



**DATE:** February 28, 2017

**CATEGORY:** Public Hearing

**DEPT.:** Community Development

**TITLE:** **2268-2280 West El Camino Real and  
2241-2243 Latham Street**

### **RECOMMENDATION**

1. Approve the Initial Study of Environmental Significance for the 204 Apartment Unit Development Project at 2268-2280 West El Camino Real and 2241-2243 Latham Street, pursuant to Section 15168 of the California Environmental Quality Act (CEQA) (Attachment 1 to the Council report).
2. Adopt a Resolution Conditionally Approving a Planned Community Permit and Development Review Permit to Allow Construction of a Three- and Four-Story Multi-Family Development with 204 Apartment Units with Approximately 36,965 Square Feet of Common Open Space, a One-Level Underground Parking Garage, and a Heritage Tree Removal Permit for Removal of 21 Heritage Trees at 2268-2280 West El Camino Real and 2241-2243 Latham Street, to be read in title only, further reading waived (Attachment 2 to the Council report).
3. Adopt a Resolution Conditionally Approving a Preliminary Parcel Map to Merge Four Existing Parcels into One Parcel at 2268-2280 West El Camino Real and 2241-2243 Latham Street, to be read in title only, further reading waived (Attachment 3 to the Council report).

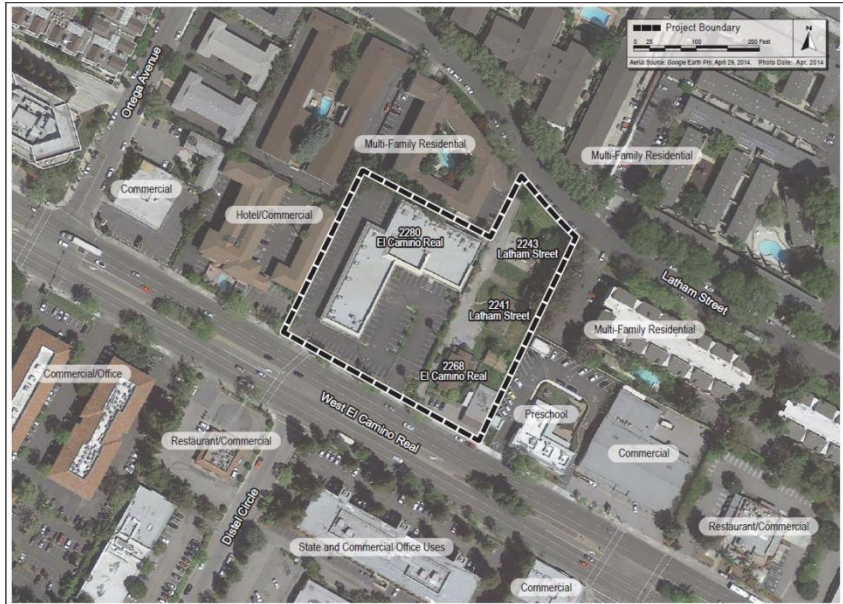
### **BACKGROUND**

The approximately 2.61-acre split-zoned project site is located on the north side of West El Camino Real and the south side of Latham Street between Ortega Avenue and South Rengstorff Avenue. The project site consists of four parcels and is currently developed with a 21,000 square-foot multi-tenant commercial center (Olive Tree Shopping Center), a 1,600 square-foot commercial gymnasium, surface parking, and three single-family residences totaling approximately 4,020 square feet.

The project site is bordered by Latham Street and multi-family residential uses to the north, commercial uses (Best Western motel) to the west, West El Camino Real to the south, and preschool and multi-family residential uses to the east.

### **Project Description**

The applicant, Lennar Multifamily Communities, LLC, proposes to redevelop the site located at 2268-2280 West El Camino Real and 2241-2243 Latham Street (referred to as 2268 West El Camino Real) with a 1.85 floor area ratio (FAR), Tier 1 project containing 204 rental apartment units, approximately 36,965 square feet of common usable open space, and one level of underground parking (see Attachment 4).



