

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2025

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW
APPROVING A PLANNED COMMUNITY PERMIT AND DEVELOPMENT REVIEW PERMIT TO REMOVE AN EXISTING COMMERCIAL BANK BUILDING, A VACANT RESTAURANT BUILDING AND SURFACE PARKING LOT AND CONSTRUCT A MIXED-USE DEVELOPMENT COMPRISED OF 299 RESIDENTIAL RENTAL UNITS, UTILIZING STATE DENSITY BONUS LAW, IN A SIX-STORY BUILDING WITH 10,830 SQUARE-FEET OF GROUND-FLOOR NEIGHBORHOOD COMMERCIAL SPACE AND AT-GRADE PODIUM PARKING ABOVE TWO LEVELS OF UNDERGROUND PARKING; A TWO-STORY 8,843 SQUARE-FOOT BANK BUILDING; A PROVISIONAL USE PERMIT FOR A ROOFTOP DECK; A HERITAGE TREE REMOVAL PERMIT TO REMOVE 28 HERITAGE TREES; ON A 3.05-ACRE SITE AT 749 WEST EL CAMINO REAL (APNs: 193-02-049 and 193-02-050)

WHEREAS, an application (Application No. PL-6884) was received from Greystar, on behalf of Metropolitan Life, owner, for a Planned Community Permit and Development Review Permit to construct a mixed-use development comprised of two buildings: a six-story building with 299 residential rental units, 10,830 square feet of ground-floor neighborhood commercial space, and at-grade podium parking above two levels of underground parking; and a two-story 8,483 square foot bank building project; a Provisional Use Permit for a roof top deck, and a Heritage Tree Removal Permit to remove 28 Heritage trees on a 3.05-acre site located at 749 West El Camino Real; and

WHEREAS, the applicant submitted a Senate Bill (SB) 330 Preliminary Application on January 7, 2022, which was deemed complete, with the SB 330 vesting provisions effectuating on that date. The formal application was submitted on June 30, 2022 and deemed complete on September 24, 2024; and

WHEREAS, on the same date, the applicant submitted an application for a Vesting Preliminary Parcel Map (to create one lot for up to four commercial condominium units associated with the mixed-use project at 749 West El Camino Real; and

WHEREAS, the subject property has a General Plan Land Use Designation of Mixed-Use Corridor; and

WHEREAS, the subject property is located in the Village Centers Sub Area of P (38) El Camino Real Precise Plan Zoning District; and

WHEREAS, as authorized by the Quimby Act, Government Code Section 66477, the City of Mountain View has adopted a standard of providing parks and recreational facilities to its residents at a ratio of 3 acres per 1000 residents. Increases in population due to new residential development place additional burdens on City parks and recreational facilities, and negatively

impact the City's standard of providing parks and recreational facilities to its residents at a ratio of 3 acres per 1000 residents; and

WHEREAS, currently, approximately 25,374 of the approximately 86,121 residents of Mountain View live within a one-mile radius of this development project. This means that 29% of all Mountain View residents live within a one-mile radius of this development project. To meet the City's 3-acre-per-thousand standard, the City must provide approximately 258 acres of parks and recreational facilities for the entire City, with approximately 75 acres located within a 1-mile radius of this development project. Currently, there are only 60.31 acres of parks and recreational facilities within a one-mile radius of this development project, which means there is a 14.69-acre deficit; and

WHEREAS, the Environmental Planning Commission held duly noticed public hearings on September 17, 2025 and October 15, 2025 on said application and recommended that the City Council certify the Final Supplemental Environmental Impact Report and conditionally approve the Planned Community Permit, Development Review Permit, Provisional Use Permit and Heritage Tree Removal Permit, based on the findings herein and subject to conditions of approval attached hereto; and

WHEREAS, the City Council held a public hearing on _____ on said application and received and considered all evidence presented at said hearing, including the recommendation from the Environmental Planning Commission, the City Council report, and project materials; and

WHEREAS, on the same date, the City Council adopted a companion resolution to conditionally approve a Vesting Preliminary Parcel Map to create a single lot for condominium purposes, which will accommodate the development of up to four commercial condominium units; now, therefore, be it

RESOLVED: that, the City Council certified a Final Supplemental Environmental Impact Report (EIR) for the proposed project in compliance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq., and the Guidelines for Implementation of the California Resources Environmental Quality Act (14 Cal. Code Regs. Section 15000 et seq.) (CEQA Guidelines); and be it

FURTHER RESOLVED: that the City Council hereby makes the following findings regarding the Provisional Use Permit pursuant to City Code Section 36.48.25 to redevelop the project site to allow a mixed-use development comprised of two buildings, including a six-story building with 299 residential rental units, 10,830 square feet of ground-floor neighborhood commercial space, and at-grade podium parking above two levels of underground parking, a two-story 8,843 square foot bank building, and a 5,149 square foot rooftop deck:

- A. **The proposed use is conditionally permitted within the subject zoning district and complies with all the applicable provisions of Chapter 36 (Zoning) of the City Code.** The rooftop deck is conditionally permitted in the El Camino Real Precise Plan (ECRPP).

- B. **The proposed use is consistent with the General Plan.** The proposed use of a rooftop deck above the third floor, located on the sixth floor in this project, is consistent with the Mixed-Use Corridor Land Use Designation of the General Plan because the project proposes mixed-use residential development with outdoor amenities, and multi-family residential uses are allowed under the Mixed-use Land Use Designation. The project is consistent with the General Plan Land Use Policy LUD 20.1 (Increased Redevelopment) and LUS 20.2 (Focused Intensive Development) by proposing new development on an existing site with enhanced design and development intensity. The rooftop deck contributes to the project's compliance with open area requirements and common useable open space and creates additional gathering areas for residents and visitors.
- C. **The location, size, design, and operating characteristics of the proposed use are compatible with the site and building character and environmental conditions of existing and future land uses in the vicinity.** The location and size of the proposed rooftop deck are compatible with the site and building character in that the location and size are comparable to rooftop decks in other multi-family residential projects. The proposed rooftop deck allows for additional open space in the project and will provide an amenity area for future residents. The rooftop deck of the building will include amenities such as a trellis, dining and kitchen area, lounge chairs, an edible garden, and a game area.
- D. **Any special structure or building modifications necessary to contain the proposed use would not impair the architectural integrity and character of the zoning district in which it is to be located.** Any special structure or building modifications necessary to contain the proposed use would not impair the architectural integrity and character of the Precise Plan in which it is to be located because the proposed rooftop deck in the residential building is conditionally permitted with the ECRPP and is surrounded with similar residential uses in the vicinity. The rooftop deck has been integrated into the overall project design and is not expected to require any special structural or building modifications for inclusion in the plans.
- E. **The approval of the Provisional Use Permit complies with the California Environmental Quality Act (CEQA).** The approval of the Provisional Use Permit complies with CEQA. The City Council certified a Final Supplemental Environmental Impact Report (EIR) for the project, and adopted Findings of Fact, a Mitigation Monitoring and Reporting Program, and a Statement of Overriding Considerations for the project. All significant impacts of the project have been mitigated to a less-than-significant level with incorporation of mitigation measures and standard City conditions of approval, with the exception of significant and unavoidable impacts to a cultural resource resulting from the demolition of a historic resource.

