



DATE: June 30, 2020

CATEGORY: Public Hearing

DEPT.: Community Development

TITLE: **New Mixed-Use Development at 1001 North Shoreline Boulevard**

RECOMMENDATION

1. Adopt a Resolution Certifying the Residences @ Shoreline Gateway Project Final Environmental Impact Report and Adopting California Environmental Quality Act Findings, Including Mitigation Measures, and a Mitigation Monitoring or Reporting Program, to be read in title only, further reading waived (Attachment 1 to the Council report).
2. Adopt a Resolution Approving Amendment to the General Plan Land Use Map of the Property Located at 1001 North Shoreline Boulevard from General Industrial to Mixed-Use Center and Related Text Amendments, to be read in title only, further reading waived (Attachment 2 to the Council report).
3. Introduce an Ordinance Amending the Zoning Map for the Property Located at 1001 North Shoreline Boulevard from the ML (Limited Industrial) and MM (General Industrial) Zoning Districts to the P (Planned Community) Zoning District, to be read in title only, further reading waived, and set a second reading for August 25, 2020 (Attachment 3 to the Council report).
4. Adopt a Resolution Approving a Planned Community Permit and Development Review Permit to Construct a Seven-Story, 203-Unit Apartment Building with Two Levels of Podium Parking and 3,000 Square Feet of Ground-Floor Commercial Space; Seven-Story, 100-Condominium-Unit Residential Building with Two Levels of Podium Parking; and a Six-Level Office Parking Structure Project and a Heritage Tree Removal Permit for the Removal of 23 Heritage Trees on a 7.81-Acre Site Located at 1001 North Shoreline Boulevard, to be read in title only, further reading waived (Attachment 4 to the Council report).
5. Adopt a Resolution Approving a Vesting Tentative Map to Create Four Lots, of which Three Are for Condominium Purposes, and a Common Lot at 1001 North

Shoreline Boulevard, to be read in title only, further reading waived (Attachment 5 to the Council report).

BACKGROUND

Project Site

The approximately 7.8-acre project site is located on the northeast corner of North Shoreline Boulevard and Terra Bella Avenue. Surrounding land uses include Highway 101 to the north and office/industrial uses to the east, west, and south. To the east, the project shares the block with the Church of Scientology and a small, light-industrial/office building.

The site is currently developed with a four-story, 111,443 square foot office building and 371 surface parking spaces which were completed in 2017.



Figure 1 – Location Map

The project site is adjacent to the Highway 101 on-ramp and MV Go shuttle station, providing easy access to employment centers in North Bayshore as well as downtown Mountain View. The nearest residential uses are located approximately 350' southeast of the project site, with a larger residential neighborhood located approximately 650' south of the project site along Linda Vista Avenue. The nearest retail (Bailey Park Shopping Center) is located about 0.5 mile south of the site on North Shoreline Boulevard. The site is located in the Mountain View Whisman School District and Mountain View Los Altos Union High School District and is currently served by Monta Loma Elementary School, Crittenden Middle School, and Mountain View High School.

Project Description

The project includes a request to change the General Plan designation of the whole 10-acre project site to Mixed-Use Center and rezone the site to P (Planned Community) to allow the site to be redeveloped with a seven-story, 203-unit apartment building with two levels of podium parking and 3,000 square feet of ground-floor commercial space, a seven-story, 100-condominium-unit residential building with two levels of podium parking, and six-level office parking structure (see Attachment 10 – Project Plans).

Prior Hearings and Meetings

Gatekeeper Authorization

In December 2015, the City Council authorized staff resources for the consideration of a General Plan and Zoning Map Amendment to allow a mixed-use project (office, residential, and retail). See Attachment 6, [Gatekeeper Application Council Report, December 2015](#), for details of the Gatekeeper Authorization.

EPC and City Council Study Sessions

Following an informal application submittal in early 2017, the project was reviewed by the Environmental Planning Commission (EPC) and City Council at two separate Study Sessions on February 15, 2017 and April 4, 2017, respectively, to provide input on the proposal (see [Attachment 7 – EPC Staff Report, February 15, 2017](#); and [Attachment 8 – City Council Study Session Report, April 4, 2017](#)).

