



Legislation Details (With Text)

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Date	Ver.	Action By	Action	Result
2/3/2021	1	Development Review Hearing		

REPORT TO DEVELOPMENT REVIEW HEARING

SUBJECT

Action on proposed 371 Units Multi-housing project at 2225 Calle De Luna & 2232 Calle Del Mundo

File No.(s): PLN2020-14513

Location: 2225 Calle de Luna & 2232 Calle Del Mundo; two parcels with a total lot area of 2.024 acres, located at the southwest corner of Calle Del Luna and Calle De Mundo; APN: 097-46-020, 097-46-027; Property is zoned Transit Neighborhood (TN).

Applicant: Troy Vernon / Greystar GP II, LLC

Owner: Laison, LLC; 2232 Calle Del Mundo, LLC

Request: **Architectural Review** to construct 371-unit multi-family housing development in two 8-story buildings on two parcels (20 and 27) with a total lot area of 2.024 acres with 306 parking spaces. The project involves demolition of two existing 2-story buildings. The project also includes **Minor Modifications** to decrease the number of parking spaces from required 331 spaces to 306 proposed spaces and an increased height of 90 feet, where 85 feet is the maximum allowed.

Project Data

	Existing	Proposed
General Plan Designation	Transit Neighborhood	No change
Zoning Designation	Transit Neighborhood (TN)	No change
Land Use	Light Industrial	Residential
Lot Size	2.024 acres (1.012 acre each parcel)	No change
Building Square Footage (Sq. ft.)	44,100 Total 27,000 (Parcel 20) 17,100 (Parcel 27)	471,416 Total 232,014 (Parcel 20) 239,402 (Parcel 27)

Residential Units	N/A	371 Total Units 185 (Parcel 20) 186 (Parcel 27)
Height	2-story buildings	Approximately 85' (Approximately 90' to parapet)
Open Spaces	-	12,446 (Parcel 20) 12,361 (Parcel 27)
Parking	Surface parking	306 Total 147 (Parcel 20) 159 (Parcel 27)
Bicycle Parking	-	Class I- 93 Class II- 10 (Parcel 20) Class I- 93 Class II- 10 (Parcel 27)
Flood Zone	X	No Change

Points for consideration for the Architectural Committee

Summary

- The applicant proposes to redevelop the 2.024-acre site within the Tasman East Specific Plan (TESP) and construct two eight-story 371 for rent unit housing project. The site is located within the Center District of the TESP, which envisions the parks to be signature social elements of the open space network providing flexible urban hardscape plazas and hardscape and intimate neighborhood-serving amenities.
- The density range for the Transit Neighborhood (TN) designation is 100-350 dwelling units per acre. Both the parcels 20 and 27 are 1.012 acre with a density of 183-184 dwelling units per acre (du/acre).
- Parcel 20 is proposed to be eight-story mid-rise building with 185 residential units with 147 parking spaces on the three levels of above ground parking and accessible through Calle Del Mundo.
- Parcel 27 is proposed to be eight-story mid-rise building with 186 residential units with 159 parking on the three levels of above ground parking and accessible through Calle De Luna.
- A total of 48 affordable units would be provided at moderate-income household secured through an agreement between the City and the property owner.
- With the recent adoption of the TESP and the City Place project, the site and its surroundings are expected to be a neighborhood in transition. Currently, the neighborhood is characterized by low intensity industrial buildings.
- Prior to the formal application, the applicant submitted a pre-application under SB330 that requires City to provide a written determination of completeness within 30 days. It also requires the applicant to submit a complete development application within 180 days of submitting the pre-application. Both these requirements were completed in a timely manner.

Building Design

- The project includes an eight-story residential building on each parcel with parking on the first three levels. The parking garage is not visible from any of the streets (Calle De Luna, Lick Mill Boulevard or Calle Del Mundo) except for the garage entry because the project's residential and residential ancillary uses (fitness room, mailroom & lobby) wrap the garage in these areas. The base of the rear of the building, which is the exterior of the garage and not wrapped by residential units, is not visible from any street.
- Both Parcel 20 and 27 on the ground level includes residential amenities including a fitness area, park and open space areas. The project includes podium terrace with pool, club and recreation rooms the fourth floor. Level five and eight have additional amenity spaces such as club house, work pods, and sky lounges. Levels second to eight consist of residential units. An art wall is proposed along the greenway frontages and also on the west elevation of the project site.
- The project is consistent with the Building Design Guidelines of the TESP. Other TESP standards and guidelines are achieved that requires addressing the building design (fenestration, building scale, rooftop amenity areas), bulk and massing (discouraging long buildings), building frontages (setbacks, ground floor

residential). The overall architecture of the buildings represents a contemporary design. Both buildings are mid-rise uses stone tiles, cement fiber rainscreen panels, cement plaster and metal panels. Aluminum storefront windows system and art wall are additional features.