FURTHER RESOLVED: that the City Council hereby makes the following findings regarding the Planned Community Permit pursuant to City Code Section 36.50.55 to redevelop the project site to allow a mixed-use development comprised of two buildings, including a six-story building with 299 residential rental units, 10,830 square feet of ground-floor neighborhood commercial space,

and at-grade podium parking above two levels of underground parking, a two-story 8,843 square foot bank building, and a 5,149 square foot rooftop deck:

a. **The proposed use or development is consistent with the provisions of applicable Precise Plan; or, if no Precise Plan exists for the subject area, the proposal clearly demonstrates superior site and building design and compatibility with surrounding uses and developments; or if variations from requirements in the applicable Precise Plan are granted, the proposal clearly demonstrates superior site and building design and is in substantial compliance with the intent of the requirements in the applicable Precise Plan.** The proposed use and development are consistent with applicable provisions of the El Camino Real Precise Plan (ECRPP) including building height, pavement coverage and parking. The proposed development provides a mixed-use project which offers a place for people to live and work close to services and transit, allows properties along the corridor to be redeveloped and enhanced, provides a publicly accessible plaza which engages the street and creates pedestrian activity, meets the Village Centers subarea requirements for increased floor area ratio (FAR) and height by providing ground floor retail close to El Camino Real, and provides a public plaza and neighborhood connection between adjacent neighborhoods and this development

b. **The proposed use or development is consistent with the General Plan.** The proposed mixed-use development is consistent with the Mixed Use Corridor Land Use Designation of the General Plan as all of the proposed residential, commercial, and retail uses are allowed land uses under this General Plan land use designation. set forth in more detail in the staff report, the project is consistent with and promotes General Plan policies LUD 20.1 (Increased development), LUD 20.3 (Building height transition), LUD 20.4 (Residential design transition), LUD 20.5 (Landscaped pedestrian amenities), and LUD 20.6 (Parcel Assembly);

c. **The proposed uses and development will not be detrimental to the public interest, health, safety, convenience, or welfare.** The proposed uses and development will not be detrimental to the public interest, health, safety, convenience, or welfare because the proposed project is an infill project served by available public infrastructure and has been reviewed and will comply with all applicable Fire and Building Code requirements. The project includes planned improvements supporting multi-modal circulation through and around the project site. The project would improve pedestrian facilities by widening sidewalks on El Camino Real, Castro Street, Victor Way, and Lane Avenue, installing landscaping along the project frontage and in the new public plaza to enhance the pedestrian environment, building curb bulb-outs and new high-visibility crosswalks, and installing new Americans with Disabilities Act (ADA)-compliant curb ramps;

d. **The proposed project promotes a well-designed development that is harmonious with existing and planned development in the surrounding area.** The proposed project promotes a well-designed development that is harmonious with existing and planned development in the surrounding area because the proposed development substantially implements standards for allowed development on the property. Additionally, the contemporary architectural style, material palettes, and design features utilized for the mixed-used building and

the new Chase Bank building are compatible with the surrounding contemporary mixed-use development in the surrounding ECRPP area and multi-family uses adjacent or near to the project site. The location and configuration (including screening landscaping) of structures and podium parking help to reduce the number of vehicles viewable from street view and is consistent with objectives for enhanced pedestrian and bicycle mobility by providing clear pedestrian and bicycle pathways between and around the proposed buildings. The proposed public (off-site) improvements, per the ECRPP and project Multi-Modal Transportation Analysis (MTA), and publicly accessible on-site improvements enhance and provide more fine-grain pedestrian and bicycle connectivity than currently existing on and around the project site. The general landscape design will increase the canopy coverage on-site overtime, places trees and landscaping around pedestrian pathways and gathering spaces for shade and enjoyment, and provides an appropriate landscape program with a mix of plant materials and planting environments that are predominately low water usage and suitable for local climate; and

e. **The proposed project complies with the California Environmental Quality Act (CEQA).** The City Council certified a Final Supplemental Environmental Impact Report (EIR) for the project, and adopted Findings of Fact, a Mitigation Monitoring and Reporting Program, and a Statement of Overriding Considerations for the project. All significant impacts of the project have been mitigated to a less-than-significant level with incorporation of mitigation measures and standard City conditions of approval, with the exception of significant and unavoidable impacts to a cultural resource resulting from the demolition of a historic resource; and be it

FURTHER RESOLVED: that the City Council hereby makes the following findings regarding the Development Review Permit pursuant to City Code Section 36.44.70 to redevelop the project site to allow a mixed-use development comprised of two buildings- a six-story building with 299 residential rental units, 10,830 square feet of ground-floor neighborhood commercial space, and at-grade podium parking above two levels of underground parking; and a two-story, 8,483 square foot bank building and a 5,148 square foot rooftop deck:.

a. **The project complies with the general design considerations as described by the purpose and intent of Chapter 36 (Zoning) of the City Code, the General Plan and any City adopted design guidelines.** The project complies with the general design considerations as described by the purpose and intent of Chapter 36 (Zoning) of the City Code, the General Plan, and any City-adopted design guidelines because a Precise Plan (ECRPP) has been adopted for the project area with standards that are designed to promote a well-integrated mixed-use development supporting a diverse mix of households, businesses, and public spaces. The proposed project meets all the ECRPP standards (such as building height, pavement coverage and parking), except for nine development standards that would physically that would physically preclude construction of the development at the proposed density and have been requested as waivers pursuant to State Density Bonus Law, including minimum setback along El Camino Real for ground floor and upper floors, Sidewalk and access along El Camino Real, maximum height adjacent to residential. The proposed development meets the Village Centers subarea requirements for increased floor area ratio (FAR) and height by providing ground floor retail close to El Camino Real, and provides a public plaza and neighborhood connection between adjacent