The EPC and the City Council were generally supportive of the project design and provided the following feedback:

- Supported shared parking between various uses on-site and use of parking ratios lower than Model Parking Standards on-site for residential development.
- Supported accepting Park Land In-Lieu fees rather than requiring a park on-site.
- Recommended the project be required to include retail consistent with its Gatekeeper authorization, if feasible based on a financial study.
- Recommended a project-specific financial study be completed by the City to determine the appropriate community benefits contribution of this project.
- Supported the proposed aboveground residential parking podium wrap and office garage, and directed the applicant to work with staff to further develop the architectural treatments for both. Underground parking was not mandated due to the project's proximity to the Teledyne Spectra-Physics groundwater contamination plume.
- Supported the podium-level residential open spaces but requested the applicant work with staff and the Development Review Committee to develop the design of the proposed open space(s) and connectivity to/between open spaces.

Additionally, the City Council requested the plaza between the office and residential buildings be well-designed and inviting to the public.

- Requested the site layout be adjusted to preserve more of the existing trees, primarily along the site perimeter.

Development Review Committee

The project was reviewed by the Development Review Committee (DRC) three times. The DRC provided design recommendations on several iterations of the project design, and the project received a final recommendation of conditional approval in October 2019.

The DRC recommended approval of the project with design conditions for the applicant to continue to work with staff on the following items as part of the building permit review process: enhance the design of the office parking garage to provide visually interesting screening through design features that complement the appearance of other garage elements and adjacent on-site buildings; and enhance the entry plaza of the residential condominium building along Terra Bella Avenue to create an inviting area with a unique art/landscape element to signify the project entrance.

The applicant has begun to address DRC recommendations in the current plans and will continue to work with staff through the building permit process if the project is approved.

Neighborhood Meetings

The applicant has conducted an extensive community outreach program for the project, including 14 community meetings with various stakeholders, including adjacent property owners, Mountain View Whisman School District, and other interested parties to introduce the project, seek feedback on the design, listen to concerns, and provide updates on the project status and development schedule. At these meetings, neighbors expressed concerns about the massing of the project along Terra Bella Avenue; spillover parking; and neighborhood safety concerns with existing cut-through traffic. Meeting participants also expressed concerns regarding existing and increased traffic on North Shoreline Boulevard and congestion at the Terra Bella Avenue/North Shoreline Boulevard intersection. Meeting attendees expressed support for the overall architectural design, bike and pedestrian connectivity through and around the site, the proposed retail and open space configuration, and the diversification of housing, especially the additional ownership housing in the neighborhood.

In response to concerns raised at the meetings, the applicant has made changes to the proposed architectural design to enhance and soften the transition along Terra Bella Avenue between the project and the residential neighborhood to the south. In addition, the applicant has proposed a robust Transportation Demand Management (TDM) program and an innovative and efficient shared parking strategy, among the office, retail and residential uses, to ensure that parking demand can be satisfied on-site. This will also have the benefit of reducing trips.

Airport Land Use Commission

The project site is located within the Moffett Federal Airfield, Airfield Influence Area (AIA). Pursuant to State law, the City must refer the application to the Airport Land Use Commission (ALUC) any time a General Plan and/or Zoning Amendment is proposed within the AIA of an airport or airfield with an adopted Comprehensive Land Use Plan (CLUP) to provide a consistency determination with the appropriate CLUP policies prior to final approval of the General Plan and/or Zoning Amendment by the City. The ALUC reviewed the project on August 28, 2019 and made a determination of consistency with the Moffett Federal Airfield CLUP.

Environmental Planning Commission Public Hearing

The EPC held a public hearing to review the project on May 6, 2020 (see Attachment 9—[EPC Staff Report Dated May 6, 2020](#)) where they unanimously recommended approval of the project and Environmental Impact Report (EIR) to Council with a modification to Condition of Approval No. 23 to provide an option for a nonretail neighborhood-serving use in the space proposed for ground-floor commercial area and minor text correction to the findings of facts for the EIR (see Attachment 1, Exhibit B).

The EPC expressed concerns over viability of the retail use in view of the economic impact of the 2020 coronavirus pandemic and expressed strong desire to provide an option to allow a nonretail neighborhood-serving use, other than office use, in the proposed commercial space. The EPC recommended the following specific modification to the condition as shown below:

Ground-Floor Commercial Area: This project is required to provide 3,000 square feet of ground-floor retail space. If, after two years from the certificate of occupancy of the apartment building, the applicant is unable despite their reasonable efforts to market the retail tenant space, other neighborhood-serving ~~nonretail general commercial~~ uses may be allowed in this space with subject to review and approval by the Zoning Administrator through a public hearing process.

