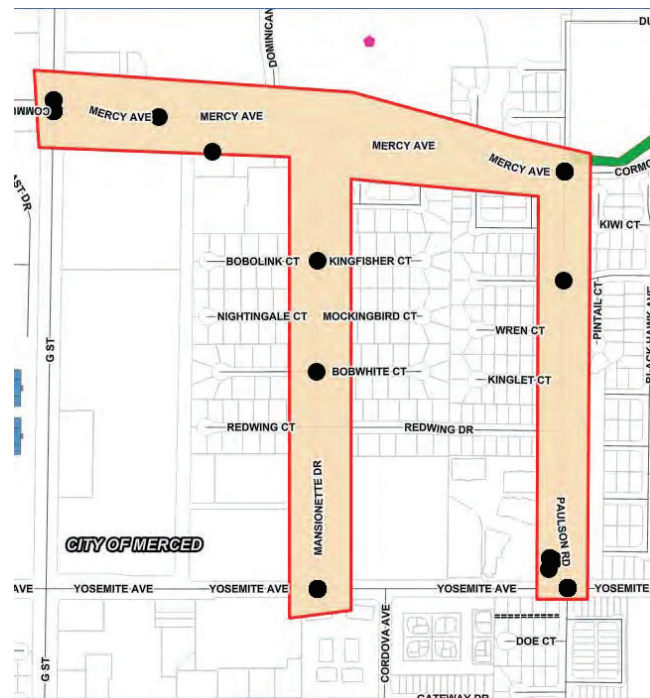
SUP REVISION #4 TO P-D #72



TRAFFIC IMPACTS

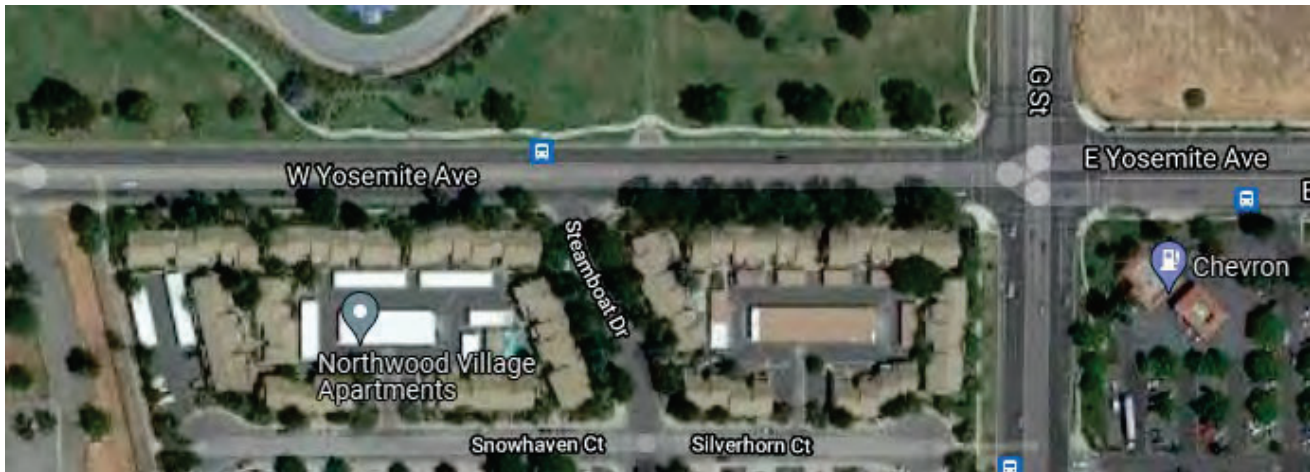
- The applicant has contracted a traffic engineer to study the changes in traffic between the approved plan and the proposed revisions. The updated Trip Generation Analysis concludes that the proposed changes will increase daily trips by 292 trips (2.13%) and AM peak hour trips by 24 trips (2.20%) but decrease PM peak hour trips by 7 trips (0.65%); the previously recommended mitigation measures would remain unchanged as a result of the implementation of the proposed project.
- For the period from 2016 to 2021, the area of Mercy Avenue from G Street to Paulson Road, Paulson Road from Mercy Avenue to Yosemite Avenue, and Mansionette Drive from Mercy Avenue to Yosemite Avenue has had:
 - 59 collisions
 - 19 injuries
 - 0 fatalities
 - 2 bicycle-involved collisions
 - 1 pedestrian-involved collision

SUP REVISION #4 TO P-D #72



CALLS FOR SERVICE

- In the past two years, the Northwood Village apartment complexes to the southwest of the subject site have had 28 total calls for service for police, and none for fire or EMS.



COUNCIL ACTION

- If the City Council approves the Site Utilization Plan Revision with the recommendations of the Planning Commission, a second neighborhood meeting to consider the design of the multi-family element would need to be held by the applicant prior to the issuance of a Site Plan Permit.
- After the Public Hearing, Council should adopt a motion regarding:
 - Environmental Review #21-18
 - Ordinance
 - Amendment to the Legislative Action Agreement
 - Authorizing the City Manager, Deputy City Manager, or designee to execute all related documents

SUP REVISION #4 TO P-D #72





QUESTIONS?