neighborhoods and this development. The project incorporates a public plaza that would be accessible to pedestrians via the sidewalk along El Camino Real. This public plaza would contain newly planted trees, seating areas, accent lighting, and planter areas. The plaza would also contain restaurant seating areas for the commercial uses located on the ground-floor of the mixed-use building. The mixed-use building would include amenities on the ground-floor level such as a fitness center, mail room, and a lounge area for residents. The project's buildings will be built to comply with the maximum building heights and intensities permitted per the General Plan, the ECRPP Mixed-Use Character Area Standards, and State Density Bonus Law, including allowed exceptions thereto. The project is consistent with and promotes General Plan policies LUD 20.1 (Increased development), LUD 20.3 (Building height transition), LUD 20.4 (Residential design transition), LUD 20.5 (Landscaped pedestrian amenities), and LUD 20.6 (Parcel Assembly);

b. **The architectural design of structures, including colors, materials, and design elements (i.e., awnings, exterior lighting, screening of equipment, signs, etc.) is compatible with surrounding development.** The project was designed to integrate with the surrounding existing uses and relate cohesively to the proposed onsite layout and uses of the mixed-use development. The project proposes upper-level step backs in massing and upper-level recess. The El Camino Real frontage has also been designed with multiple recesses to create massing breaks and articulation. The building frontages on Lane Avenue and Victor Way have been designed with a residential scale, materiality, and articulation with building height generally stepped down to respect the existing residential neighborhood. Victor Way and Lane Avenue elevations transition from six stories to four stories;

c. **The location and configuration of structures, parking, landscaping, and access are appropriately integrated and compatible with surrounding development, including public streets and sidewalks and other public property.** The finding is met because the project includes enhanced landscaping throughout the project site with new plants and trees along the project perimeter and public plaza that are in conformance with the City's Water Efficient Landscaping Guidelines, including new landscaping and street trees along the El Camino Real, Lane Avenue, Victor Way, and Castro Street. The project also provides off-site improvements by widening and improving the sidewalks along El Camino Real, Castro Street, Lane Avenue, and Victor Way, providing direct access to/from the project buildings located near public sidewalk, and making intersection improvements to improve pedestrian connectivity and access to public transit resources located on El Camino Real;

d. **The general landscape design ensures visual relief, complements structures, provides an attractive environment, and is consistent with any adopted landscape program for the general area.** The general landscape design ensures visual relief, complements structures, provides an attractive environment, and is consistent with any adopted landscape program for the general area because the project proposes a comprehensive landscape plan with 123 new tree plantings on-site (including 17 street trees), which will result in the tree canopy exceeding existing conditions at full maturity, and 16,216 square feet of landscaping. The new tree plantings will nearly double the existing tree canopy at full maturity, and landscape areas with trees and understory planting surround each proposed building. The landscape and hardscape program

integrate with the planned open spaces and feature amenities, such as seating. Nine trees are proposed for preservation, which will visually aid with the integration of the project with the surrounding constructed developments, and the planned landscaping complies with the City's Water Conservation in Landscaping Regulations, prioritizing low-water-using and California native plants in the proposed plant palette;

e. **The design and layout of the proposed project will result in well-designed vehicular and pedestrian access, circulation, and parking.** The design and layout of the proposed project will result in well-designed vehicle and pedestrian access, circulation, and parking because the design of the project's parking and vehicle circulation (including loading and service vehicle access) is distinct and accommodated entirely on-site, limiting conflicts with multi-modal operations along adjacent public roadways. Pedestrian facilities near the project site consist of continuous sidewalks along all surrounding streets, including El Camino Real, Castro Street, Victor Way, and Lane Avenue. There are pedestrian signal heads at the signalized intersections near the project site and crosswalks at all surrounding intersections except for at Lane Avenue and El Camino Real. The project would improve pedestrian facilities by widening sidewalks on El Camino Real, Castro Street, Victor Way, and Lane Avenue, installing landscaping along the project frontage and in the new public plaza to enhance the pedestrian environment, building curb bulb-outs and new high-visibility crosswalks, and installing new ADA-compliant curb ramps. To improve bicycle facilities adjacent to the site, the project would construct a new buffered bike lane along the project frontage on El Camino Real. This new bike lane would run between the proposed bus island and the project frontage. The loading dock and below ground parking driveways would be accessible via a curb cut on Lane Avenue. Removeable bollard(s) would be installed on-site at the mouth of the loading dock driveway to prevent parking and ensure adequate site distance for vehicles exiting the adjacent driveway to the below ground parking levels. The driveway to the below ground parking levels would also include a gate with a raisable arm to ensure vehicles come to a complete stop before entering Lane Avenue. The mixed use-building would contain one level of ground-floor podium parking reserved for the commercial uses on-site and two levels of underground parking reserved for residents; and

f. **The approval of the development review permit for the proposed use is in compliance with the California Environmental Quality Act (CEQA).** The approval of the Development Review Permit complies with CEQA. The City Council certified a Final Supplemental Environmental Impact Report (EIR) for the project, and adopted Findings of Fact, a Mitigation Monitoring and Reporting Program, and a Statement of Overriding Considerations for the project. All significant impacts of the project have been mitigated to a less-than-significant level with incorporation of mitigation measures and standard City conditions of approval, with the exception of significant and unavoidable impacts to a cultural resource resulting from the demolition of a historic resource; and be it

FURTHER RESOLVED: that the City Council hereby makes the following findings regarding the application for a density bonus and requests for concessions and waivers pursuant to City Code Section 36.48.95:

a. The project is a housing development that contains at least one (1) of the features described in Section 65915(b) of the State Density Bonus Law to qualify for a density bonus, and all other eligibility requirements as described in Government Code Section 65915(c) have been met. The project is a mixed-use development in which 14.8% of the base units (209 units) will be deed-restricted to very low-income households, which qualifies the project for a 46.25% density bonus pursuant to State Density Bonus Law, Government Code Section 65915 et seq., and the City's Residential Density Bonus Ordinance as codified in City Code Section 36.48.65 et seq. With the density bonus, the applicant is proposing 299 residential units, which is consistent with State Density Bonus Law. The required finding can be affirmatively made because the mixed-use development contains at least one of the features described in Section 65915(b). Specifically, the project proposes to deed restrict 31 very low-income units affordable to households earning up to 50% of area median income (AMI). The project qualifies for two concessions or incentives (i.e., modifications to development standards or regulations that result in identifiable and actual cost reductions to provide for affordable housing costs) and waivers or reductions of any development standards that have the effect of physically precluding the construction of the development at the permitted density;

