# 1.0 Project Overview

The proposed 555 West Middlefield Road Project ("Project") is an infill project involving redevelopment of a portion of an approximately 14.5-acre site ("Project Site") located between Moffett Boulevard and State Route (SR) 85 in Mountain View ("City"), Santa Clara County, California. The Project Site currently consists of one legal lot, but would be subdivided into three lots as part of the Project (as further described in Section 1.8). The Project Site is currently occupied by 402 multi-family residential rental units within 15 buildings and a leasing office and amenity building. Associated existing surface parking and common open space areas are located throughout the Project Site.

The Project proposes a General Plan Amendment and Rezoning to allow the retention of the 402 existing residential units (which would ensure no tenant displacement), while involving the demolition of most of the existing surface parking areas, tennis and basketball facilities, as well as the existing leasing office and amenity building, pool, and spa, and the development of 329 new multi-family residential units in two buildings, as well as two below-grade parking garages. In addition, a third building with below-grade parking and outdoor amenities would be constructed to replace the existing leasing office and amenity building, pool, and spa. The location of the various Project components is shown on Sheet G1.00 - OVERALL SITE PLAN, and described more fully below.

Upon Project completion, the total amount of development at the site would consist of approximately 713,161 square feet (sf), including approximately 310,263 sf of existing uses to remain at the Project Site and approximately 402,898 sf of new uses to be constructed under the Project. Including the existing residential units that would be retained and the proposed residential units that would be constructed, there would be a total of 731 residential units at the Project Site. Furthermore, approximately 1.34 acres of land along Cypress Point Drive would be offered for dedication to the City for use as a future public park space. Vehicular access to the Project Site would be via West Middlefield Road, Moffett Boulevard, and Cypress Point Drive. Construction activities would include demolition of the existing surface parking lots, tennis and basketball facilities, existing leasing office and amenity building, pool, and spa, as well as removal of certain identified trees and vegetation, which would be replaced in accordance with the Project's landscape plan and consistent with the City's Tree Preservation Ordinance.

## 1.1 Project Location and Setting

### 1.1.1 Location

The Project would be constructed on approximately 14.5 acres located in the City of Mountain View ("Project Site"). Mountain View is located between the Santa

Cruz Mountains and San Francisco Bay, 10 miles north of San Jose and 35 miles south of San Francisco. U.S. Route 101, State Highway 85, El Camino Real (California State Route 82), and the Central Expressway (County Route G6) provide regional access to the Project Site. Sheet G0.01 – PROJECT INFORMATION AND SHEET INDEX illustrates the location of the Project Site in its regional context.

The Project Site is located at 555 Middlefield Road between Moffett Boulevard and CA-85, less than ½ mile from the Mountain View Caltrain/VTA Station and walking distance to downtown Mountain View. The Project Site is bounded by West Middlefield Road to the north, Moffett Boulevard to the west, Cypress Point Drive to the south, and California State Route 85 to the east. Sheet G0.01 – PROJECT INFORMATION AND SHEET INDEX illustrates the location of the Project Site in its local context.

### 1.1.2 Setting

The Project Site currently contains 402 multi-family residential rental units in 15 buildings with three levels of housing, as well as a clubhouse, six surface parking lots containing a total of approximately 670 spaces, and related improvements. At 402 units, the Project Site is currently developed at a density of 27.7 dwelling units per acre and a FAR of .55. See Sheet G0.06 - PARKING PHASING : EXISTING. The Project Site and existing residential community reflects a somewhat outdated site plan that no longer fully serves the needs of current residents. For example, its historic use as corporate housing for traveling contractors serving the aerospace industry is still reflected in the current layout. However, the era of full service corporate housing ended many years ago and amenities such as banquet rooms and other services are no longer popular among residents. Also, the more remote areas of the existing parking lots are generally vacant due to a long-term decline in vehicle use by residents.

