

## CITY OF MOUNTAIN VIEW

ENVIRONMENTAL PLANNING COMMISSION  
STAFF REPORT  
AUGUST 17, 2022

### 5. PUBLIC HEARINGS

#### 5.1 870 East El Camino Real Residential Project

#### RECOMMENDATION

That the Environmental Planning Commission:

1. Recommend the City Council adopt the Initial Study of Environmental Significance for the 870 East El Camino Real Residential Project and determine that the Project is consistent with the El Camino Real Precise Plan Final Environmental Impact Report and Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Final Environmental Impact Report, pursuant to Sections 15162 and 15183 of the California Environmental Quality Act Guidelines (Exhibit 1 to the EPC Staff Report); and
2. Recommend the City Council adopt a Resolution of the City Council of the City of Mountain View Approving a Planned Community Permit and Development Review Permit to Construct Two, Six-Story Apartment Buildings Comprised of 233 Units and a Two-Level Underground Parking Garage, with a Density Bonus, Concession, and Waivers Under State Density Bonus Law, and to Make Site and Facade Improvements to Existing Buildings; a Provisional Use Permit to Allow Rooftop Amenities Above the Third-Floor; and a Heritage Tree Removal Permit to Remove 15 Heritage Trees and Relocate One Heritage Tree, All on a 9.14-Acre Site Located at 870 East El Camino Real, to be read in title only, further reading waived (Exhibit 2 to the EPC Staff Report).

#### PUBLIC NOTIFICATION

The Environmental Planning Commission's (EPC) agenda is advertised on Channel 26, and the agenda and this report appear on the City's internet website. All property owners within a 750' radius and other interested stakeholders were notified of this meeting. A City Council meeting will be held regarding this project, and property owners and interested parties will be notified.

## BACKGROUND

- **Project Location:** 870 East El Camino Real, on the north side of East El Camino Real, between Sylvan Avenue and Acalanes Drive.
- **Project Site Size:** Approximately 9.14 acres.
- **General Plan Designation:** Mixed-Use Corridor and Medium-Density Residential (13 to 25 du/acre).
- **Zoning Designation:** P(38) El Camino Real Precise Plan.
- **Surrounding Land Uses:** East—residential and auto-related uses (in Sunnyvale); west—hotel and residential uses; north—residential uses; and south—residential and commercial uses (across El Camino Real).
- **Current Site Conditions:** 180-unit apartment complex (Reserve at Mountain View) comprised of 20 residential buildings, a leasing office, swimming pool, and associated carports, storage, and surface parking spaces.
- **Applicant/Owner:** Equity Residential.

### Project Overview

The project includes the redevelopment of approximately 3.4-acres of the southern portion of the project site closest to El Camino Real with two new six-story apartment buildings (Figure 1). The project would require the demolition of five of the existing 20 residential buildings containing 42 units and one leasing office building. The two new buildings (Figure 2) will provide 233 apartment units—for a new total of 371 units for the entire site (191 net new units). The proposed unit mix in the two new buildings include 44 studios, 139 one-bedroom, and 50 two-bedroom apartment units. No substantial changes to the remaining portion of the project site are included (see Exhibit 3—Project Plans).