b. The project has provided sufficient affordable units or otherwise meets the eligibility requirements for the bonus density as described in Section 65915(f) of the State Density Bonus Law. The project has provided sufficient affordable units or otherwise meets the eligibility requirements for the bonus density as described in Section 65915(f) of the State Density Bonus Law because the project's base density (before incorporating the eligible state density bonus) is 209 units, which is calculated based on the maximum allowable gross floor area at 2.3 FAR (306,573.9 square feet), minus proposed commercial gross floor area (76,393 square feet), divided by the proposed average residential gross floor area per unit (1,102.37 square feet per unit). By providing 14.8% (or 31 units) of the 209 base units to very low-income households, the project meets the criteria of Government Code Sections 65915(b)(1)(B) and 65915(f)(2) and qualifies for a 46.25% density bonus, or up to 306 total units. Although the project qualifies for 97 additional units above the base density, the applicant is only requesting 90 additional units, resulting in a total of 299 residential units;

c. If reduced parking ratios are requested, the project meets the eligibility requirements thereof as described in Section 65915(p) of the State Density Bonus Law. The project is located in the El Camino Real Precise Plan and is not required to provide a minimum number of parking spaces for the residential portion of the project. This finding does not apply since reduced parking ratios are not being requested;

d. If incentives/concessions are requested, the project meets the eligibility requirements as described in Section 65915(d) of the State Density Bonus Law and the

incentive/concession results in reduced costs to provide the affordable units. The project qualifies for two concessions. The applicant is requesting one concession from the El Camino Real Precise Plan development standards for the upper floor setback at the bank building along Castro Street. The applicant's density bonus letter states that the project cannot proceed without this concession. Because noncompliance with contractual obligations to the bank could result in damages, a concession that allows the applicant to honor its contractual obligations would reduce the cost of delivering the project at the densities and at the affordability levels proposed by the applicant pursuant to Government Code Section 65915(d).

e. If waivers are requested, the development standard(s) requested to be waived would physically preclude the units or incentives/concessions provided in the project as described in Section 65915(e) of State Density Bonus Law. The applicant is requesting waiver of nine development standards that would physically preclude the construction of the development at the proposed density as described in Section 65915(e) of the State Density Bonus Law. Strict adherence to each of the development standards described below would reduce the project's size and change the project's layout in a manner that would preclude the construction of the 299 units as proposed. The applicant is requesting reductions of the following development standards: (1) minimum El Camino Real setback - ground-floor commercial,(2) minimum El Camino Real setback – upper (2nd to 4th) floors, (3) special upper floor setbacks for 5 to 6 story development (El Camino Real), (4)sidewalk and access along El Camino Real, (5) special Upper Floor setbacks for 5 to 6 story development (from residential), (6)maximum height adjacent to residential, (7) maximum height across a street from residential (Victor Way),(8) maximum height across a street from residential (Lane Avenue), and (9) Village Centers ground-floor commercial requirements. The City is required to waive or reduce any development standard that has the effect of physically precluding the construction of a development at the proposed density. Each of these standards, if applied to the project, would physically preclude the construction of the development at the proposed density; and be it

FURTHER RESOLVED: that the City Council hereby makes the following findings regarding the Heritage Tree Removal Permit to remove 28 Heritage trees (Tree Nos. 32, 33, 34, 58, 65, 66, 72, 77, 85, 92, 95, 96, 98, 99, 100, 101, 102, 103, 104, 106, 108, 109, 111, 112, 113, 114, 115, and 118), based on an arborist report prepared by HortScience, dated April 22, 2021, revised April 2022 and September 2022, and reviewed by the City arborist, a site visit conducted on October 21, 2022, and the following findings per Section 32.35 of the City Code:

a. It is necessary to remove the trees due to the condition of the trees with respect to age of the trees relative to the life span of that particular species, disease, infestation, general health, damage, public nuisance, danger of falling, proximity to existing or proposed structures, and interference with utility services. It is necessary to remove the trees due to the condition of the trees with respect to age of the trees relative to the life span of that particular species, disease, infestation, general health, damage, public nuisance, danger of falling, proximity to existing or proposed structures, and interference with utility services because the mixed-use project proposes a comprehensive redevelopment of the existing site, which necessitates the removal of the noted Heritage trees. The majority of the proposed trees to be

removed conflict with the proposed building footprints, planned service street, and other hardscape or amenity programming that are integral to the overall site design;

b. **It is necessary to remove the trees in order to construct the improvements and/or allow reasonable and conforming use of the property when compared to other similarly situated properties.** It is necessary to remove the trees in order to construct the improvements and/or allow reasonable and conforming use of the property when compared to other similarly situated properties because the majority of the proposed trees to be removed are in conflict with the proposed building footprints, planned service street and other on-site connections, and adjacent public street improvements. Additionally, proposed tree removals that are not in direct conflict with planned improvements have been closely examined by professional arborists and determined to be at high risk of failure or significant damage as a result of planned and/or required improvements. It would be infeasible to design the proposed buildings and site improvements to avoid conflict with the trees' protection zones given the proposed building footprint.

c. **It is appropriate to remove the trees to implement good forestry practices, such as, but not limited to, the number of healthy trees a given parcel of land will support, the planned removal of any tree nearing the end of its life cycle, and replacement with young trees to enhance the overall health of the urban forest.** It is appropriate to remove the trees because the comprehensive redevelopment of the site, including the extent of the proposed hardscape and landscape programs requires removal of existing trees. Additionally, the viability of trees located near the proposed building footprints and grading activity have a high likelihood of near-term/medium-term health decline or failure due to root disturbances from construction activity. The project will replace the 28 Heritage trees with minimum 24" box size trees to offset the loss of Heritage trees at a 4.5:1 ratio (or 123 trees), which exceeds the typical 2:1 Heritage tree replacement ratio; and

d. **The approval of the Heritage Tree Removal Permit complies with the California Environmental Quality Act.** The approval of the Heritage Tree Removal Permit complies with CEQA. The City Council certified a Final Supplemental Environmental Impact Report (EIR) for the project, and adopted Findings of Fact, a Mitigation Monitoring and Reporting Program, and a Statement of Overriding Considerations for the project. All significant impacts of the project have been mitigated to a less-than-significant level with incorporation of mitigation measures and standard City conditions of approval, with the exception of significant and unavoidable impacts to a cultural resource resulting from the demolition of a historic resource; and be it