The Project Site is currently designated as Medium-Density Residential under the City's 2013 General Plan and Planning Community/Precise Plan[1] under the City's Zoning Code.

Immediately surrounding lands consist of multi-family residential and commercial uses, including lands zoned R3-Multifamily, Commercial/Residential Arterial, and Planned Community/Precise Plan.

## 1.2 Project Characteristics

### 1.2.1 Residential Component

[1] While the Project Site is currently zoned as Planned Community/Precise Plan, there is no adopted Precise Plan that covers the Project Site.

The proposed Project involves the densification of an existing, underutilized, infill site with additional residential units with amenities required in the current market. Specifically, the Project involves the reconfiguration of approximately seven acres of the Project Site to allow for the construction of an additional 329 new multi-family units and related improvements (described further below), to be located above new below-grade parking structures. These units would be designed to integrate appropriately with the existing residential units, which would be preserved to ensure they remain available for housing and no displacement would occur. The applicant would reserve and deed-restrict 49 of the Project's new units as "affordable" in compliance with the City's Below Market Rate (BMR) Housing Program. Additionally, since the BMR obligation results in a fractional BMR unit that is less than 0.5 (15%*329=49.35), an in-lieu fee would be paid for the 0.35 fractional unit prior to issuance of the Project's first building permit.

The Project, when added to the existing community, would have a total of 731 dwelling units, at a density of 55 dwelling units per acre and a FAR of 1.24. A conceptual site plan is shown on Sheet G1.00 – OVERALL SITE PLAN.

Demolition of surface parking areas would occur to allow for construction of the new residential units and related improvements. Three buildings would be constructed to house the new units and related amenities. The massing of these new buildings would reflect the different conditions of each of the four boundaries of the site. From the scale of a major highway, CA-85, to the quiet residential frontage along Cypress Point Drive, the Project has been designed to reflect this surrounding context to ensure compatibility.

Along Cypress Point Drive and Moffett Boulevard, the new units would be activated with private ground-level stoops and private balconies above for the residents. Each of the three new buildings would have grade-level common open spaces (described further below).

In terms of architecture, the theme selected for the new units is California Coastal. The design takes its cues from the iconic architecture of the California Coast. Horizontal lines and strong glazing elements would be incorporated. Studied surface articulation would serve to introduce a directionality across the site, shifting visual importance both outwards to the open, park-like elements of the landscape and inwards to the more active and shared community spaces. See Sheets A0.30A–A0.32C, Conceptual Elevations.

The exteriors of the existing rental units would be enhanced to connect with the new amenity building located on West Middlefield Road. The architecture of the new units would be complementary of the existing architecture, but differentiated sufficiently to provide distinct identities. Sheets A0.33A–A0.33C highlight the proposed enhancements to the exteriors of the existing buildings.

## 1.2.2 Access, Circulation and Parking

Currently, access to the Project Site is from West Middlefield Road and Cypress Point Drive. In terms of pedestrian and bicycle circulation, there are existing paths throughout the site. A network of paths exists among the residential buildings. Construction of the new buildings would not disrupt the existing network, which would continue to serve the existing apartments. There are approximately 670 existing parking spaces on surface lots to serve residents and guests. Specifically, there are two existing surface parking lots containing approximately 16 and 28 (44 total) spaces accessed from West Middlefield Road, and four existing surface parking lots containing a total of 626 parking accessed from Cypress Point Drive. Only the existing surface lot with 28 spaces would be retained; the other surface lots would be demolished to construct the new buildings.

The proposed Project would utilize existing or similar points for vehicular access for residents and guests. Residents of the existing units would park in very similar locations. However, the surface parking lots would be replaced with below-grade parking structures. The parking lot currently located in the center of the site, along Cypress Point Drive, would be replaced by a proposed public park (see below for further discussion). Parking to replace this surface lot would be provided below the new amenity building at BLOCK A. Pedestrian and bicycle circulation within the community would be unchanged for residents and guests of the existing buildings, who would still utilize existing paths. However, the community's existing amenities would be replaced by new amenities in the same location.