Four of the EPC Commissioners also expressed their flexibility in the *two-year* duration for the modified condition. Staff has reviewed the draft condition and recommends the following refined language to effectuate the EPC's intent and provide more clarity within the realm of existing Zoning Code and General Plan language. This staff-recommended condition is included in the project resolution.

Staff-Recommended Condition:

Ground-Floor Commercial Area: This project is required to provide 3,000 square feet of ground-floor retail space. If, after two years from the certificate of occupancy of the apartment building, the applicant is unable, despite their reasonable efforts, to lease the—market retail tenant space, other neighborhood-serving uses listed in the Commercial Neighborhood (CN) District may be allowed subject to review and approval by the Zoning Administrator through a public hearing process.

The EPC also recommended that the project Community Benefit funds should be used towards upgrading a neighborhood park (San Veron Park) and for other pedestrian-bicycle improvements in the area.

Three residents from the adjacent Stierlin Estates neighborhood spoke at the meeting and expressed concerns regarding spillover parking into their neighborhood, traffic congestion on Shoreline Boulevard, and concerns with the size and massing of the project. A project-specific transportation impact analysis (TIA) report was prepared to assess the traffic impacts of the project, discussed later in this report. The TIA results indicate that the project will not result in significant traffic impacts.

Following the EPC meeting, staff has received a request from a resident for specific capital improvement projects using the project community benefit funds. These specific improvements include the following:

- Upgrade San Veron Park to include picnic tables and more lawns.
- Add four-way Stops at Terra Bella Avenue at Linda Vista Avenue and San Rafael Avenue.
- Add bike lanes to Terra Bella Avenue.
- Widen sidewalks and setbacks on Terra Bella Avenue.
- Street parking mitigation.

- Provide access to Stevens Creek Trail.

All the suggested improvement projects would first require a feasibility study, community outreach, and cost analysis, if Council wants staff to review them. Also, based on staff experience, community benefit contributions from a single project are not enough to fund a complete project. If the Council were interested in pursuing specific projects, the City Council can direct staff to bring specific items to discuss during the next 5-year Capital Improvement Program process scheduled for spring 2021.

ANALYSIS

Project Overview

The applicant, Sares Regis, proposes to develop the existing, surface parking lot surrounding the existing office building to construct residential buildings, consisting of a mix of stacked condominiums and apartments, and a six-level parking structure, which are further described below (see Attachment 10 – Project Plans).

Apartments: The seven-story apartment building is located on the northwest corner of the site and includes 203 units, two levels of podium parking, and ground-floor retail space. It provides a mix of 120 one-bedroom units, 69 two-bedroom units, and 14 three-bedroom units. The building has three large outdoor courtyards accessed from the third floor with a pool, spa, fitness room, common club room, and other outdoor amenities. The 86'6" tall building also has a 1,500 square foot roof deck above the seventh floor. Bike storage and repair facilities are provided on the podium levels along with dedicated space for package deliveries and a pet spa.



Figure 2 – Site Plan



Figure 3 – View Along North Shoreline Boulevard

The apartment building employs a contemporary design with stucco, siding, tiles, and metal panel details throughout. The proposed ground-floor retail space is located closer to Shoreline Boulevard and has been designed with special emphasis on pedestrian-scale entry facade and treatments.

Condominiums: The seven-story condominium building is located in the southeast corner of the project site with 100 units and two levels of podium parking. It provides a mix of 39 one-bedroom units, 55 two-bedroom units, and 6 three-bedroom units. The 87'3" tall building also includes a central podium courtyard located on the third floor with lounge seating and a fireplace with a common club room. Bike storage and repair facilities are provided on the podium levels along with dedicated space for package deliveries. The condominium building also employs a contemporary design with stucco, siding, and tiles throughout. New homeowners will also have the option to purchase a monthly membership to use the apartment community's pool and fitness amenities.

Parking Garage: The six-level parking structure building is immediately behind and attached to the condominium building. The parking structure includes 359 parking spaces to replace the surface parking spaces for the office building.