FURTHER RESOLVED: that the City Council hereby makes the following findings regarding the park land dedication in lieu fees:

a. **The imposition of the City's Park Land Dedication In-Lieu fees for this project is based on the following:** In accordance with the City adopted density formula, this 299-unit development project will add approximately 598 new residents to the City and the population within a one-

mile radius of the project. Applying the exemption for the provision of affordable housing as required by the City Code and using the .0060 acreage per dwelling unit factor adopted by the City, the applicant is required to dedicate 1.596 acres of land or pay a fee in lieu thereof to offset the burden the additional residents will place on the City's parks and recreational facilities. Because this applicant is not dedicating the land necessary to offset the impact of the approximately 598 new residents this project will bring, the current 14.69-acre park and recreational facility deficit within a one-mile radius of this development project will increase to 16.286 acres. Based on a land value of \$11,000,000 per acre, it will now cost the City \$179,146,000 to provide parks and recreational facilities at a ratio of 3 acres per 1000 residents within a one-mile radius of this development project. Because the additional residents generated by this project will make up approximately 2% of the population within a one-mile radius of this development project, the applicant's proportional share of the total cost the City will now incur to provide parks and recreational facilities at a ratio of 3 acres per 1000 residents within a one-mile radius of this development project is \$3,582,920.

FURTHER RESOLVED: that the City Council hereby approves the Planned Development Permit, Development Review Permit, Density Bonus Application, Provisional Use Permit and Heritage Tree Removal Permit for said project at 749 West El Camino Real (APNs: 193-02-049 and 193-02-050) based on the findings above and subject to the applicant's fulfillment of all the conditions of approval, which are attached hereto as Exhibit A and incorporated by reference as though fully set forth herein.

TIME FOR JUDICIAL REVIEW

The time within which judicial review of this decision must be sought is governed by California Code of Civil Procedure, Section 1094.6, as established by Resolution No. 13850, adopted by the City Council on August 9, 1983.

NOTICE

The conditions of project approval set forth herein include certain fees, dedication requirements, reservation requirements, and other exactions. Pursuant to Government Code Section 66020(d)(1), these conditions constitute written notice of a statement of the amount of such fees and a description of the dedications, reservations, and other exactions. The applicant is hereby further notified that the 90-day appeal period, in which the applicant may protest these fees, dedications, reservations, and other exactions, pursuant to Government Code Section 66020(a) has begun as of the date this Resolution is adopted. If the applicant fails to file a protest within this 90-day period complying with all requirements of Section 66020, the applicant will be legally barred from later challenging such fees, dedications, reservations, or other exactions.

CDD/MN-09-17-25r

Exhibit: A. Conditions of Approval

DRAFT

**CONDITIONS OF APPROVAL
APPLICATION NO.: PL-6584
749 WEST EL CAMINO REAL
APN: 193-02-049 AND 193-02-050**

The applicant is hereby notified, as part of this application, that the applicant is required to meet the following conditions in accordance with the Mountain View City Code and the State of California. Where approval by a City Department Director or Official is required, that review shall be for compliance with all applicable conditions of approval, adopted policies and guidelines, ordinances, laws, and regulations, and accepted practices for the item(s) under review. The applicant is hereby notified that the applicant is required to comply with all applicable codes or ordinances of the City of Mountain View and the State of California that pertain to this development and are noted herein.

This approval is granted to 749 West El Camino Real located on Assessor's Parcel Nos. 193-02-049 and 193-02-050. Development shall be substantially as shown on the project materials listed below, except as may be modified by conditions contained herein, which are kept on file in the Planning Division of the Community Development Department:

- a. Project drawings prepared by Studio T Square; date stamped August 1, 2025.
- b. Color and materials board prepared by Studio T Square, date stamped August 1, 2025.
- c. Arborist Report prepared by Hort Science, dated April 22, 2021 revised April 2022 and September 2022,
- d. Environmental Impact Report as prepared by the City for the project in accordance with the California Environmental Quality Act (CEQA) Guidelines.

Planning Division—650-903-6306 or planning.division@mountainview.gov

1. **EXPIRATION:** This permit is valid for a period of two years from the date of approval. This permit shall become null and void if building permits have not been issued and construction activity has not commenced within the two-year period or if there has been no significant construction activity for a period of one year following the last building inspection for an issued building permit, unless a permit extension application has been submitted to and approved by the Zoning Administrator at a duly noticed public hearing prior to the expiration date or continuation of construction.
2. **PERMIT EXTENSION:** Zoning permits may be extended for up to two years after an Administrative Zoning public hearing, in compliance with procedures described in Chapter 36 of the City Code. An application for extension must be filed with the Planning Division, including appropriate fees, prior to the original expiration date of the permit(s).
3. **PLANNING INSPECTION:** Inspection(s) by the Planning Division are required for foundation, framing, application of exterior materials, and final completion of each structure to ensure that the construction matches the approved plans.

PERMIT SUBMITTAL REQUIREMENTS

4. **CERTIFICATION OF BUILDING PERMIT PLANS:** In a letter, the project architect shall certify the architectural design shown in the building permit plans match the approved plans. Any changes or modifications must be clearly noted in writing and shown on redlined plan sheets. The project architect shall also certify the structural plans are consistent with the architectural plans. In the event of a discrepancy between the structural plans and the architectural plans, the architectural plans shall take precedence, and revised structural drawings shall be submitted to the Building Division.
5. **ACCESSORY STRUCTURE(S):** Any future accessory structure on-site will require approval by the Planning Division and may require separate City permits.