### **Public Hearings and Meetings**

#### *Development Review Committee*

The project was reviewed by the Development Review Committee (DRC), which provided design recommendations on several iterations of the project design. The project received a recommendation of approval from the DRC in October 2016, with several recommended design modifications which have been incorporated as conditions of approval (see Attachment 3). These include continuing to work with staff on final design details, landscaping, colors, and materials.

#### *Environmental Planning Commission (EPC)*

The project was considered by the Environmental Planning Commission (EPC) at a public hearing on January 18, 2017. Three members of the public spoke during the meeting and asked about the potential contamination at the site, parking requirements, and Housing Element determination of site density.

The project received a unanimous (7-0-0) recommendation of approval, subject to the Conditions of Approval in the attached resolution (see Attachment 2—Findings and Conditions Report). The EPC added the following requirements:

1. Work with staff and/or the Visual Arts Committee regarding the installation of public art that may be donated to the City, installing it on-site, in a publicly accessible location.
2. Continue to work with staff on softening the entry plaza by providing more opportunities for seating, landscaping, and shaded areas.
3. Provide Valley Transportation Authority (VTA) monthly passes (or the equivalent value for an alternative transit subsidy) to the residents living in the 10 affordable units.
4. If permissible, make the project ineligible for parking permits in the event the City initiated a parking permit program.

Regarding the request to make the project ineligible for parking permits in the event the City initiated a parking permit program, the State Attorney General issued an opinion indicating local jurisdictions cannot impose such a condition on multi-family residential projects. For this reason, staff has not added it as a condition of approval.

During the EPC meeting, a Commissioner noted that a condition should be added requiring the project to be part of a transportation management association (TMA) as a transportation demand management (TDM) program is required for this project and this is one of the elements needed to be included. Staff has reviewed the El Camino Real Precise Plan and determined that this condition was omitted in error and has therefore added a condition reflecting the TMA requirement.

## **ANALYSIS**

This report outlines the project's consistency with the General Plan, El Camino Real Precise Plan, and the Multiple-Family Residential District; describes the proposed development; evaluates the project architecture, open space, landscaping, trees, sustainability, and transportation; and provides a summary of the environmental review process which was completed for the project.

## General Plan

The project site has a General Plan Land Use Designation of Mixed-Use Corridor for the parcels fronting El Camino Real, which allows heights up to four stories and densities up to 60 dwelling units per acre; and a Medium-Density Residential for the Latham Street parcel, which allows densities between 26 to 35 dwelling units per acre and heights up to three stories. The General Plan for this site envisions a diverse mix of commercial and residential uses making this transit corridor a vibrant, landscaped, comfortable, and convenient place for gathering. Buildings in this area are required to transition appropriately to adjacent residential neighborhoods. The Housing Element identifies this project site as a potential redevelopment location for a mixed-use project.

The proposed project is consistent with the following General Plan policies:

*LUD 3.1: Land use and transportation. Focus higher land use intensities and densities within a half-mile of public transit service, and along major commute corridors.*

The project is proposing to consolidate underutilized parcels and redevelop them with a 204-unit, residential development. The project site is located within one-half mile of six VTA local, community, and rapid (express) bus routes and the Marguerite shuttle service operated by Stanford University. The project is located in proximity to several bikeway segments.

*LUD 6.3: Street Presence. Encourage building facades and frontages that create a presence at the street and along interior pedestrian paseos or pathways.*

The project meets required residential setbacks along El Camino Real to create a pedestrian-oriented design with a generous and tree-lined sidewalk. The building frontage along the 20' wide public access easement is designed to have front doors and stoops facing it, creating a pedestrian-friendly interactive environment. The project also incorporates a public plaza accessed from the sidewalk along El Camino Real.