Building Design and Architecture

Located at the Shoreline Boulevard Gateway, the project was designed to create a strong sense of arrival to the City. The project's two street frontages have different character and context. The project intends to create distinct project presence along each street and

have used varying architectural designs and pedestrian-level engagement to respond to the varying street frontage conditions.

The proposed buildings use a contemporary architectural style with high-quality details, finishes, and unique design expressions. The three buildings vary in height, between six and seven stories, with a maximum height of 87'3". The main building facades are articulated with modern bay windows and recessed areas of wood siding and plaster and clearly defined building entrances with tile facades. The top floors are carefully stepped back to reduce the verticality of the buildings and transition to surrounding neighborhoods, creating private outdoor spaces with open railings.

General Plan Text and Map Amendment and Rezoning

The project site currently has a General Plan Land Use Designation of General Industrial. The project includes a proposed General Plan Map Amendment to change the site's General Plan designation from General Industrial to Mixed-Use Center and related text amendments to allow Mixed-Use at this location (see Attachment 2).

The General Industrial Land Use Designation allows a maximum 0.55 FAR and up to three-story height. The proposed mixed-use project with a density of 38.8 dwelling units per acre is consistent with the proposed Mixed-Use Center Designation, which allows multi-family residential uses up to 70 dwelling units per acre and eight stories in height and complies with the General Plan policies related to residential development.

The minor text amendments to the General Plan Mixed-Use Center Land Use section would allow mixed-use at this location. The proposed mixed-use is consistent with the land use envisioned in the surrounding area, including the Gateway Master Plan area and North Bayshore Precise Plan Area.

The project includes a request to rezone the project site from the MM (General Industrial) and ML (Limited Industrial) Districts to the P (Planned Community) District. Under the Planned Community designation, the project is approved with the proposed development standards (e.g., open space, setbacks, building height, etc.) (see Attachment 3).

Parking

At the April 2017 Study Session, Council supported shared parking between various uses on-site and use of parking ratios lower than the Model Parking Standard. The project is proposing 244 dedicated parking spaces in the apartment building's garage (203 reserved at one space per unit and 41 unbundled parking spaces); 128 dedicated

parking spaces in the condominium building's garage (100 reserved at one space per unit and 28 spaces available for purchase), 52 surface parking lot parking spaces, and 359 parking spaces in the office parking garage, which replaces the existing 371 surface parking spaces which serve the office building. Residents and guests of the apartments and condominiums will be able to use the new office parking garage after hours on weekdays (between 6:00 p.m. and 8:00 a.m.) and all day on weekends. The surface parking lot will have 12 dedicated parking spaces for the ground-floor retail customers, 15 dedicated for residential guests, and the remaining 25 spaces will be shared between retail, residential guests, and office users on a first-come, first-served basis. At build-out, the project proposes a total of 783 parking spaces, which represents a 7 percent reduction from the City's Model Parking Standard.

A parking study was prepared by WTrans transportation consultants to assess the proposed project parking (see Attachment 11 – Parking Justification). The analysis uses ULI's parking demand and shared parking model to assess project needs and whether the amount of parking proposed on-site is sufficient for the project, based on the peak demand of the different land uses to be located on-site, distribution of parking, and proximity to transit. The parking study concluded that due to the shared parking program and the allocation of parking spaces within the garages, the parking supply is expected to adequately serve the expected demand from all the project components.

Transportation

Traffic Study

A Traffic Impact Analysis (TIA) was prepared for the project to evaluate potential effects of the project on the roadway system. The City is in the process of developing standards and thresholds related to Vehicle Miles Travelled (VMT) in preparation for replacing the level of service (LOS) significance criterion with VMT. In accordance with requirements of Senate Bill 743, the City is required to adopt VMT as a significance criterion by July 2020. In the interim, a generalized VMT assessment was conducted for the project for informational purposes to aid decision-makers during the transition period from LOS to VMT, and included in the TIA. Due to the project site's proximity to the North Bayshore employment area, the presence of transit routes and bike lanes immediately adjacent the project site on North Shoreline Boulevard, the project's development density, and the mix of land uses on the project site, the project is expected to result in an average VMT per capita between 11.9 and 14.0, which is lower than the Citywide average VMT per capita (14.37). Additionally, compared to other parcels within its specific traffic analysis zone, the project is expected to have a lower than average VMT and VMT per resident.

