



August 17, 2016

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

Attention: Eric Anderson

Subject: 394 Ortega

Dear Mr. Anderson:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the site specific transportation analysis and CEQA Checklist for a 144-unit apartment project at 394 Ortega Avenue. We have the following comments.

Land Use

VTA supports the proposed land use intensification on this site within a half mile walking distance of the San Antonio Caltrain Station and VTA Rapid 522 service on El Camino Real. These areas were identified 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

The existing pedestrian accommodations along the project frontages consist of attached sidewalks on Ortega Avenue and a buffer strip between pedestrians and automobiles, lacking trees, along California Avenue. The Site Plan included in the Initial Study (Figure 4) indicates that consistent street trees will be provided between pedestrians and automobiles along both 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.

VTA notes that the southwest corner of the intersection of California Street and Ortega Avenue on the project frontage has a wide right-turn radius which encourages higher auto speeds and reduces pedestrian comfort and safety. VTA recommends that the City work with the project applicant to reduce the corner turning radius or otherwise reduce the speed of right turns at this location.

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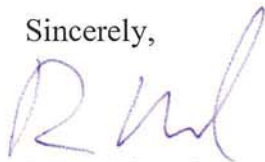
VTA commends the project applicant for proposing to add bike lanes on both sides of Escuela Avenue between Latham Street and California Street as an off-site public benefit. Also, VTA supports the inclusion of 163 long-term and 14 short-term bicycle parking spaces, which exceeds the City requirement for bicycle parking. VTA supports bicycling as an important transportation mode and thus recommends inclusion of conveniently located bicycle parking for the project. VTA's Bicycle Technical Guidelines provide guidance for estimating supply, siting and design for bicycle parking facilities. This document may be downloaded from <http://www.vta.org/bikeprogram>.

Transportation Demand Management

VTA supports the Transportation Demand Management (TDM) Plan included as Appendix J of the SSJA. The TDM Plan includes measures such as unbundled parking, transit fare incentives, bike share incentives an on-site TDM coordinator, and annual monitoring of mode share (by survey) and parking occupancy counts. VTA recommends including these provisions as a specific, enforceable Condition of Approval of the project.

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

Sincerely,



Roy Molseed
Senior Environmental Planner

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