*LUD 8.3: Enhanced publicly accessible bicycle and pedestrian connections. Encourage new and existing developments to enhance publicly accessible bicycle, pedestrian, and transit connections.*

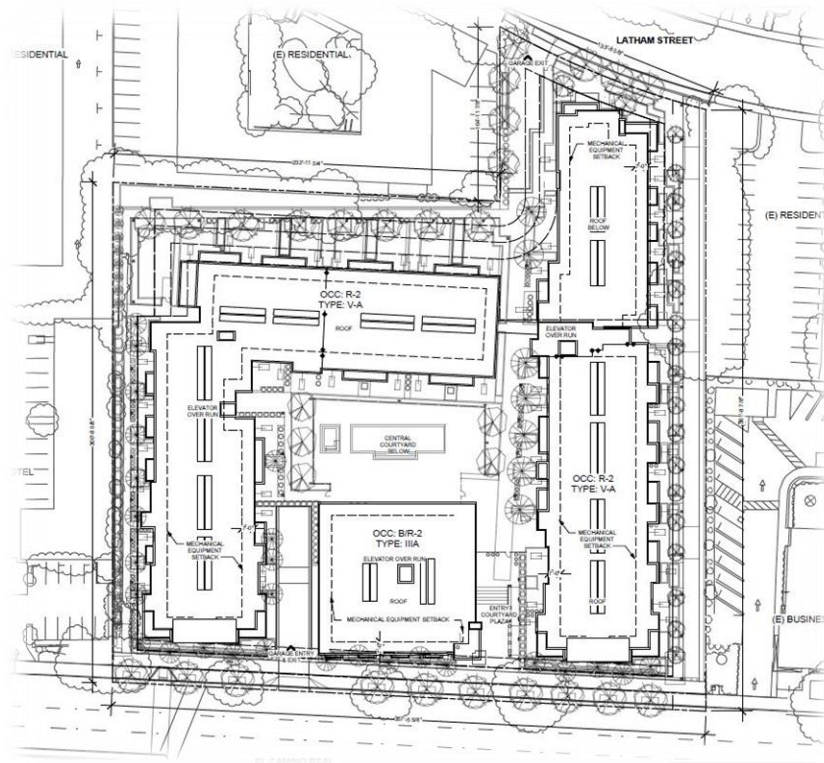
The project is conditioned to provide an 8' wide public sidewalk with street trees to create a safe and pedestrian-friendly environment along El Camino Real and a 20' wide public mews along the eastern property line to accommodate a bicycle and pedestrian connection between El Camino Real and Latham Street.

*LUD 20.4: Residential design transitions. Require sensitive design transitions between El Camino Real development and surrounding residential neighborhoods.*

The portion of the project fronting Latham Street is designed to be three stories tall to be consistent with the multi-family residential development in the vicinity of the project site. The Latham Street frontage is designed with private patios and stoops fronting the street. The Latham Street elevation is also designed to emulate a three-story, single-family home, with a two-story volume closest to the street breaking up the mass to a pedestrian scale, to create a sensitive transition to the adjacent residential uses.

### Zoning

The zoning designation for site is P-38 (El Camino Real Precise Plan). The zoning designation for the parcels fronting El Camino Real is Medium-Intensity Corridor, which allows a base FAR of 1.35 and maximum height of 45' or three stories. This zoning designation allows a Tier 1 bonus up to the allowed FAR of 1.85 and height up to 55' or four stories, if the project includes public benefits. The parcel fronting Latham Street is designated Medium Intensity, Residential Only, where the



standards, uses, and densities of the Multiple-Family Residential District, R3-1.25 Zoning District, apply. For residential-only projects, the Precise Plan requires proposed projects that cross multiple areas to comply with the allowable land use, setback, and height standards of the applicable zoning district. The Precise Plan allows density in residential-only projects to be limited by the General Plan maximum (up to 60 dwelling units per acre) instead of the density specified in the R3 development standards.