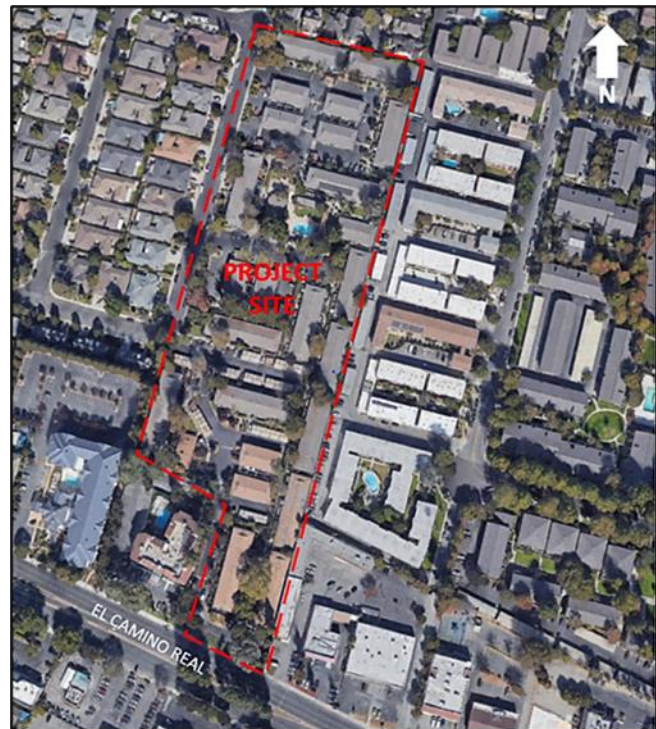
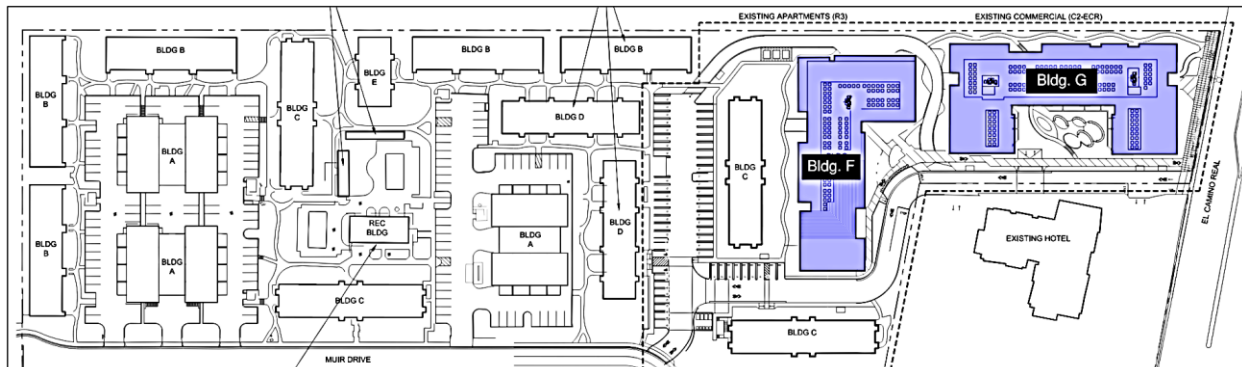


Figure 1: Location Map

Site access remains via a main entry drive located off of East El Camino Real and an existing driveway located off Muir Drive.

The architectural design of both proposed residential buildings can be described as contemporary, consisting of a rectilinear facade program, large-pane glazing framed in black anodized aluminum window frames, and continuous linear roof forms, interspersed with warm traditional design elements, including composite wood cladding and vertically oriented fiber cement-board siding.



**Figure 2: Project Site Plan (Buildings F and G)**

Building F (Figure 3) is the 109,169 square foot, L-shaped building located toward the interior of the lot and is the smaller of the two new proposed new buildings, providing 103 rental apartment units. A Provisional Use Permit is included in the requested entitlements to allow for a clubroom and rooftop terrace located on the sixth-floor. A tree-lined courtyard featuring wood bench seating areas, fixed tables for communal dining, and other flexible furnishings fronts the new lobby at the ground floor that will serve as the new leasing lobby for the entire apartment complex.



**Figure 3: Building F (Left) Perspective from New Driveway**

Building G (Figure 4) is the 126,520 square foot, U-shaped building, partially fronting on East El Camino Real, providing 130 rental apartment units. A 2,250 square foot fitness room is proposed along the ground-floor fronting East El Camino Real, which is intended to activate the ground-floor frontage.



**Figure 4: Building G Courtyard Perspective**

### **Prior Meetings and Hearings**

#### *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 final recommendation of conditional approval in April 2022.

Staff and the DRC worked with the applicant team through the iterative design review process to refine the overall design, including reducing uninterrupted horizontal elements, improving the pedestrian experience along the entry driveway, enhancing the residential character of the development by reducing the boxy mass and softening the modern building and landscape design, and improving integration between the existing and new development.

The DRC recommended approval with design conditions for the applicant to continue to work with staff on the following items as part of the building permit review process: refresh and extend understory planting area along Muir Drive; provide a more cohesive paving concept along the driveway connecting Muir Drive to El Camino Real; additional landscaping/trees along El Camino Real near the entry driveway; refine the curved entry wall along Muir Drive; work with staff on paint colors; incorporate further accents to bring more character to the building entries and active-use locations at corners; study different applications of wood composite material along the main entry facing El Camino Real; and refining the detailing of the balconies.