The study also determined the traffic impacts of the proposed development on 12 signalized intersections during the weekday a.m. and p.m. peak hours of traffic. In addition, a freeway segment capacity analysis was conducted, and other traffic operations issues were addressed.

The TIA found that the project is estimated to generate 291 net new a.m. peak-hour trips and 178 net new p.m. peak-hour trips. The project is expected to increase the daily traffic volumes on two study intersections (Linda Vista Avenue south of Terra Bella Avenue and Terra Bella Avenue east of Shoreline Boulevard) by at least 25 percent.

Intersection level of service analysis results show that most of the study intersections would operate at acceptable levels during both the a.m. and p.m. peak hours except two intersections that would operate at an unacceptable level (LOS E or F). The analysis assumed the reversible bus lane project is constructed, but does not include the new U.S. 101 off-ramp and the Plymouth Street realignment improvements, which are in design and are Priority Transportation Improvements from the North Bayshore Precise Plan. Based on the analysis not including these Priority Transportation Improvements, the North Shoreline Boulevard/Pear Avenue intersection would continue to operate at LOS F during the a.m. peak hour, and the North Shoreline Boulevard/U.S. 101 northbound off-ramp intersection would continue to operate at LOS F during both a.m. and p.m. peak hours. However, the project would not result in a significant impact at either of these two intersections according to VTA Transportation Impact Analysis (TIA) guidelines because the project traffic would not cause an increase in critical-movement delay of four or more seconds or an increase in critical volume over capacity (v/c) of 1 percent (0.01) or more. Therefore, the incremental increase in travel delay noted based on the increase in trips would not push any of the intersections below the level of service threshold. Also, once complete, the two priority transportation improvement projects would further reduce delays and improve circulation (based on the Circulation Study analysis).

The TIA also includes a queueing analysis for four intersections: westbound left turn at North Shoreline Boulevard and U.S. 101 northbound ramps/La Avenida; northbound left turn at North Shoreline Boulevard and U.S. 101/State Route 85 southbound ramps; southbound left turn at North Shoreline Boulevard and Terra Bella Avenue; and eastbound left turn at North Shoreline Boulevard and Middlefield Road. The project would add up to three vehicles to two out of four intersections (Shoreline Boulevard and Terra Bella Avenue; Shoreline Boulevard and Middlefield Road) and would result in the queue exceeding the vehicle storage capacity at these intersections. After the planned Gateway transportation improvements, the new U.S. 101 off-ramp improvement, and the Plymouth Street realignment improvements are completed, the

need for additional turn-pocket storage would wane, and the vehicle queues would be contained within the turn pocket.

Transportation Demand Management Plan

The project proposes a Transportation Demand Management (TDM) plan which would result in an 8 percent reduction in peak-period trips. The TDM plan includes a monthly transit subsidy for all residents, bicycle storage and repair facility, an on-site TDM coordinator, and membership in the Mountain View Transportation Management Association (TMA) for the life of the project. Further details of the TDM plan can be found in Attachment 12.

Trees

A total of 341 trees exist on the project site (including Phase I development), of which 32 are designated as Heritage trees. Twenty-three (23) Heritage trees are proposed to be removed, along with 215 non-Heritage trees (including 155 trees planted as part of the office development in 2017). All of the trees on the site have been reviewed by an arborist who concluded that many of the existing trees are within the footprint of the new structures and will be affected by the construction work for the proposed project. If approved, the project proposes to plant 192 new trees. Table 2 summarizes the tree canopy coverage estimated for the project.

Table 2: Tree Canopy Coverage

Canopy	Site Coverage
Existing	4.7%
Retained + New After 5 Years	18.5%
Retained + New After 10 Years	29.6%
Retained + New at Maturity	54%

Subdivision Map

The proposed Vesting Tentative Map for the project includes the creation of five residential lots: (1) a lot for condominium purposes to accommodate 203 residential units and a commercial unit; (2) a lot for office development; (3) a lot for condominium purposes to accommodate a parking garage; and (4) a lot for condominium purposes to accommodate 100 residential units. The map also includes a common lot (Lot No. 5) to accommodate circulation throughout the project and shared common areas. Staff finds that the proposed Vesting Tentative Map is consistent with the requirements of the

Subdivision Map Act and the General Plan, subject to the recommended Conditions of Approval (see Attachment 5 – Resolution for Vesting Tentative Map).