The project complies with the development standards and guidelines of the Precise Plan and of the Multiple-Family Residential District, R3-1.25 Zoning District, including FAR, lot coverage, height, and setbacks.

### **Project Overview**

The project is designed as a “U”-shaped building with a freestanding building centered between the two end buildings fronting El Camino Real. The portion of the building fronting the eastern property line steps down from four stories and 51’ to three stories and 45’ from the El Camino Real frontage to the Latham Street frontage. The portion of the project fronting Latham Street is three stories tall in compliance with the R3-1.25 (Multiple-Family) Zoning District development standards. The ground-floor units along the east, west, and north property line are designed with private patio areas opening out to pedestrian paseos.

The project is designed with a one-level underground parking garage with an entrance and exit to and from the underground parking from El Camino Real, but only an exit onto Latham Street. As mentioned earlier, the project proposes a 20’ wide public mews along the eastern property line to accommodate a bicycle and pedestrian path connection between El Camino Real and Latham Street.

The project includes various on-site amenities, including a central courtyard with swimming pool, spa, seating, an outdoor barbecue, communal dining tables, and common passive open space. Additional on-site amenities for the residents include bike lounge area, dog run, coworking space/lounge area, fitness center, and pet spa area.

#### *El Camino Real Frontage/Southern Elevation*

The El Camino Real frontage consists of the central building and the bookend buildings. The central building is set back 10’ from the property line in compliance with the requirements of the El Camino Real Precise Plan and is four stories and approximately 51’ tall. The central building is



designed with a commercial first-floor feature with floor-to-ceiling glass windows and houses uses such as the lobby, leasing office, lounge area, mailroom, and coworking space on the first floor. This building also has a fitness center overlooking the interior courtyard on the second floor. The entrance to the building is defined by a veranda with steps leading up to it. The second and third floors of this building are designed with pop-out floor-to-ceiling windows, whereas the fourth floor steps back in order to create balconies accessible from individual units.

The bookend buildings are set back at least 6' behind the central building, creating a variation in the urban edge and pedestrian experience. The bookend buildings are designed with a two-story mass clad in brick veneer on either side of a three-story stucco feature framing recessed windows and laminator metal panel system. The fourth floor is stepped back creating balconies on the second and third floors. The variation in height is designed to break up the overall mass of the building and create a pedestrian-scale development along the sidewalk. The setback between the sidewalk and the buildings is designed with ornate drought-tolerant landscaping and trees to further soften the building edge.



**View of the Public Plaza from El Camino Real**

The public plaza is designed to create a gathering space along El Camino Real in an effort to further enhance the pedestrian experience along the thoroughfare. The plaza is designed with public bicycle parking, decorative seating, special pavers, landscaping, and pedestrian-scaled lighting. The public plaza provides a view of the central courtyard amenities space, and serves as a residents-only access from the street.



*Latham Street Frontage/Northern Elevation*

The building fronting Latham Street is designed as a three-story building in response to



the El Camino Real Precise Plan development standards that require new development adjacent to existing residential land uses have a maximum height of 45'. The front setback is 15'. Careful design considerations were taken into account with the design of this building frontage. The building is designed with a two-story feature and a covered porch closest to the street, and a third-floor step-back to create a balcony. This frontage is also designed with a two-story element on the end, creating a balcony on the third floor, giving it a pedestrian scale. Because of a steep grade change, this elevation is designed with a series of terraced planter beds, trees, and a meandering walkway leading up to the porches, further enhancing the residential nature of the street.

### *Eastern Elevation*



**Eastern Elevation**

The eastern elevation is designed to step down from four to three stories as one travels from El Camino Real towards Latham Street (south to north). Similar to the El Camino Real frontage, the project is designed to enhance the pedestrian experience by stepping back the fourth floor and creating balconies on the upper level.