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 held one neighborhood meeting and created a project informational video. Early in the development process, the applicant created a website ([ReserveatMountainView.com](https://ReserveatMountainView.com)), which provided project information and a link to submit questions and comments. The applicant team also created a video, which provided an overview of the project, answered questions submitted via the website, and covered frequently asked questions. The responses addressed a range of topics, including questions regarding potential traffic-related impacts, continuance of rent control for existing apartment units, provision of new affordable units, construction noise, building height, pedestrian access, retention of the existing pool, and discussion of next steps for the project.

On March 3, 2022, a virtual neighborhood meeting was held via Zoom. The meeting had seven attendees from the public. Key issues raised by meeting attendees included the following (with staff comments in *italics*).

- Concern regarding construction timing and notification of construction—*The Planning Division includes standard conditions of approval for construction activities that address required noticing of construction and construction schedule in writing (prior to construction), work hours, construction site signage, and designation of a*

- disturbance coordinator by the applicant for all local complaints regarding construction noise.*
- Concern regarding whether the new units will be rent controlled—*A discussion of this topic is provided in this report.*
  - Concern regarding parking for existing tenants—*The project provides a total of 505 parking stalls which exceeds the on-site parking requirement (451 stalls) per the Precise Plan’s reduced parking ratio for multi-family developments. These stalls will serve the residents of both the existing and proposed development. The property owner is responsible for determining parking management on-site. Project plans detailing the parking layout and count is attached as Exhibit 3 to this report.*
  - Concern regarding building access and security—*The two new buildings will have secured access control; there are no plans to replace individual locks of the existing apartment units to remain. Common area amenities will be accessible to residents of both the existing and new developments.*
  - Concern about the proposed building heights—*A discussion regarding the requested waivers for additional building height to allow the project to build to the permitted density provided via the State Density Bonus Law is provided in this report.*
  - Concern regarding impacts on nearby schools—*The City regularly provides the school district with updates on development projects and population projections. Per State law, the City cannot deny housing projects on the basis of school impacts.*
  - Concern regarding traffic impacts to Devoto Street—*The project does not propose any new driveway near Devoto Street. Access to the new development will be from the existing driveway located off the elbow of Moraga Drive and Muir Drive and a driveway entry off El Camino Real. The project’s Multi-Modal Transportation Analysis indicates the project is not expected to substantially increase level of service on Devoto Street due to the driveway’s location being directly off Moraga Drive.*
  - Concern regarding handling of asbestos during demolition—*The Planning Division includes a standard condition of approval for construction activities, which requires an asbestos building survey and lead-based paint survey to be completed by a qualified professional to determine the presence of ACMs and/or lead-based paint on the structures proposed for demolition. Additionally, the condition requires a registered asbestos abatement contractor shall be retained to remove and dispose of all potentially friable ACMs, in accordance with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines, prior to building demolition that may disturb the materials.*