The Project would provide additional parking to accommodate the new units, for a total of approximately 993 parking stalls on-site, providing for a parking ratio of 1.36:1, which satisfies the applicable parking requirements for both the existing and new units consistent with the City of Mountain View's Model Parking Standard. These spaces would be located primarily in three new below-grade parking structures (approximately 94% of spaces would be covered). Once the Project is complete, approximately 347 net additional spaces would be accessed from West Middlefield Road. The number of parking spaces that would be accessed from Cypress Point Drive would be reduced from approximately 626 currently to approximately 602. The Project would be phased such that parking ratios are maintained throughout construction (see Section 1.7).

The approximately 28 parking spaces that would be retained and all of the newly-built parking spaces on BLOCK A would serve the existing units. The newly-built parking spaces on BLOCK B would serve all of the new units on BLOCK B. The newly-built parking spaces on BLOCK C would serve all of the new units on BLOCK C and some of the existing units.

## 1.2.3 Park, Common Open Space, and Other Amenities

Approximately 1.34 acres of land along Cypress Point Drive on the PARK PARCEL would be offered for dedication to the City for use as a future public park space. The ultimate site plan and related improvements for the public park would be finalized as part of a separate park design review process, including all necessary public outreach. The future public park space would be available for use by the general public as well as residents and guests of the Project. Prior to offering the PARK PARCEL for dedication, the Project developer would grade the land in a manner suitable for the future public park uses, which would then be designed, approved, and implemented by the City in its discretion.

The Project would provide approximately 145,000 sf of common usable open space for the current and future residents and guests. Specifically, the Project would retain approximately 57,000 sf of common open space around the existing residential buildings. In addition, approximately 24,000 sf of common open space would be created on BLOCK A, approximately 18,000 sf of common open space would be created on BLOCK B, and approximately 47,000 sf of common open space would be created on BLOCK C. These spaces would feature trees and other landscaping as well as resident amenities, which would include barbeque grills, bicycle parking, outdoor seating/dining areas and pet walking areas. Sheet G0.12B – COMMON USABLE OPEN SPACE CALCULATIONS highlights the locations of the proposed open spaces within the Project.

The Project would include the construction of a new ground floor leasing office and lounge and related amenities at the corner of Moffett Boulevard and Cypress Point Drive (on BLOCK B) designed to serve the new units within the residential building on BLOCK B; this space would be highly visible and would activate that corner. Proposed amenities include an approximately 2,300-square-foot fitness center, a co-working lounge, and a roof terrace; these amenities would serve the residents of the new units on BLOCK B.

With respect to the residents of the existing units and the new units on BLOCK C, the existing leasing office and amenity building, pool, and spa on BLOCK A would be demolished and a new leasing office and amenity building and outdoor amenities would be constructed to serve them. This area would be the primary focal point for the existing residential units and the new units on BLOCK C. It is anticipated that new amenities on BLOCK A would include an approximately 3,000-square-foot fitness/yoga center, a co-working lounge, and a large outdoor courtyard featuring a pool, spa, barbeque grills, dining areas, and a fire feature. While the leasing office and all amenities on BLOCK A would serve the residents of the existing units and the new units on BLOCK C, residents of the new units on BLOCK B would also be given access to the pool and spa on BLOCK A as there would be no pool or spa in the BLOCK B building.

The amenities on BLOCK C are anticipated to include trees and other

landscaping as well as barbeque grills, outdoor seating/dining areas, and a dog park. While the amenities located within the residential building and courtyard would serve the residents of the existing units and the new units on BLOCK C, the paseo and dog park would be available for all residents of the Project Site to enjoy.

In addition to the amenities described above, pet spas, bike repair rooms, parcel lockers, real-time transit information, on-site carshare spaces, and electric vehicle charging would be among the other amenities offered to all residents of the Project Site.