The entrances fronting El Camino Real and Latham Street, and the stoops fronting the public mews orient the building towards activated pathways and help enhance the pedestrian experience.



**Eastern Elevation as Viewed from the Public Mews**

The project is designed in a modern architectural style but such that it complements the existing multi-family residential developments in proximity to the project site. The project is designed with varying heights, setbacks, materials, and colors. The height variations between floor levels, step-backs, and other recesses,



projections, and features such as balconies and sunshades, help provide visual interest, reduce the overall appearance of the building height and mass, and create a smoother transition to the adjacent properties. The variation in heights, color, and application of materials allows the different components of the buildings to complement each other yet provide some differentiation between each building elevation.

### *Open Space and Landscaping*

The project proposes 54 percent or 61,415 square feet of open area, which complies with the minimum requirement of 42 percent per the Precise Plan. Proposed amenities consist of rooftop decks, a swimming pool, a spa with lounge seating, a barbecue, an outdoor patio, a fireplace feature with surrounding seating, and a dog run. Landscaped open spaces and pedestrian pathways can be found throughout the project, softening the hardscapes and providing shade and visual interest. Proposed plant species have low-water-use demands, complying with the City's Water Conservation in Landscaping requirements.

In addition to the open space provided on-site, the applicant will be paying approximately \$8,484,000 in Park Land Dedication fees.

### *Trees*

An arborist report was prepared by a certified arborist at HortScience, Inc., to evaluate the existing trees on-site and consider options for preservation. The site has 33 trees, including 21 Heritage trees. The Heritage trees are in fair to poor condition and include three scarlet oak street trees, two Coast live oaks, two Mexican fan palms, and 14 Monterey pines, and are located along the perimeter of the site and the remaining are scattered within the project site. These trees conflict with the proposed excavation for the garage, the footprint of the proposed building, and on- and off-site improvements and, therefore, the arborist report recommends their removal. The City arborist has reviewed the report and agrees with the recommendation to remove all of the Heritage trees. Approximately 167 new 24" box trees, including 10 street trees, will be planted throughout the project site.

The existing canopy coverage of the site is 1.05 percent. After project construction and the planting of the proposed landscape improvements, the anticipated tree canopy coverage after five years of planting would be 6.37 percent and at maturity or 15 years would be 23 percent of the site.

### *Sustainability Features*

The applicant is proposing the buildings will be designed to achieve 106.6 points on the GreenPoint Rated Checklist. Sustainable building and site features include, but are not limited to, stormwater filtration and bioretention, drought-tolerant landscaping and hydrozoning, Zero-VOC interior wall and ceiling paint, low-flow fixtures, Energy Star® appliances, and high-efficiency lighting.

### *Public Benefit/Affordable Housing*

The Precise Plan requires Tier 1 developments to provide significant public benefits for all square footage above the base 1.35 FAR, amounting to a total of \$1,179,129 for this project. The Precise Plan identifies the provision of new affordable housing as the highest priority. The project proposes to provide 10 low-income household affordable rental housing units in total on-site. (“Low-income household” means a household whose gross income is 50 percent and 80 percent of the median household income). Six of the proposed on-site affordable units will be provided as an equivalent to the required public benefit contribution of \$1,179,129. The remaining four on-site affordable units would count as a partial credit towards the City’s Rental Housing Impact Fee. The table below shows how the public benefit contribution was calculated:

	Totals
Permitted Area (at 1.35 FAR)	147,928 Square Feet
Tier 1 Allowable Area (at 1.85 FAR)	204,762 Square Feet
Proposed Building Area	203,837 Square Feet
Delta	55,909 Square Feet
<b>Community Benefits Valuation at \$21.09</b>	<b>\$1,179,129</b>

The Rental Housing Impact Fee allows developers to voluntarily propose on-site affordable units equivalent to the required impact fee. The project would be required to pay a total impact fee of \$2,879,193, which would be equivalent to 16 total on-site units. With partial credit for the four proposed units, the project would pay approximately \$2,150,744 to satisfy the remainder of the required Rental Housing Impact Fee, which can be used to fund affordable housing projects elsewhere within the City.