- Building Frontages. Setbacks are adhered and other architectural elements such as canopies, recess are provided that meet the standards. Breaks and notches are included along the facades to avoid a monotonous building.
- Building Performance. Solar ready areas are proposed on the roof.
- The proposed development is consistent with the General Plan, and with the TN Zoning District development standards. The approved TESP provides for a residential yield of up to 4,500 new dwelling units over the next 20 years. A total of 371 units is proposed. This project is second of the projects within the TESP for approval consideration.
- The proposal will support goals, policies and land uses established in the TESP to create a mix of housing types, open spaces, and supporting linkage to the Guadalupe River Trail.

Open Space

No dedicated parkland space required for these parcels. The project provides a 15-foot wide shared Greenway with a 5’ setback to the building on each parcel and running thorough the length of the parcels. This greenway serves as a pedestrian connection from Lick Mill Boulevard. Additionally, privately-owned open space is provided in the form of amenity spaces, podium terrace with pool, and roof terrace.

Parking

The project provides a total 306 parking spaces, where 331 spaces are required. A Minor Modification requested is recommended for approval to address this deficit. Parcel 20 provides 147 parking spaces that includes 3 accessible spaces, 15 EV complaint spaces, 9 guest spaces and a car share parking. Parcel 27 provides 159 parking spaces that includes 3 accessible spaces, 15 EV complaint spaces, 9 guest spaces and a car share parking.

Findings supporting the Staff Recommendation

1. *That any off-street parking area, screening strips and other facilitates and improvements necessary to secure the purpose and intent of this title and the general plan of the City area a part of the proposed development, in that;*
 - The development provides a total of 306 on-site parking spaces and provide adequate circulation for vehicular access. The project involves a minor modification to decrease the to decrease the number of parking spaces from required 331 spaces to 306 proposed spaces.
2. *That the design and location of the proposed development and its relation to neighboring developments and traffic is such that it will not impair the desirability of investment or occupation in the neighborhood, will not unreasonably interfere with the use and enjoyment of neighboring developments, and will not create traffic congestion or hazard, in that;*
 - The proposed project would not generate an increase trip to the level of significant impact as determined in the Mitigated Negative Declaration.
 - The proposed project incorporates high quality sustainable, energy efficient materials and will meet or exceed all CalGreen requirements.
 - The project is consistent or seeks a modification to be consistent with the Tasman East Specific Plan Street Design Guidelines, Open Space Design Guidelines and Building Design Guidelines. The project implements the TESP by providing the necessary components such as bike lanes, sidewalk widths, landscaping for Calle Del Mundo and Calle De Luna in accordance with the TESP.
 - On balance, the project is consistent with the City’s General Plan as discussed in Table 1.

TABLE 1 PROJECT CONSISTENCY WITH SANTA CLARA GENERAL PLAN LAND USE POLICIE	
Land Use Policies	Project Consistency

<p>5.3.1-P2: Encourage advance notification and neighborhood meetings to provide an opportunity for early community review of new development proposals.</p>	<p>The project included a community meeting that was held on November 12, 2020 and posted Notice of Development Proposal on the project site.</p>
<p>5.3.1-P3: Support high quality design consistent with adopted design guidelines and the City's architectural review process.</p>	<p>The project is consistent with the Tasman East Specific Plan design guidelines. The project includes a variety of materials and design techniques when combined makes the project aesthetically compatible with the vision of the area.</p>
<p>5.3.1 P4: Encourage new development that meets the minimum intensities and densities specified in the land use classifications or as defined through applicable Focus Area, Neighborhood Compatibility or Historic Preservation policies of the General Plan.</p>	<p>The project's density is within the minimum and maximum range indicated in the General Plan. Parcel 20 is approximately 1.012 acres with a residential density of 183 dwelling units per acre (du/ac). Parcel 27 is approximately 1.012 acre with a residential density of 184 du/ac.</p>
<p>5.3.1 P9: Require that new development provide adequate public services and facilities, infrastructure, and amenities to serve the new employment or residential growth.</p>	<p>The project will be required to upgrade infrastructure facilities in accordance of the Tasman East Specific Plan implementation program.</p>
<p>5.3.1 P10: Provide opportunities for increased landscaping and trees in the community, including requirements for new development to provide street trees and a minimum 2:1 on or off site replacement for trees removed as part of the proposal to help increase the urban forest and minimize the heat island effect.</p>	<p>46 trees currently exist on-site, which will all be removed and replaced at a 2:1 ratio on-site or with an in-lieu fee.</p>
<p>5.3.1 P12: Encourage convenient pedestrian connections within new and existing developments.</p>	<p>The project includes sidewalks and bicycle lanes.</p>
<p>5.3.1 P13: Support high density and intensity development within a quarter mile of transit hubs and stations and along transit corridors.</p>	<p>The project is located near the Santa Clara/Great America Train Station (ACE/Amtrak) and the Lick Mill Station (Santa Clara Valley Light Rail).</p>
<p>5.3.1 P14: Encourage Transportation Demand Management strategies and the provision of bicycle and pedestrian amenities in all new development greater than 25 housing units or more than 10,000 non residential square feet, and for City employees, in order to decrease use of the single occupant automobile and reduce vehicle miles traveled, consistent with the CAP.</p>	<p>The project will implement a Transportation Demand Management program. The project includes bicycle parking on-site.</p>
<p>5.3.2 P2: Encourage higher density residential development in transit and mixed use areas and in other locations throughout the City where appropriate.</p>	<p>The project's 371 dwelling units is within walking distance of transit stations.</p>