6. **ZONING INFORMATION:** The following information must be listed on the title sheet of the building permit drawings: (a) zoning permit application number; (b) zoning district designation; (c) total floor area ratio and residential density in units per acre, if applicable; (d) lot area (in square feet and acreage); and (e) total number of parking spaces.
7. **REVISIONS TO THE APPROVED PROJECT:** Minor revisions to the approved project, including conditions of approval, shall require approval by the Zoning Administrator. Major modifications as determined by the Zoning Administrator shall require a duly noticed public hearing, which can be referred to the City Council.
8. **FLOOR AREA RATIO (FAR) DIAGRAM:** Building permit drawings must include a floor area ratio (FAR) diagram for each structure on-site, clearly identifying each level of the structure(s) and the gross area(s) which count toward floor area per required zoning calculations. The diagram must also clearly identify all areas which are exempt from FAR.
9. **PAINT COLOR-CODING:** At submittal of building plan check, provide color-coded elevations of each side of the building(s) detailing the location of all paint and stain colors, manufacturer, and color names.
10. **GEOTECHNICAL REPORT:** The applicant shall have a design-level geotechnical investigation prepared which includes recommendations to address and mitigate geologic hazards in accordance with the specifications of California Geological Survey (CGS) Special Publication 117, *Guidelines for Evaluating and Mitigating Seismic Hazards*, and the requirements of the Seismic Hazards Mapping Act. The report will be submitted to the City during building plan check, and the recommendations made in the geotechnical report will be implemented as part of the project and included in building permit drawings and civil drawings as needed. Recommendations may include considerations for design of permanent below-grade walls to resist static lateral earth pressures, lateral pressures caused by seismic activity, and traffic loads; method for backdraining walls to prevent the build-up of hydrostatic pressure; considerations for design of excavation shoring system; excavation monitoring; and seismic design.
11. **TOXIC ASSESSMENT:** A toxic assessment report shall be prepared and submitted as part of the building permit submittal. The applicant must demonstrate that hazardous materials do not exist on the site or that construction activities and the proposed use of this site are approved by: the City Fire Department (Fire and Environmental Protection Division); the State Department of Health Services; the Regional Water Quality Control Board; and any federal agency with jurisdiction. No building permits will be issued until each agency and/or department with jurisdiction has released the site as clean or a site toxics mitigation plan has been approved.
12. **BIRD-STRIKE MANAGEMENT PLAN:** A bird-strike management plan, which provides project design features to reduce bird strikes, and a bird-strike monitoring plan postconstruction shall be submitted as part of the building permit submittal with recommended provisions included in the building permit plans.
13. **SIGNAGE:** No signs are approved as part of this application. Any new signage will require separate planning and/or building permits. Application form and submittal requirements are available online at www.mountainview.gov/planningforms.
14. **EXISTING SIGNAGE:** All existing signs shall be removed, and a new sign application shall be submitted in compliance with Chapter 36, Article XII, of the City Code.
15. **MASTER SIGN PROGRAM:** The applicant shall develop a master sign program for this property as part of a separate planning permit. The program shall identify suitable sign locations, types, sizes, colors, and materials in written and visual forms for all buildings/tenant spaces on-site with a common theme for signage that is compatible with the structures and uses. Application form and submittal requirements are available online at www.mountainview.gov/planningforms.

OPERATIONS

16. **OPERATIONAL CRITERIA:** In the event that problems with the operational criteria of the business arise, including, but not limited to, parking shortages, delivery truck issues, hours of operation, or noise, the Zoning Administrator may hold a public hearing to review the situation and impose new or modified conditions of approval in response to the information received. The public hearing shall be conducted and noticed in accordance with Chapter 36, Article XVI, Division 6, of the City Code.

17. **COMMON AREA OPERATIONS:** The approved hours of operation for the common area shall be limited to 9:00 a.m. to 9:00 p.m., seven days per week, which includes amplified sound. In the event any problems arise with the hours of operation or noise, the Zoning Administrator may hold a public hearing to review common-area operations and impose new or modified conditions of approval in response to public comment received. The public hearing shall be conducted and noticed in accordance with Chapter 36, Article XVI, Division 6 of the City Code.
18. **ROOF DECK OPERATION:** The approved hours of operation for the rooftop common area shall be limited to 9:00 a.m. to 9:00 p.m., and shall not allow amplified music. In the event any problems arise with the hours of operation or noise, the Zoning Administrator may hold a public hearing to review common-area operations and impose new or modified conditions of approval in response to public comment received. The public hearing shall be conducted and noticed in accordance with Chapter 36, Article XVI, Division 6, of the City Code.
19. **PARKING MANAGEMENT PLAN:** Prior to building permit issuance, the applicant shall develop a parking management plan describing parking allocation for residents, guests, and/or commercial uses on the project site.
20. **LOADING/DELIVERY PLAN:** Prior to building permit issuance, the applicant shall develop a plan specifying measures to manage on-site deliveries and loading, which may include measures to tailor delivery hours and/or days to limit conflicts with peak traffic times or adjacent land uses.

SITE DEVELOPMENT AND BUILDING DESIGN

21. **PUBLIC PLAZA:** The building permit and off-site improvement plans shall include details for the public plaza design, landscape, art, and programming for review and approval by Planning staff prior to issuance of building and/or excavation permits.
22. **EXTERIOR MATERIALS:** High-quality materials and finishes shall be used throughout the project and shall remain in compliance with the materials identified in the approved plans, except as modified by the conditions of approval herein. Details regarding all color and architectural details shall be provided in the building permit plan submittal.
23. **TRIM MATERIALS:** Trim materials throughout the project shall be wood or high-density foam trim. Details of the specific placement, utilization, and finish of the trim materials shall be provided with the building permit drawings.
24. **SPECIAL PAVING MATERIALS:** The color, material, design, and product specifications for the special paving materials used on-site shall be submitted with the building permit drawings.
25. **WINDOWS:** Manufacturer type, design, material, and installation details for all windows within the project shall be specified for each unit in the building permit drawings.
26. **GROUND-FLOOR TRANSPARENCY:** The majority of each ground floor commercial facade should be transparent along streets, pedestrian pathways, or plazas, providing visibility into and out of the space. Clear windows satisfy this requirement. Window films, mirrored glass and spandrel glass are not transparent (Ground Floor Commercial Guidelines – P(38) El Camino Real Precise Plan)..
27. **ROOFTOP EQUIPMENT SCREEN:** All rooftop equipment must be screened in accordance with Article V, Division 3, Section 36.18.30 - General Commercial Development Standards of the Mountain View City Code.
28. **MECHANICAL EQUIPMENT (GROUND SCREENING):** All mechanical equipment, such as air condenser (AC) units or generators, shall be fully screened in accordance with the requirements in Article V, Division 3, Section 36.18.30 -General Commerical Development Standards of the Mountain View City Code.
29. **GROUND-FLOOR COMMERCIAL AREA:** This project proposes approximately 10,830 square feet of ground-floor commercial space, including restaurant, retail, leasing office for the residential units. Any future use is subject to the permitted and conditionally permitted uses of the El Camino Real Precise Plan Village Center Zoning District.