### *Parking*

The project proposes to include 204 permanent bike storage spaces and a bike repair facility on-site, 26 short-term bicycle racks (including 10 cargo bicycle storage spaces) in the public plaza along the El Camino Real frontage and in the garage for guests use. The project also includes a 20’ public access easement with a separated bicycle and

pedestrian path connecting El Camino Real and Latham Street in an effort to promote bicycling in the Precise Plan area.

Consistent with the Precise Plan, the project is proposing to provide one parking space for studio and one-bedroom units, and two parking spaces for two-bedroom units. The total parking provided is 257 spaces. Of the total parking, 15 percent or 39 spaces are made available (outside the gate) for guests. Moreover, of the 218 resident-only parking spaces, 26 spaces are provided in a tandem paired format and 21 spaces are provided in a stacked format using mechanical equipment. The tandem and stacked spaces will be assigned to two-bedroom units. The project is conditioned to ensure that the stacked spaces are maintained annually and able to be used even in the event of a power outage.

### Parcel Map

The proposed project includes a Preliminary Parcel Map to merge four existing parcels into one parcel (see Attachment 3) to accommodate the proposed development.

### Transportation

#### *Traffic Study*

A site-specific traffic analysis was prepared by Hexagon Transportation Consultants, Inc., for the proposed project and provides a supplemental traffic analysis which builds upon the North Bayshore Precise Plan Environmental Impact Report (EIR) certified in November 2014. Potential impacts were evaluated in accordance with standards set forth by the City and the VTA Congestion Management Program (CMP).

After applying appropriate trip reductions and trip credits for existing land uses in accordance with the VTA's Transportation Impact Analysis Guidelines, the project would generate 907 net new daily vehicle trips, with 98 new trips during the a.m. peak hour and 81 net trips during the p.m. peak hour. The potential impacts of the project were studied for a.m. and p.m. peak-hour traffic conditions for three signalized intersections (El Camino Real/Ortega Avenue, El Camino Real/Distel Drive, and El Camino Real/South Rengstorff Avenue) and one signalized intersection (El Camino Real and Distel Circle). The results show that the three signalized intersections are expected to operate at LOS C or better during both peak hours, and project traffic at the three signalized intersections would not result in a new significant impact.

The level of service analysis at the intersection of El Camino Real and Distel Circle was supplemented with an assessment of the need for signalization of the intersection. The

analysis revealed that the traffic volumes on the minor stop-controlled approaches would not satisfy the signal warrant. Based on the significance criteria applied to unsignalized intersections, the project impact on this intersection was determined to be less than significant.

For these reasons, the proposed project was determined not to result in any new or substantially increased intersection impacts than those described in the El Camino Real Precise Plan EIR; would not conflict with an applicable plan, ordinance, or policy established measures of effectiveness for the performance of the circulation system; and would not conflict with the Santa Clara County Congestion Management Program.

#### *Transportation Demand Management (TDM)*

The Precise Plan requires all Tier 1 developments to develop and implement TDM plans to reduce vehicle trips associated with new development consistent with the Greenhouse Gas Reduction Program (GGRP). The GGRP requires a 4 percent reduction in peak-hour drive-alone trips.

The following is a list of proposed TDM measures for the project:

- Membership in a transportation management association (TMA).
- Rideshare matching services.
- Carpool/vanpool incentives for new users.
- VTA Eco-Pass program, or an equivalent transit program, for first three years.
- Reimburse residents up to \$25 per month up to \$300 per year for transit passes/tickets for 10 years.
- On-site kiosk with information on available TDM programs included in new residents packet.
- Provision of telecommuting facilities on-site.
- Two Zipcars (or equivalent) available on-site.