### 1.2.4 Landscaping and Lighting

The Project seeks to preserve as many mature redwood trees as feasible, taking into consideration site design issues as well as an overall updated landscaping plan and the health of existing trees. In addition to the trees among/in proximity to the existing buildings, the Project's updated site plan has been strategically designed around three stands of redwoods along Moffett Boulevard and a grove between BLOCK A and the PARK PARCEL.

The landscape design for the common areas would feature drought-tolerant and regional adaptable plant species, an overall reduction in hardscape, and a water-efficient automated irrigation system consistent with applicable water conservation measures. The Project provides for a 1.5:1 replacement/removal ratio, which would result in an overall increase in tree canopy 15 years later as compared to existing conditions. (See Sheets L.003–L.004). Lighting throughout the site would be enhanced for additional security and aesthetic value, and would comply with all applicable lighting standards and requirements.

### 1.2.5 On- and Off-Site Infrastructure

Given the already-developed, infill nature of the Project Site, the Project would connect to existing City utilities, as described further in Sections 1.3 through 1.6. All existing water, sewer, and storm drain services to the site would be abandoned by phase per applicable City standards except for the existing 4-inch water lateral from Cypress Point Drive and the existing 6-inch sanitary sewer lateral to West Middlefield Road that would remain. All new utilities would maintain standard City horizontal clearance from trees (five feet for water utilities and ten feet for sewer utilities).

### 1.2.6 Sustainability Features

The Project would provide new residential density near transit (approximately 1/2 mile from the Mountain View Caltrain/VTA Station) and within walking distance to downtown Mountain View. In an innovative approach to sustainability, the

Project would increase the utilization of an existing site without demolishing any critical existing housing stock. Further, the design would include other sustainable features such as secure residential bicycle parking spaces on-site and bike repair rooms. In addition to complying with all applicable Title 24 and Cal Green Code requirements, the Project applicant intends to pursue Leadership in Energy and Environmental Design (LEED) for Homes certification, which would involve the incorporation of a multitude of sustainable strategies, which may include low volatile organic compound (VOC) materials, low-flow plumbing fixtures, Energy Star appliances, light-emitting diode (LED) lighting, drought-tolerant landscaping, low-flow irrigation systems, landscape bio-filtration planters for stormwater management, a highly efficient building envelope that mitigates solar heat gain, light-colored surfaces, and/or the installation of new parking below grade (which reduces heat island effect). In addition, 10 percent of the proposed total vehicle parking spaces would be designated for electric vehicles with power outlets for recharging.

## 1.3 Water Supply and Distribution

New water utilities would be placed around the perimeter of the Project Site and throughout the Project Site. A new water service for BLOCK B would be provided and connect to the existing 8-inch water main in Cypress Point Drive. The existing residential uses would continue to be served by an existing on-site water distribution system, which is supplied by two connections to the City water main. Of these two connections, the existing 4-inch water service that connects to the existing 8-inch water main in Cypress Point Drive would remain, and the existing water service line that connects to the existing 12-inch water main in West Middlefield Road would be removed and replaced. A new water service line for BLOCK A would be provided and connect to the existing 12-inch water main in West Middlefield Road. A new water service line for BLOCK C would be provided and connect to the existing 8-inch water main in Cypress Point Drive. A new 1-inch water service line and meter for both domestic water and irrigation for the PARK PARCEL would be stubbed to the park property line and connect to the existing 8-inch water main in Cypress Point Drive. (See Sheets C4.01 through C4.04 – CONCEPTUAL UTILITY PLANS).