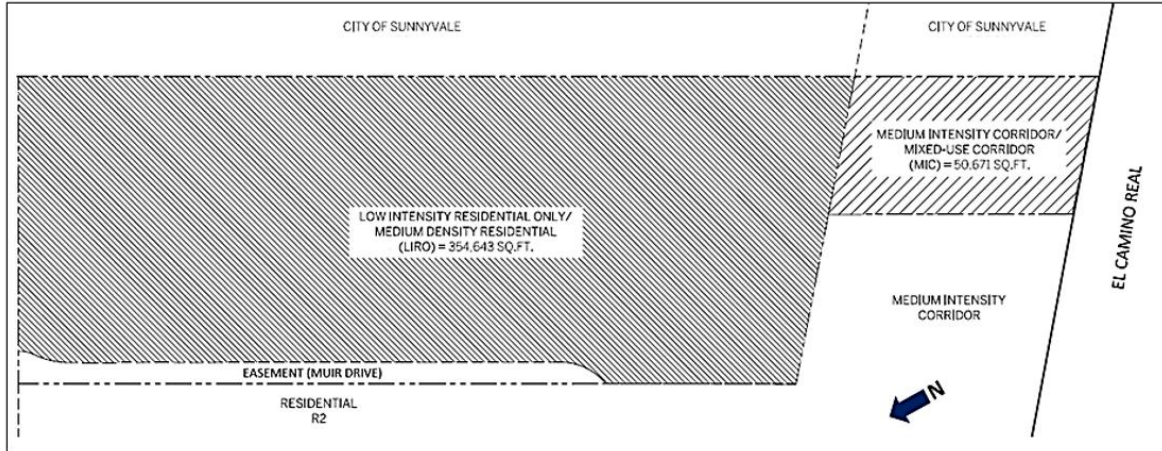
## **ANALYSIS**

### **General Plan**

The project site spans two General Plan Land Use Designations. A portion of the southern part of site fronting El Camino Real is designated as Mixed-Use Corridor, and the remainder of the site is designated as Medium-Density Residential. The Mixed-Use Corridor in which Building G is located permits building heights up to four stories, up to 60 dwelling units per acre (du/ac), and maximum 1.85 floor area ratio (FAR). Building G is proposed as a six-story building with 130 units (equal to 112 du/ac) and 2.497 FAR. The Medium-Density Residential designated portion of the project in which Building F is located permits 13 to 25 du/ac and up to three stories in height. Building F, when combined with the existing units to remain, proposes 30 du/ac and a six-story building. The proposed additional building height, density, and FAR of both buildings are permitted through the provisions of the State Density Bonus Law as discussed later in this report. As such, the project as proposed is consistent with both General Plan land use designations.

### **Zoning**

The project site is zoned P(38), El Camino Real Precise Plan, and is situated between two corridor areas within the Plan area—a small southern portion of the lot is located in the “Medium-Intensity Corridor” (MIC), and the larger lot portion is located in the “Low-Intensity Residential Only” (LIRO) Precise Plan area (Figure 5). The Precise Plan specifies that when a project site spans two areas in the Precise Plan, any part of a structure must comply with the land use, setback, and height standards of the area it is in. As such, Building F is subject to the standards of the LIRO corridor area and Building G is located in the MIC area. The MIC allows a maximum building of four stories or up to 55’ and governs density via floor area ratio (FAR), allowing up to 1.85 FAR through the Precise Plan’s Tier 1 process and contribution of public benefits. The LIRO allows a maximum building height of three stories or up to 45’, and utilizes traditional residential density controls, allowing 13 to 25 dwelling units per acre as permitted by the General Plan’s Medium-Density Residential Land Use Designation.



**Figure 5: Low-Intensity Residential Only (LIRO) and Medium-Intensity Corridor (MIC) Area Map**

The Precise Plan provides flexibility in meeting the development standards provided it results in a superior project design, which meets the intent of the Plan. The project complies with the development standards of both respective areas of the Precise Plan with the exception of the requested concession and waivers via the provisions of the State Density Bonus Law as discussed in detail later in this report, and a setback exception to the Precise Plan's 25' maximum setback distance along El Camino Real to preserve a healthy eucalyptus Heritage tree (Tree No. 201). The footprint of Building G is designed to accommodate the tree's root system and provide necessary canopy clearance. Staff is supportive of the requested exception to accommodate the existing Heritage tree to remain as part of the development.

### **Trees and Landscaping**

A total of 202 trees were inventoried across the entire site and 162 trees are proposed for preservation, including 101 Heritage trees. A total of 39 trees, including purple leaf plum, black locust, Coast redwood, Monterey pine, honey locust, camphor, London plane, silver maple, almond, holly oak, spruce, and European white birch species, are proposed for removal within the project area, including 15 Heritage trees to accommodate construction of the two new residential buildings and underground parking garages. The Heritage trees proposed for removal include Coast redwood, Monterey pine, camphor, London plane, silver maple, and holly oak species and are categorized predominantly as being in moderate to vigorous health; however, the request for removal of the trees is due to their location within proposed building footprints and/or necessary site improvements, which support the new buildings. One additional Heritage tree (London plane, No. 339) was evaluated by the project arborist as a candidate for transplantation elsewhere on-site. An additional five other trees were originally listed as possible candidates for transplantation, but they were ultimately determined to be either too large or located in areas lacking sufficient root mass,



which cannot be captured in the transplanting process (see Arborist Report included in Exhibit 1).