30. **FENCE(S)/WALL(S):** All fencing and walls are to be shown on building plan drawings, including details on height, location, and material finish. . Proposed fencing should adhere to the Fence Standards in the Fences and Signs Section of the P(38) El Camino Real Precise Plan.
31. **PLAZA PROGRAMMING:** A narrative document and supporting physical improvements shown on permit drawings shall be submitted with the building permit review package that demonstrate the plaza will be permanently programmed with improvements to support activities which make it an inviting and active public open space. To the extent possible, all goods, services, and events offered within the plaza shall be available and open to the public. The plaza programming design shall be reviewed and approved by the Zoning Administrator prior to issuance of a building permit.
32. **PARKING SPACE DESIGN:** All parking spaces must adhere to the requirements in Article X (Parking and loading) of the Mountain View City Code.
33. **BIKE PARKING FACILITIES:** The applicant shall provide the following bike parking on the project site, which must be shown on building permit drawings:
- Thirty (30) short-term bike parking spaces for residential visitors and four (4) short-term spaces for commercial customers. These spaces shall be provided as bike racks which must secure the frame and both wheels. Racks should be located near the building entrance (i.e., within constant visual range) unless it is demonstrated that they create a public hazard or it is infeasible. If space is unavailable near building entrances, the racks must be designed so that the lock is protected from physical assault and must include clear and visible signage leading to public bicycle parking if not visible from a street or public path.
 - Three-hundred twenty-nine (329) long-term bike parking spaces for residents and seven (7) spaces for commercial customers. These spaces shall be in a secure location to protect against theft and may include, but are not limited to, bike lockers, enclosed cages, or other restricted interior areas. Any area used for long-term bike parking shall not be included in zoning calculations for floor area or building coverage.
 - One bicycle repair station shall be located on-site at grade-level. Specifications, location, and details shall be included on drawings submitted for building permit review.

GREEN BUILDING

34. **GREEN BUILDING—MIXED-USE:** The project is required to meet the California Green Building Standards Code as adopted in Chapter 8 of the Mountain View City Code, including achieve LEED Silver Certified™ as described in the project Supplemental Environmental Impact Report.
35. **ENERGY MONITORING:** To support energy management and identify opportunities for energy savings, the project shall provide submeters or equivalent combinations of sensors to record energy use data (electricity, natural gas, etc.) for each major energy system in the building.

TREES AND LANDSCAPING

36. **LANDSCAPING:** Landscaping should comply with the City's Landscape Guidelines, including the Water Conservation in Landscaping Regulations (forms are available online at www.mountainview.gov/planningforms) and be planted in accordance with the approved plans prior to final occupancy.
37. **LANDSCAPE CERTIFICATION:** Prior to occupancy, the Landscape Architect shall certify in writing the landscaping has been installed in accordance with all aspects of the approved landscape plans and final inspection(s), subject to final approval by the Zoning Administrator.

38. **STREET TREE FORM:** The applicant shall complete the “Proposed Street Tree” form available in the Planning Division or online at www.mountainview.gov/planningforms. Once completed, the applicant shall email the original to the Parks Division at parks@mountainview.gov and provide a duplicate copy to the Building Division with building permit submittal.
39. **ARBORIST REPORT:** A qualified arborist shall provide written instructions for the care of the existing tree(s) to remain on-site before, during, and after construction. The report shall also include a detailed plan showing installation of chain link fencing around the dripline to protect these trees and installation of an irrigation drip system and water tie-in for supplemental water during construction. Arborist’s reports shall be received by the Planning Division and must be approved prior to issuance of building permits. Prior to occupancy, the arborist shall certify in writing that all tree preservation measures have been implemented. Approved measures from the report shall be included in the building permit drawings.
40. **ARBORIST INSPECTIONS:** During demolition activity and upon demolition completion, a qualified arborist shall inspect and verify the measures described in the arborist report are appropriately implemented for construction activity near and around the preserved trees, including the critical root zones. Should it be determined that the root systems are more extensive than previously identified and/or concerns are raised of nearby excavation or construction activities for the project foundation or underground parking garage, the design of the building and/or parking garage may need to be altered to maintain the health of the trees prior to building permit issuance.
41. **MONTHLY ARBORIST INSPECTIONS:** Throughout demolition and construction, a qualified arborist must conduct monthly inspections to ensure tree protection measures and maintenance care are provided. A copy of the inspection letter, including recommendations for modifications to tree care or construction activity to maintain tree health, shall be provided to the Planning Division at planning.division@mountainview.gov.
42. **LANDSCAPE SCREENING:** All utility meters, lines, transformers, backflow preventers, etc., on-site or off-site, must be shown on all site plan drawings and landscape plan drawings. All such facilities shall be located so as to not interfere with landscape material growth and shall be screened in a manner which respects the building design and setback requirements. Additional landscaping materials or modifications may be required by the Planning Division at final inspection to ensure adequate plant screening.
43. **TREE REMOVALS:** Permits to remove, relocate, or otherwise alter Heritage trees cannot be implemented until a project building permit for new construction is secured and the project is pursued.
44. **REPLACEMENT TREES:** The applicant shall offset the loss of Heritage trees with 56 replacement trees and the loss of non-Heritage trees with 61 replacement trees for a total of 117 replacement trees. Each replacement tree shall be no smaller than a 24” box and shall be noted on the landscape plan as Heritage or street replacement trees.
45. **STREET TREE PROTECTIONS:** All designated City street trees are to be protected throughout construction activity with protection measures shown on building permit plans.
46. **TREE PROTECTION MEASURES:** The tree protection measures listed in the arborist’s report prepared by HortScience/Bartlett Consulting and dated September 22, 2022 shall be included as notes on the title sheet of all grading and landscape plans. These measures shall include, but may not be limited to, 6’ chain link fencing at the drip line, a continuous maintenance and care program, and protective grading techniques. Also, no materials may be stored within the drip line of any tree on the project site.
47. **SECURITY BOND:** The applicant shall post a security bond to ensure that replacement trees are planted and become established (one year after planting) and to compensate for the trees that were lost due to illegal removal.
48. **SECURITY DEPOSIT:** The applicant shall take all precautions during construction activities to protect the following trees: 35, 36, 37, 38, 39, 40, 41, 42, and 43. Measures shall include, but not be limited to, all preservation measures identified in the arborist report pursuant to Condition No. 135.

To demonstrate accountability for implementing tree preservation measures, the applicant shall provide a security deposit prior to building permit issuance. The deposit shall be placed into an account where no interest shall accrue with payment of a nonrefundable administrative fee. The amount of the deposit shall be determined by the Zoning Administrator based on City review and approval of a cost estimate provided by the applicant. At minimum, the cost estimate shall cover fees associated with a subsequent Heritage Tree Removal Permit process, if required, in accordance with Chapters 32 and 36 of the City Code; the cost of labor and materials for tree removal(s) for all Heritage trees identified to be preserved; and the cost of labor and materials for tree replacement(s) for all Heritage trees identified to be preserved, based on replacement tree species and sizes approved by the Zoning Administrator. The cost estimate submittal and fee deposit shall be completed prior to building permit issuance.