## 1.4 Sanitary Sewer

New sanitary sewer would be placed around the perimeter of the Project Site. New sanitary sewer lines for BLOCK B would connect to the existing 8-inch sanitary sewer mains in Moffett Boulevard and Cypress Point Drive. The sewer laterals to the City main servicing the existing residential uses would be removed and relocated to facilitate construction of BLOCKS B and A with the exception of the existing 6-inch sanitary sewer lateral to West Middlefield Road, which would remain. New sanitary sewer lines for BLOCK C would connect to the existing 8-inch sanitary sewer main in Cypress Point Drive. A new 6-inch sanitary sewer

lateral for the PARK PARCEL would be stubbed to the park property line and connect to the existing 8-inch sanitary sewer mains in Cypress Point Drive. (See Sheets C4.01 through C4.04 – CONCEPTUAL UTILITY PLANS).

## 1.5 Stormwater Management

New stormwater drains would be placed around the perimeter of the Project Site. The stormwater generated from BLOCK B would drain to the existing 60-inch storm drain in Moffett Boulevard and the City stormwater main in Cypress Point Drive. Based on a preliminary review of the City's infrastructure planning documents, it is anticipated that the existing storm drain in Cypress Point Drive may need to be increased in size to accommodate the Project to ensure it is adequately sized to meet the applicable City hydraulic design criteria. The ultimate size of the upgraded storm drain would be confirmed during the final design/improvement plan phase, and would be required to satisfy all applicable performance standards and criteria. If it is determined that the anticipated upgrades to the existing storm drain in Cypress Point Drive would be necessary to accommodate the existing flows tributary to the storm drain from both the public right-of-way and the tributary private properties as well as the Project, then appropriate fee credit and/or reimbursement beyond the Project's pro rata contribution may be appropriate in accordance with applicable City procedures and requirements.

Stormwater from BLOCK A would connect to the existing 18-inch City storm drain in West Middlefield Road by removing and replacing the existing storm drain lateral to West Middlefield Road. New storm drain laterals for BLOCK C would connect to the aforementioned City stormwater main in Cypress Point Drive. Stormwater from the PARK PARCEL would connect to the aforementioned City stormwater main in Cypress Point Drive via a 15-inch storm lateral connected to an area drain at the low end of the PARK PARCEL frontage.

The Project would implement a variety of stormwater management measures to reduce water quality impacts related to stormwater runoff pursuant to applicable provisions of the National Pollutant Discharge Elimination System (NPDES), Permit No. CAS612008. Stormwater runoff generated in each area would be treated to the maximum extent feasible by implementing a mixture of low-impact development (LID) best management practices (BMPs) as well as a media filtration system that complies with applicable provisions of Chapter 6 of the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) C.3 Handbook.

## 1.6 Dry Utilities

BLOCKS B, A, C, and the areas containing the existing residential units would be connected to the existing PG&E electrical system and would be furnished with dedicated sub-surface transformers for all new building services and new pad-mounted transformers replacing existing pad-mounted transformers for all existing buildings to remain. All new transformers located along public streets or frontages would be placed in sub-surface vaults. The existing overhead electrical system at Moffett Boulevard along the Project Site frontages would be placed underground in a joint trench with aerial connection at riser poles at both ends of the overhead conversion. The Project would include three dedicated gas connections, including one at Moffett Boulevard for BLOCK B, one at West Middlefield Road for BLOCK A, and one at Cypress Point Drive for BLOCK C.

## 1.7 Site Grading, Anticipated Construction Schedule, Phasing, and Staging

With the exception of a small area along West Middlefield Road at the northwest corner of the Project Site, all existing grade level parking structures and surface parking would be demolished to accommodate new buildings with underground parking. The proposed grading would remain level as it meets existing conform elevations. Excavation for the proposed underground parking would create an approximate 156,000 cubic yards of off-haul from BLOCKS B, A, and C. Additionally, grading of the PARK PARCEL would result in approximately 4,000 cubic yards of off-haul. As reflected in the PHASE I ENVIRONMENTAL SITE ASSESSMENT prepared for the Project, no recognized environmental conditions (RECs) have been found in connection with the Project Site.

