



August 3, 2016

City of Mountain View  
Community Development Department  
500 Castro Street  
Mountain View, CA 94039

Attention: Carly Panos

Subject: 400 San Antonio

Dear Ms. Panos:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the project materials for 582 residential units and 11,162 square feet of residential development bounded by San Antonio Road, Fayette Drive, and Miller Avenue. Our comments are based on VTA's review of both the Site-Specific Traffic Analysis (SSTA) and Initial Study of Environmental Significance /CEQA Checklist that the City shared with VTA. VTA appreciates the opportunity to review and comment on these documents and looks forward to similar opportunities for other development projects in the San Antonio, El Camino Real, and North Bayshore Precise Plan areas.

#### Land Use

VTA supports the proposed land use intensification on this site within 2,000 feet of the San Antonio Caltrain Station, identified as a Station Area in VTA's Community Design & Transportation (CDT) Program Cores, Corridors and Station Areas framework, which shows VTA and local jurisdiction priorities for supporting concentrated development in the County. The proposed project represents an important opportunity to add substantial residential density to the mix of uses in the San Antonio Center area, thereby encouraging an increase in transit ridership, walking and cycling and a reduction in vehicle miles traveled (VMT) and greenhouse gas emissions.

#### Pedestrian and Bicycle Accommodations

VTA commends the City and project applicant for including a thorough analysis of bicycle and pedestrian modes in the SSTA and Initial Study. These documents note that the project would provide widened sidewalks with a buffer strip and street trees between pedestrians and automobiles along the project's San Antonio Road and Miller Avenue frontages. VTA supports the inclusion of these improvements, and notes that resources on pedestrian quality of service, such as the Highway Capacity Manual 2010 Pedestrian Level of Service methodology, indicate that such accommodations improve pedestrian perceptions of comfort and safety on a roadway. The SSTA and Initial Study also note that the project would provide public pedestrian and bicycle connections through the site, a bulb-out/plaza at the corner of San Antonio Road and City of Mountain View

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Miller Avenue, and substantial bicycle parking provisions for project residents and retail patrons. VTA supports the inclusion of these improvements.

VTA notes that the northwest corner of the San Antonio Road and Fayette Drive intersection has a wide right-turn radius which encourages higher auto speeds and reduces pedestrian comfort and safety. This corner is identified in the SSTA as an important link between the proposed project and the Village at San Antonio and other points to the east (for instance, in the discussion on pedestrian linkages to the shopping areas on SSTA page 37, in the discussion on linkages between the two Hetch Hetchy promenades on page 38, and in the discussion on pedestrian access to transit on page 40). For these reasons, VTA recommends that the City work with the project applicant to provide an off-site improvement to reduce the corner turning radius and shorten the pedestrian crossing distance across San Antonio Road, as a community benefit.

#### Transit Delay Analysis

In accordance with the 2014 VTA Transportation Impact Analysis (TIA) Guidelines, the SSTA includes a discussion of delay to transit vehicles that would result from project-generated automobile congestion. The SSTA (page 40) states that "...based on the amount of increased intersection delay presented in the preceding chapter, the project would have a less than significant impact on transit travel times. Most of the study intersections would experience an increased average delay of less than two seconds under project conditions, and many would experience an increase or less than one second or no increase at all." However, the SSTA does not appear to provide any tables or backup documentation to support these statements. VTA requests that the City include a summary table and/or backup documentation for the transit delay analysis to support these statements, either in a revised SSTA or a separate memorandum.

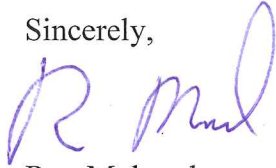
#### Transportation Demand Management – Transit Incentives

The SSTA and Initial Study note that the project would provide certain Transportation Demand Management (TDM) measures to reduce the number of single-occupant vehicle trips generated by the project and increase transit ridership. The SSTA notes that these would include transit fare incentives for residents and retail employees, or incentives for bike share or Zipcar memberships for individuals who do not choose a transit incentive. VTA recommends including these provisions as a specific, enforceable Condition of Approval of the project.

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Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,

A handwritten signature in blue ink, appearing to read "R. Molseed". The signature is fluid and cursive, with the first letter of the first name being a large, stylized "R".

Roy Molseed  
Senior Environmental Planner

MV1603