A total of 153 new tree plantings of at least 24" box size are proposed as on-site replacements, including California hazelnut, honey locust, London plane, California sycamore (native), paperbark, scarlet oak, European hornbeam, Japanese maple, and western redbud (native) species. The proposed tree removals meet the City's required findings for removal as demonstrated in the project resolutions as well as exceeds the typical Heritage tree replacement requirement of 2:1 by providing a replacement ratio of approximately 5:1. Additionally, the new tree plantings are expected to increase the projected on-site tree canopy coverage during all growth phases as shown in the Table 1 below:

**Table 1: Tree Canopy Coverage**

Canopy	Site Coverage
Existing	15%
Existing + New After Five Years	42%
Existing + New After 15 Years	54%

In addition to new trees, the project proposes to plant approximately 13,000 new plants across the entire project site. Approximately 84% of the proposed landscape plant coverage will be native plant species.

### **Project Density Bonus Proposal**

The project proposes to provide 33 apartment units at rents affordable to very low-income households (i.e., <50% of the Area Median Income). The 33 very low-income units are equivalent to 11% of the 297 total Base Units and entitles the project to a 35% density bonus. The application of the density bonus is slightly different for Building F and Building G, given that Building F (located in the LIRO) is governed by a dwelling unit limit (du/ac) and Building G (located in the MIC) is governed by maximum FAR as the density metric. A comparison table specifying the allowed base FAR and density maximums per zoning and Precise Plan requirements for Buildings F and G versus the proposed LIRO and MIC area development standards and allowances provided via the State Density Bonus Law are outlined in Table 2 below.

**Table 2: FAR and Density Per Precise Plan Area and Density Bonus Law**

Project Area (Building)	Allowed (Base)		Proposed (w/DB)		Maximum DB (% DB utilized)	
	FAR	du/ac	FAR	du/ac	Max. FAR	Max. du/ac
LIRO (Building F)	1.05	25	0.69	30	-	<b>33.75 (20.5%)<sup>1</sup></b>
MIC (Building G)	1.85	97	2.49	112	<b>2.49 (35%)<sup>2</sup></b>	-

<sup>1</sup> 200 base units x 20.5% DB = 41 units (241 total units proposed in LIRO)

<sup>2</sup> 1.85 FAR (Tier 1) x 35% DB = 0.6475 + 1.85 FAR = 2.497 FAR (MIC)

In addition to the 35% density bonus, the project qualifies for two concessions or incentives and unlimited development standard waivers per the provisions of the Density Bonus Law. The applicant is requesting to utilize one concession and five development waivers to accommodate construction of the affordable units in the project as described below and in the applicant's density bonus letter (see Exhibit 4—Density Bonus Request Letter).

#### *Concession*

The applicant proposes to utilize a development concession to allow an approximately 2.3% (4,863 square feet) reduction to the project's Open Area requirement based on the weighted average across the lot. Per the Precise Plan, projects that cross multiple areas are required to use a weighted average of the proportion of the project in each given area. Projects located in the LIRO are required to provide at least 55% Open Area, and those located in the MIC are required to provide at least 40% Open Area. As such, the weighted average (.531%) when applied to the entire of the project site area (9.14-acres) would require 211,582 square feet of Open Area, rather than 206,719 square feet proposed by the project. To provide the entire required Open Area amount, the project would need to eliminate some surface parking and correspondingly increase the number of parking stalls provided in the underground garage at an estimated cost of \$40,000 per space.

#### *Waivers*

The existing multi-family development spans across the entire site and is built at a lower density and heights than what is currently allowed under the Precise Plan. Of the existing development, 18 of the 24 buildings on-site are to remain. As such, the proposed two new residential buildings need to be taller to accommodate the density bonus units as there are limited alternative locations to build additional new buildings that will not result in further impacts to the buildings and amenities of the existing development. The Precise Plan

development standards have a corresponding relationship to building height, such that taller buildings generally require greater setbacks. The project is seeking waivers that can be generally categorized under height and setbacks as described in Table 3 below.