Below-Market-Rate (BMR) Housing

At the April 2017 Study Session, the City Council reviewed the project proposal which committed to provide 10 percent of the total units (30 of 303 units) at below-market rates. Since then, while the project's CEQA study and design review process have progressed, the City has updated the BMR Housing Ordinance to increase the inclusionary requirement for rental projects to 15 percent of units (known as the "Phase I" update). In response to this update, the project is to provide 30 BMR rental units in the apartment building (15 percent of 203 units), at a weighted average of 65 percent AMI, and 10 BMR ownership units in the condominium building (10 percent of 100 units), at a weighted average of 90 percent AMI. The proposed 40 BMR homes will be distributed throughout the respective buildings and allocated across all unit types, excluding the limited number of premium penthouse units (see Attachment 13 for Project BMR Proposal). The City Council recently voted to approve an additional "Phase II" modification to the Affordable Housing Ordinance to require on-site units and increase the inclusionary requirement from 10 percent to 15 percent. However, the Council also created an exemption for Gatekeeper projects that were "deemed ready for a public hearing for project approval" by City staff by December 20, 2019. This project meets the exemption criterion and would not be required to increase the inclusionary units for its condominium building.

Retail Study

As part of this project, the City conducted an independent retail study to assess whether a retail use would be feasible at this location (see Attachment 14 for the Project Retail Study). The study assessed the market support, opportunities, and constraints for a retail space at this location. The study used various established data sources and is based on interviews with local real estate brokers, a review of competitive supply and proposed development, and consumer spending potential from residential and employment growth in the area. The study concluded that the project site's capture of new retail space would likely support between 3,500 square feet and 5,000 square feet of new retail, based on the assumption that 10 percent of the new retail demand would be captured by new retail stores on the project site. Likely tenants are small restaurants, cafés, and/or service stores. In response to City Council direction at the April 2017 Study Session, the applicant is proposing a 3,000 square foot ground-floor retail space in the apartment building.

As discussed earlier in the report, the EPC recommended specific modification to Condition of Approval No. 23 pertaining to allowing nonretail neighborhood-serving use in the ground-floor commercial space. Staff has recommended a further refinement of the condition in the project resolution (see Attachment 4 – Exhibit A, Condition No. 23).

Community Benefits and School Strategy

In compliance with the General Plan, the applicant is required to provide a community benefit(s) in exchange for additional development intensity and to advance the goals and policies of the General Plan in regard to intensification of land uses in the area and better connections with surrounding areas. At the April 2017 Study Session, the City Council directed staff to conduct a project-specific financial study to determine the appropriate community benefits contribution of this project. Strategic Economics, an independent consultant to the City, has prepared a Community Benefits analysis for the project, which was published on January 16, 2020. Based on financial analysis, which includes estimating all development costs and expected revenues and calculating the residual land value for the base FAR project (0.39) and the proposed project (2.08), Strategic Economics found that there is no value uplift from the proposed project and, therefore, it cannot support a community benefits contribution. The study notes that, although the proposed project has a greater FAR compared to the base project, the increase in residential floor area does not result in a net increase in project value. There are a variety of factors that make higher-density residential development less lucrative than commercial development in Mountain View, including high construction costs, impact fees (which are higher for residential than commercial uses), and inclusionary housing requirements.

Notwithstanding the above, and in recognition of the importance of providing a comprehensive benefit package for the City of Mountain View and the local Terra Bella community, the project applicant is proposing to provide an additional contribution of \$4,177,985 toward Community Benefits, based on \$23.60 per additional square foot allowed under the rezoning (consistent with El Camino Real and San Antonio's calculation of community benefits), which can be used for a future Capital Improvement Program (CIP) project. A portion of this community benefit amount will include a credit for the Public Utility Easement in the amount of \$2,879,270 and the remaining amount of \$1,298,715 may be applied to other community benefits (see Attachment 15 for Project Community Benefit Proposal). The credit for a Public Utility Easement is for an easement on the subject property for sewer and water utility improvements and connections through the site that are needed to support future growth in the City.