The applicant is proposing TDM measures which are expected to result in a reduction in peak-hour drive alone trips. To ensure the long-term effectiveness of the TDM plan and its ability to meet the requirements, a monitoring program will be established for



the site. Failure to meet the established reduction would result in corrective actions being required and may result in fines.

## **ENVIRONMENTAL REVIEW**

The El Camino Real Precise Plan EIR is considered a program EIR and comprehensively evaluated the environmental impacts of the El Camino Real Precise Plan, which projected 752 new units and includes the 204 units proposed by this project. The Mountain View City Council certified the El Camino Real Precise Plan EIR and approved the El Camino Real Precise Plan in November 2014.

Subsequent activities which are analyzed in a program EIR may be determined to be adequately evaluated under CEQA, with no further environmental documents required, if it is found that no new environmental effects will occur and no new mitigation measures would be required for the subsequent development activity.

An Initial Study of Environmental Significance was prepared for this project to evaluate whether any new environmental effects would occur as a result of the project which were not already examined under the Precise Plan's program EIR and whether any new mitigation measures would be required. Project-specific technical studies were also prepared to provide technical guidance in the areas of utilities and transportation.

The Initial Study found that with implementation of the El Camino Real Precise Plan standards and guidelines, State regulations, and mitigation measures identified in the Precise Plan EIR and the 2030 General Plan and GGRP EIR and City standard conditions of approval, the proposed project would not result in any new environmental impacts beyond those evaluated in these EIRs and that no further documentation is needed.

## **FISCAL IMPACT**

If approved, the project is expected to generate \$106,135 in new property tax revenue for the City. The project is subject to the City's Park Land Dedication Fee for each new residential unit. An estimated fee of \$8,484,000 would be paid to the City prior to the issuance of building permits to satisfy this requirement.

In total, the applicant will be building 10 affordable units on-site. The applicant has proposed to construct six affordable rental units at below-market rate, with an estimated value of \$1,179,129 as part of the proposed public benefit program.

The project is subject to the City's Affordable Housing Program, and will provide four on-site affordable rental housing units and pay a Rental Housing Impact Fee of \$2,150,744 prior to issuance of building permits to satisfy the program requirements.

## **CONCLUSION**

The proposed redevelopment of the site is consistent with the General Plan and Zoning requirements and would result in a project which furthers the vision and goals for the development of the El Camino Precise Plan area. The site layout and architecture of the building, including colors, materials, and architectural elements, are well-designed and compatible with the surrounding area. Additionally, approval of the project would not result in significant environmental impacts with implementation of the conditions of approval; therefore, the proposed project would not have a significant impact on the environment. The DRC and the EPC reviewed the project and recommends approval to the City Council, subject to the recommended conditions of approval in Attachment 2.

## **ALTERNATIVES**

1. Recommend approval of the project with modified conditions of approval.
2. Refer the project back to the DRC and/or the EPC for additional consideration.
3. Deny the project applications, finding the site is not physically suitable for the type of development.

## **PUBLIC NOTICING**

The meeting agenda and Council report were posted on the City website and announced on cable television Channel 26. All property owners within a 500' radius and other interested stakeholders were notified of this meeting.

Prepared by:

Nancy Minicucci  
Senior Planner

Terry Blount  
Assistant Community Development  
Director/Planning Manager

Approved by:

Randal Tsuda  
Community Development Director

Daniel H. Rich  
City Manager

NM-TB/7/CAM  
819-02-28-17CR-E

- Attachments:
1. Initial Study of Environmental Significance for the 2268-2290 El Camino Residential Project
  2. Resolution Conditionally Approving the Planned Community Permit, Development Review Permit, and Heritage Tree Removal Permit with Conditions
  3. Resolution Conditionally Approving a Preliminary Parcel Map to Merge Four Existing Parcels into One Parcel at 2268-2280 West El Camino Real and 2241-2243 Latham Street
  4. Project Plans