**Table 3: Waiver Request Table**

No.	Standard	Building	Location	Required/or Max.	Proposed	Waiver Request
1	Building Height	F	LIRO	36' <sup>1</sup>	63'-1"	27'-1"
2	Building Height	G	MIC	55'/4 stories	71'-7"/ 6 stories	16'-7"/2 stories
3	Maximum Height Adjacent to Residential	F	LIRO	68'-10"	28'	40'-10"
4	Side Setback	F	LIRO	58'-9" <sup>2</sup>	45'	13'-9"
5	Separation Between Structures on Same Lot	F and G	BOTH	47'-7"	38'	9'-7"

<sup>1</sup> Building height for Bldg. F (LIRO) is restricted to 36' to top of wall plate per R3 zoning for flat-roofed designs; there is no specific restriction on building stories

<sup>2</sup> Wall height measured at the point of Building F in closest proximity to the side property line adjacent to Avante Hotel

### **Relocation Assistance**

The project proposes to remove 42 of the existing 180 rental apartment units on-site. All 42 of the apartments proposed for demolition are covered under the Community Stabilization and Fair Rent Act (CSFRA), which stabilizes rent and controls arbitrary evictions. The 42 units will be replaced by two (2) six-story buildings with 233 new rental units.

These units are also subject to the 2018 Tenant Relocation Assistance Ordinance (TRAO) as the application was submitted before the 2020 revisions to the TRAO. According to the TRAO, displaced households with a combined income of 120% of Area Median Income (AMI) or less are entitled to tenant relocation benefits. The developer offered extended relocation benefits beyond what is required by the 2018 TRAO, as described below.

These units are also subject to the State Housing Crisis Act (SB 330). SB 330 requires that all units subject to the CSFRA ("protected units") be replaced with no net loss of residential units, that those units be replaced with units at affordable rents for households in the same or lower income categories as existing tenants (or last occupying tenants), that relocation assistance be provided to eligible tenant households, and that tenant households earning less than 80% AMI have a first right to return to an affordable unit.

Depending on the tenants' income, they may be eligible for different levels of relocation assistance. As an alternative to providing relocation payments, the developer may submit an alternative mitigation strategy that meets the goals of the TRA0. The relocation assistance categories and alternative mitigation strategy are detailed below:

**Category A:** Category A is offered for low and lower-income level households (80% AMI or less) and provide the greatest level of benefits based on the City's 2018 TRA0 or SB 330 requirements, whichever is greater. Category A includes the following:

1. A cash payment equivalent to 42 months' rent differential. The rent differential is determined by subtracting the lower of the following two scenarios from the rent for their comparable replacement housing and multiplying that amount by 42 months:
  - a. 30% of the household's monthly income; or
  - b. The current rent the household is paying at the property.
2. Refund of the tenant's security deposit, except for funds that may be necessary to repair tenant's damage to units that will be reoccupied prior to demolition.
3. Eligible Special-Circumstance households of \$3,584 per rental unit for households based on certain qualifying characteristics with at least one of the following characteristics:
  - a. At least one household member is 62 years of age or older;
  - b. At least one household member qualifies as disabled; or
  - c. The household has at least one legally dependent child under 18 years of age.
4. The first right to a unit in the new development at an affordable rental price.
5. Reimbursed for professional moving cost expenses.
6. Eligible households are entitled to a 60-day subscription to a rental agency.
7. Personal relocation advisor.

**Category B:** Category B is offered by the developer for moderate-income level households (above 80% AMI up to 120% AMI) and go beyond the requirements of the 2018 TRAO. Category B includes the following:

1. Cash equivalent of 4.5 months of rent, based on the median monthly rent for a similar-sized unit with the same number of bedrooms and bathrooms (the applicant voluntarily is providing an additional 1.5 months' rent beyond the standard requirement).
2. Refund of the tenant's security deposit, except for funds that may be necessary to repair tenant's damage to units that will be reoccupied prior to demolition.
3. Eligible households are entitled to a 60-day subscription to a rental agency.
4. The same Eligible Special-Circumstance provision for qualifying households (outlined in Option A).
5. The first right of return for originally displaced tenants to return to their original unit if the project is cancelled and the units are returned to the rental market.