As stated above, community benefits are intended to advance General Plan Vision, goals, and policies. The project's community benefit funds would be allocated per Council direction. If the funds are directed towards Capital Improvement Projects, staff will include the allocation of funds in the next annual CIP review.

The applicant has also offered \$1,500,000 as a voluntary school contribution above and beyond the standard school impact fees required by State Law. This additional contribution is completely voluntary and is not mandated by any City or State regulations.

ENVIRONMENTAL REVIEW

EIRs provide information to local decision-makers and the general public regarding the potential significant environmental impacts of a proposed project and how to mitigate them. The Residences @ Shoreline Gateway Project Draft EIR provides the environmental review appropriate for the project in accordance with the California Environmental Quality Act (CEQA) Guidelines. Prior to approving the project, the City Council must decide whether to certify the EIR. According to CEQA Guidelines, certification consists of three separate steps. The Council must: (1) conclude the document has been completed in compliance with CEQA; (2) review and consider the information contained in the Final EIR prior to approving the project; and (3) confirm the Final EIR reflects the Council's independent judgment and analysis.

In accordance with CEQA Guidelines, a Notice of Preparation (NOP) was circulated to the public and responsible agencies for input regarding the analysis in the Draft EIR from September 11, 2018 to October 12, 2018, and a public EIR scoping session for the project was held on September 26, 2018. In addition to this meeting that was held to provide scoping information for the Draft EIR, the proposed project has been discussed at several Environmental Planning Commission and City Council Study Sessions when the public also had an opportunity to comment on the project. The Draft EIR was circulated for public review for a 45-day comment period, which commenced on September 26, 2019 and ended on November 11, 2019. Staff received no comments on the Draft EIR and has included only minor text revisions in the Final EIR (see Attachment 1, Exhibit A). The Final EIR was made available to the public on January 13, 2020.

The EIR includes project-level mitigation measures that will reduce all potential environmental impacts from the project to less-than-significant levels. The mitigation measures have been included as conditions of approval in the project in addition to their incorporation into the mitigation monitoring program.

FISCAL IMPACT

The subject site currently has a total assessed value of approximately \$166 million. The City's share of property tax is approximately \$268,954 per year. If the site were developed as proposed, the City would receive approximately \$255,214 per year in additional property tax revenue.

Additionally, the estimated Park Land Dedication In-Lieu Fee will be approximately \$15.78 million in accordance with Chapter 41 of the City Code.

Finally, the project is subject to the Transportation Impact Fee (TIF) estimated at \$740,578, unless the project is issued the building permit which grants final occupancy before January 1, 2021.

CONCLUSION

The EPC recommends the approval of the project, associated map, and the project Environmental Impact Report. The proposed project achieves the General Plan goals; increases housing opportunities; provides a mix of ownership and rental housing types; is sensitive to the existing uses that surround the site; complies with applicable development standards based on the proposed General Plan and Zoning Amendments; and will result in a development that has a high quality of livability given proposed private and public amenities.

The proposed subdivision is consistent with the General Plan Land Use Designation of Mixed-Use Center, including all the requirements applicable to the property and the Subdivision Map Act.

ALTERNATIVES

1. Approve the project with modified conditions of approval.
2. Refer the project back to the EPC and/or the DRC for additional consideration of topics related to any project component.
3. Deny the CEQA document and/or project applications.

PUBLIC NOTICING

The City Council's agenda is advertised on Channel 26, and the agenda and this report appear on the City's website. All property owners and tenants within a 750' radius and other interested stakeholders were notified of this meeting.

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- Attachments:
1. Resolution for Certification of the FEIR and EIR Documents
 2. Resolution for the General Plan Land Use Map and General Plan Text Amendments
 3. Resolution for the Zoning Map Amendment
 4. Resolution for the Planned Community Permit, Development Review Permit, and Heritage Removal Permit
 5. Resolution for the Vesting Tentative Map
 6. [Gatekeeper Application Council Report, December 2015](#)
 7. [EPC Study Session Staff Report, February 15, 2017](#)
 8. [City Council Study Session Report, April 4, 2017](#)
 9. [EPC Staff Report Dated May 6, 2020](#)
 10. Project Plans
 11. Parking Justification
 12. Project TDM Plan
 13. BMR Proposal
 14. Retail Study
 15. Project Request and Community Benefit Memo