5.3.2 P8: Require new residential development to comply with applicable regulations for the provision of affordable housing.	The project will be required to provide 48 affordable units and required to enter into an Affordable Housing Agreement in accordance with the City's ordinance.
5.4.6 P4: Promote pedestrian friendly design that includes features such as shade trees, streetscapes that contain lighting and landscaping street furniture, pedestrian and bike paths, limited driveway curb cuts, traffic calming features, and pedestrian street crossings.	The project will implement the pedestrian friendly street designs indicated in the Tasman East Specific Plan including the bicycle lanes and connectivity to parks through private greenways.
5.4.6 P5: Provide publically accessible open space within the Tasman East Focus Area that is accessible to all residents, adequate to meet their activity needs, and consistent with the General Plan requirements and other City regulations.	The project will provide private greenways.
5.4.6 P7: Provide for future connections, which encourage walking and bicycling, to the new development in the north when it is redeveloped to promote accessibility between the two areas.	As part of the public parkland and greenway design, a 40-foot greenway area is set aside as a future connection to adjacent projects.
5.4.6 P11: Require new buildings to maintain a consistent setback/build to line from the public right of way in order to create a well defined public sidewalk and street.	The project maintains the required setback along the streets
5.4.6 P13: Require that building facades and entrances directly face street frontages, with a high proportion of transparent windows facing the street for nonresidential uses.	The project's fenestration is designed to include storefront glazing where common amenities and common entryways are planned.
5.4.6 P14: Encourage sensitive design and site planning to minimize the scale of larger buildings through use of building massing, setbacks, façade articulation, fenestration, varied parapets and roof lines, and pedestrian scaled architectural details.	The project provides features with visual interest such fenestrations and recesses. Material changes and color are introduced to help minimize the scale of the building. The project also includes roof-top courtyards. At lower levels, the project provides art walls and retail storefronts to provide a better relationship with the street.
5.4.6 P15: Encourage parking to be located in structures to minimize their visibility from streets and public spaces.	Parking is provided within the buildings in multi-level parking garages. The parking garage entrances is on Calle de Luna and Calle Del Mundo.
5.4.6 P17: Encourage new development to build to a green neighborhood rating standard.	The project will be consistent with the City's green building requirements.

3. Proposed lot coverage within the maximum 40% lot coverage permissible in the R1-6L zoning district. *That the design and location of the proposed development is such that it is in keeping with the character of the neighborhood and is such as not to be detrimental to the harmonious development contemplated by this title and the general plan of the City, in that;*

- The development is consistent with the Transit Neighborhood designation. The project is compatible with the planned high-density residential uses in the area.
4. *That the granting of such approval will not, under the circumstances of the particular case, materially affect adversely the health, comfort or general welfare of persons residing or working in the neighborhood of said development, and will not be materially detrimental to the public welfare or injuries to property or improvements in said neighborhood, in that;*
- The project is subject to the California Building Code and City Code requirements, which serve to regulate new construction to protect public health safety and general welfare.
 - The use, scale, and design of the development, as conditioned, are consistent with the Tasman East Specific Plan standards and are compatible with the planned uses in the surrounding area.
5. *That the proposed development, as set forth in the plans and drawings, are consistent with the set of more detailed policies and criteria for architectural review as approved and updated from time to time by the City Council, which set shall be maintained in the planning division office, in that;*
- The proposed development provides for an attractive, inviting, imaginative and functional site arrangement of the building, the obscured parking areas, and a high quality architectural and landscape design. The project also provides for proper access, visibility and identity, and access to transit within the Tasman East Specific Plan and adds new rental housing with some affordable housing.

ENVIRONMENTAL REVIEW

A memorandum for Determination of Consistency with the Tasman East Specific Plan EIR was prepared and is available on the City's Website at:

<https://www.santaclaraca.gov/Home/Components/BusinessDirectory/BusinessDirectory/395/3649>

FISCAL IMPACT

There is no impact to the City for processing the requested application other than administrative staff time and expense typically covered by processing fees paid by the applicant.

PUBLIC CONTACT

On January 21, 2021, a notice of public hearing of this item was posted within 300 feet of the project site and mailed to property owners within 1,000 feet of the project site. Planning Staff has not received public comments for this application.

RECOMMENDATION

Approve the proposed 371 Units Multi-housing project at 2225 Calle de Luna & 2232 Calle Del Mundo, subject to conditions.

Prepared by: Nimisha Agrawal, Associate Planner, Community Development Department

Approved by: Gloria Sciara, Development Review Officer, Community Development Department

ATTACHMENTS

1. Conditions of Approval
2. Development Plans