**Alternative C:** Alternative C is offered to any household at 120% AMI and below and is an alternative mitigation to relocation payments. The City's TRAO allows the landlord to submit an alternative mitigation strategy that meets the goals of the TRAO. Eligible households can choose one of the following relocation assistance benefits instead of receiving financial assistance mentioned in Category A or B:

1. Relocation to an existing vacant unit within the current property Reserve at Mountain View: Eligible households can relocate to a similar apartment (same bedrooms/bath/finishes) within Reserve at Mountain View with the same rent-stabilized rate and provisions they now enjoy, and the developer will assist with reasonable moving expenses (there are five remaining households currently occupying units). The rents continue to be subject to Mountain View Rent Stabilization Program's annual allowable increases; or
2. Relocation to another Equity Residential apartment community: Eligible households can relocate to a similar apartment at one of three Equity Residential communities in nearby Sunnyvale: The Arches Apartments, Briarwood Apartments, or Arbor Terrace. With this option, Equity Residential will assist with reasonable moving expenses and tenants continue to enjoy their rent-stabilized rate and provisions similar to those of the Mountain View's Rent Stabilization Program for up to three years (Sunnyvale does not have a rent stabilization ordinance).

A comparative table of the tenant relocation assistance categories is provided in Exhibit 5.

### **Requirements for Affordable Units**

The project is subject to three requirements for affordable units:

1. City's 15% inclusionary Below Market rate (BMR) requirement—which requires a total of 24 units at two income levels in the range of 50% to 120% AMI, with an overall weighted average of 65% AMI.
2. State Density Bonus requirements—developer requests a 35% density bonus, which requires 33 very low-income units to be incorporated into the project.
3. SB 330 replacement requirements—all 42 of the apartments are rent-protected units, which must be replaced under the provisions of SB 330, which requires that the units be replaced at rents affordable to the former tenants.

Given that many of the units are vacant and/or the income levels of the former tenants are unknown, SB 330 allows for the use of local data to determine the likely income levels. Per the latest 2014-2018 U.S. Department of Housing and Urban Development Comprehensive Housing Affordability Strategy Data (CHAS), the income levels of renters in Mountain View are as outlined in Table 4 below:

**Table 4: CHAS Data**

<b>Income Level</b>	<b>Renter Households</b>	<b>Percent of Renter Households</b>
Less than 30% AMI	3,040	15%
30% AMI to 50% AMI	1,785	9%
50% AMI to 80% AMI	1,700	9%
80% AMI to 100% AMI	1,240	6%
Greater than 100% AMI	11,930	61%
Total	19,695	100%

In this case, at least 10 (24%) of the 42 replacement units would need to be affordable to households at 50% AMI and below, and four (a bit over 9%) of the 42 replacement units would need to be replaced at 80% AMI or below. Of the remaining nine units, one must be made affordable to another income level per the City's BMR guidelines, which require units to be provided at two income levels.

The applicant is proposing a total of 34 units at or below 80% AMI: (i) 33 units at 50% AMI and below as part of their density bonus proposal; and (ii) one unit at 80% AMI. The

applicant is proposing to dedicate the balance of the eight previously designated CSFRA units as income-restricted to no more than 120% of AMI.

Per SB 330, the City can determine whether the remaining eight units, which likely, per the data above would have likely been inhabited by households earning above 80% AMI, should be replaced with deed-restricted affordable units at 80% AMI or below, or as rent-stabilized CSFRA units.

Staff will recommend to the City Council that the eight units be deed-restricted at the “low-income” (80% AMI) affordability level or lower for the following reasons:

- The units being replaced were likely rented at rents that were significantly below market rent before the tenants vacated, making the units naturally occurring affordable housing. If the units are replaced as CSFRA units, the initial rents will be at market rate for new units, which would likely be considerably higher than prior rents, whereas if the units are deed-restricted to 80% AMI, they will remain affordable, resulting in no net loss of affordable units.
- Requiring the replacement units to be deed restricted to 80% AMI will increase the likelihood that former tenants are able to exercise their first right-of-return and access the new units or be accessible to other low-income tenants. If the replacement units were new CSFRA units, the initial market rents would be more expensive than 80% AMI deed restricted rents, making it difficult for former or new low-income tenants to afford the replacement unit.
- Replacement units that include both deed-restricted units and new CSFRA units would create additional ongoing administrative complexity to track, monitor, and enforce the project requirements. Having all of the replacement units as deed-restricted units would reduce the administrative burden.