The Project would be constructed in phases to minimize impacts to existing residents and related parking. First, in Phase I, the tennis and basketball facilities and parking structure on the PARK PARCEL would be demolished and the land would be graded (approximately three months). Then, in Phase II, the existing leasing office2 and amenity building, pool, and spa would be demolished and the proposed new leasing office and amenity building, outdoor amenities, and below-grade parking garage on BLOCK A would be constructed (approximately 15 months). Next, in Phase III, following occupancy of BLOCK A, the existing surface parking lot on proposed BLOCK B would be demolished and the proposed new building and below-grade parking garage on BLOCK B would be constructed (approximately 21 months). Then, in Phase IV, the existing surface parking lot on BLOCK C would be demolished and the proposed new building and below-grade parking garage on BLOCK C would be constructed (approximately 25 months). While the new building and below-grade parking garage on BLOCK C are being constructed, the proposed minor enhancements

[2] The existing leasing office would be relocated temporarily to a trailer, to be located in the surface parking lot south of Building A.

to the exterior of existing residential buildings would also be made. In total, construction on the site would last approximately 64 months.

The number of vehicle parking spaces that would be available during construction would vary by the phase of construction and would depend on which parking areas have been demolished or constructed. While the number of parking spaces in the first three phases of construction is anticipated to exceed those required by the Model Parking Standard, during the last construction phase, after the existing surface parking lot on BLOCK C is demolished, it is anticipated that there would temporarily be a shortage of parking spaces until the below-grade parking garage on BLOCK C is completed. The Project applicant proposes that the PARK PARCEL be used to accommodate the extra spaces needed during Phase IV of construction so that parking ratios consistent with the Model Parking Standard are maintained throughout the construction of the Project.

Construction materials and equipment would be consistent with standard construction staging practices and are anticipated to be located: 1) on the PARK PARCEL if permitted by the City; or 2) otherwise on-site on areas of the site that are then not under construction and/or potentially temporarily utilizing adjacent Project frontage subject to City's approval of any required encroachment permit.

## 1.8 Proposed Subdivision

A Vesting Tentative Map for condominium purposes is proposed to create three parcels from the existing single lot (see Sheet 1.1 – PROJECT OVERVIEW).

Lot 1, equivalent to BLOCK B, at approximately 2.24 acres, would comprise of a podium style four-story building with one level of underground parking. The building footprint would measure approximately 65,637 sf with a total of approximately 219,442 gross square feet (gsf) of mixed residential and parking uses.

Lot 2, equivalent to the combination of BLOCKS A and C and the areas containing the existing residential units, at approximately 10.95 acres, would comprise of a podium style single-story building with three levels of underground parking, a podium style four-story building with two levels of underground parking, and the existing residential buildings. The footprint of the single-story building would measure approximately 44,319 sf with a total of approximately 142,207 gsf of leasing office/residential amenity and parking uses. The footprint of the four-story building would measure approximately 84,759 sf with a total of approximately 409,361 gsf of mixed residential and parking uses. No change to the footprint of the existing buildings is planned.

Lot 3, equivalent to the PARK PARCEL, at approximately 1.34 acres, would be

dedicated to the City for future improvement by the City for a park.

## 1.9 Required Approvals

Provided below is a list of the anticipated discretionary approvals by the City of Mountain View that would be required to implement the Project:

- Certification of Final Environmental Impact Report (EIR)
- Approval of a General Plan Amendment to change the Project Site's land use designation from Medium-Density Residential to High-Density Residential
- Approval of a Zoning Amendment from Planned Community/Precise Plan to R4-High Density
- Approval of a Vesting Tentative Parcel Map
- Approval of a Development Review Permit
- Approval of a Heritage Tree Removal Permit

A list of other government agencies that would or may have some level of approval for one or more components of the proposed Project, as required by State CEQA Guidelines section 15124(d) will be determined during the preparation of the EIR for the Project.