Staff will be recommending this policy determination for all similar situations at an upcoming Council meeting. Table 5 summarizes the staff recommendation regarding the above considerations for replacement units:

**Table 5: Summary of Replacement Unit Considerations**

Units	Area Median Income (AMI) Level
33	50% AMI (or wider a range compliant with BMR and SB 330 guidelines)
9	80% AMI
<b>42 Replacement Units</b>	

This recommendation complies with the affordability requirements of all three programs: the City's BMR requirement, State Density Bonus law, and SB 330.

### **Transportation Analysis**

A site-specific multi-modal transportation analysis (MTA) was prepared by Hexagon Transportation Consultants, Inc., for the proposed project. Potential impacts were evaluated in accordance with standards set forth by the City and the VTA Congestion Management Program (CMP).

The intersection level of service analysis indicates that all study intersections would operate at acceptable levels during both the peak a.m. and p.m. hours of traffic under background conditions, with or without the project. The MTA concludes the proposed project provides adequate site access and on-site circulation, and no adverse traffic operational issues are expected to occur at the project driveways because of the project. With the implementation of the project conditions, the proposed project was determined not to result in any intersection impacts and would not conflict with any applicable plan, ordinance, or policy-established measures of effectiveness for the performance of the circulation system (see Multimodal Transportation Analysis included in Exhibit 1).

### **Transportation Demand Management**

The Precise Plan requires all Tier 1 projects to develop and implement a Transportation Demand Management (TDM) plan to reduce vehicle trips associated with new development consistent with the Greenhouse Gas Reduction Program (GGRP). The GGRP requires a 4% reduction in peak-hour trips. The project applicant has proposed a TDM plan that is expected to provide a 15% reduction in peak hour trips. The following measures are included in the TDM plan: free transit passes (VTA SmartPass) or comparable transit pass for all residents for the first three years of occupancy; free online trip planning resources; secure Class I bicycle storage on-site; and membership in the Mountain View Transportation Management Association (TMA) for the life of the project (see TDM Plan included in Exhibit 1).

### **Public Benefits**

The Precise Plan requires Tier 1 projects to provide significant public benefits for all proposed square footage above the base 1.35 FAR, up to the maximum 1.85 FAR permitted for Tier 1 development. The public benefits are to be provided in the form public improvements or equivalent resources to improve the quality of life for community and to help implement the Precise Plan.



For this project, only the MIC portion of the development exceeds the Tier 1 base 1.35 FAR. As such, the applicant has proposed to meet the public benefit requirement by paying the Public Benefit Value approved by the City Council for the El Camino Real Precise Plan, which is adjusted annually and is currently estimated at a total of \$637,694 for this project.

## **ENVIRONMENTAL REVIEW**

The El Camino Real Precise Plan EIR is considered a program EIR and comprehensively evaluated the environmental impacts of the Precise Plan. The Mountain View City Council certified the El Camino Real Precise Plan EIR and approved it 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 (see Exhibit 1). 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, 2030 General Plan, 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.

### *Vehicle Miles Traveled (VMT) Assessment*

On June 30, 2020, the City of Mountain View adopted a new transportation policy, in accordance with Senate Bill 743 (SB 743), establishing Vehicle Miles Traveled (VMT) as the methodology for evaluating potential transportation impacts of new developments for the purposes of CEQA. The policy included VMT screening criteria for projects. Projects are presumed to have a "less-than-significant" transportation impact if they meet the screening criteria and further VMT analysis is not necessary. If a project is not screened out, a VMT analysis is conducted concurrently with a Multi-Modal Transportation Analysis (MTA).

Staff evaluated the project with the City's policy and found the project met the residential screening criteria and is, therefore, presumed to have a "less-than-significant" impact on VMT and no further analysis is required.

## **NEXT STEPS**

Following a recommendation from the EPC at this public hearing, the project will be heard at a City Council public hearing tentatively scheduled for September 27, 2022.

## **ALTERNATIVES**

1. Recommend approval of the project with modified conditions.
2. Refer the project back to the DRC for additional consideration.
3. Recommend denial the project.

Prepared by:

Approved by:

Phillip Brennan  
Senior Planner

Stephanie Williams  
Planning Manager/Zoning Administrator

PB/4/CDD  
824-08-17-22SR

- Exhibits:
1. Initial Study of Environmental Significance
  2. Resolution Recommending Approval of the Project
  3. Project Plans
  4. Density Bonus Request Letter
  5. Tenant Relocation Assistance Comparison Table