Upon completion of construction, the City will return the security deposit to the applicant upon issuance of a final Certificate of Occupancy for the project if either of the following conditions exist: (1) a site inspection by a certified arborist confirms the health of the trees was maintained and no irrevocable damage or death of the trees has occurred due to the project's construction activity; or (2) upon completion of the Heritage Tree Removal Permit process and verification the trees have been removed and replaced.

49. **IRREVOCABLE DAMAGE TO HERITAGE TREES:** In the event one or more of the preserved Heritage tree(s) are not maintained and irrevocable damage or death of the tree(s) has occurred due to construction activity, a stop work order will be issued on the subject property and no construction activity shall occur for two (2) working days per damaged tree. The applicant will also be subject to a penalty fee at twice the tree valuation prior to damage; this fee applies to each Heritage tree damaged. No construction activity can resume until the penalty fee(s) have been paid to the City.

NOISE

50. **MECHANICAL EQUIPMENT (NOISE):** The noise emitted by any mechanical equipment shall not exceed a level of 55 dB(A) during the day or 50 dB(A) during the night, 10:00 p.m. to 7:00 a.m., when measured at any location on the adjoining residentially used property.
51. **NOISE GENERATION:** All noise-generating activities (i.e., entertainment or amplified sound) are limited to interior areas only, and the heating, ventilation, and air conditioning system shall be maintained to ensure that all windows and doors remain closed when the business is in operation.
52. **INTERIOR NOISE LEVELS:** Construction drawings must confirm that measures have been taken to achieve an interior noise level of 45 dB(A) L_{dn} that shall be reviewed and approved by a qualified acoustical consultant prior to building permit submittal.
53. **CONSTRUCTION NOISE REDUCTION:** The following noise reduction measures shall be incorporated into construction plans and contractor specifications to reduce the impact of temporary construction-related noise on nearby properties: (a) comply with manufacturer's muffler requirements on all construction equipment engines; (b) turn off construction equipment when not in use, where applicable; (c) locate stationary equipment as far as practical from receiving properties; (d) use temporary sound barriers or sound curtains around loud stationary equipment if the other noise reduction methods are not effective or possible; and (e) shroud or shield impact tools and use electric-powered rather than diesel-powered construction equipment.
54. **SITE-SPECIFIC BUILDING ACOUSTICAL ANALYSIS:** A qualified acoustical consultant will review final site plans, building elevations, and floor plans prior to construction to calculate expected interior noise levels as required by state noise regulations. Project-specific acoustical analyses are required by the California Building Code to confirm that the design results in interior noise levels reduced to 45 dB(A) L_{dn} or lower. The specific determination of what noise insulation treatments are necessary will be completed on a unit-by-unit basis. Results of the analysis, including the description of the necessary noise control treatments, will be submitted to the City along with the building plans and approved prior to issuance of a building permit. Building sound insulation requirements will include the provision of forced-air mechanical ventilation for all residential units as recommended by the qualified acoustical consultant, so that windows can be kept closed at the occupant's discretion to control noise. Special building techniques (e.g., sound-rated windows and building facade treatments) will be implemented

as recommended by the qualified acoustical consultant to maintain interior noise levels at or below acceptable levels. These treatments will include, but are not limited to, sound-rated windows and doors, sound-rated wall construction, acoustical caulking, protected ventilation openings, etc.

55. **PILE DRIVING NOISE REDUCTION:** The following measures shall be incorporated into construction plans and contractor specifications if pile driving is proposed: (a) multiple pile drivers shall be considered to expedite construction. Although noise levels generated by multiple pile drivers would be higher than the noise generated by a single pile driver, the total duration of pile driving would be reduced; and (b) temporary noise control blanket barriers shall shroud pile drivers or be erected in a manner to shield the foundation pile holes as a standard construction noise control technique. Predrilling reduces the number of blows required to seat the pile.

TRANSPORTATION PROGRAMS AND IMPROVEMENTS

56. **TMA MEMBERSHIP:** The property owner or their representatives shall maintain ongoing membership in the Mountain View Transportation Management Association (MVTMA), or other association or institution providing transportation-related services, pursuant to the Transportation Demand Management measures in the P(38) El Camino Real Precise Plan.

AGREEMENTS AND FEES

57. **COMMUNITY BENEFIT CONTRIBUTION:** In compliance with the El Camino Real Precise Plan, the applicant is required to provide a community benefit package in exchange for additional development intensity and to advance the goals and policies of the El Camino Real Precise Plan. The total contribution, Five Million Forty-Five Thousand One Hundred Sixty-One Dollars and Seventy-Four Cents (\$5,045,161.74), shall be made payable to the City of Mountain View prior to the issuance of the first foundation, excavation, or new structure building permit.
58. **INDEMNITY AGREEMENT:** Prior to the issuance of any building permits, the applicant shall agree, in writing, to defend, indemnify, and hold harmless the City and the City's officers, agents, and employees in any action brought by a third party to void this Permit(s). The agreement shall be in a form satisfactory to the City Attorney and Zoning Administrator. It shall run with the land and shall not be amended without prior City consent.

CONSTRUCTION ACTIVITIES

59. **MULTI-PHASE DEVELOPMENT:** Construction of the project is planned to be done in multiple phases, as described below and shown in the approved plan set:
- a. Phase 1—New bank building.
 - b. Phase 2—Demolition of existing bank building and construction of interim parking lot.
 - c. Phase 3—Construction of new mixed-use building.
60. **WORK HOURS/CONSTRUCTION SITE SIGNAGE:** No work shall commence on the job site prior to 7:00 a.m. nor continue later than 6:00 p.m., Monday through Friday, nor shall any work be permitted on Saturday or Sunday or any holiday unless prior approval is granted by the Chief Building Official. The general contractor, applicant, developer, or property owner shall erect a sign at all construction site entrances/exits to advise subcontractors and material suppliers of the working hours and contact information, including an after-hours contact. Violation of this condition of approval may be subject to the penalties outlined in Section 8.6 of the City Code and/or suspension of building permits.
61. **CONSTRUCTION PARKING:** The applicant shall prepare a construction parking management plan to address parking demands and impacts during the construction phase of the project by contractors or other continued operations on-site. The plan shall also include a monitoring and enforcement measure which specifies on-street parking is prohibited and will be monitored by the owner/operator of the property (or primary contractor), and penalties will be enforced by the owner/operator of the property (or primary contractor) for violations of on-street parking restrictions. Violations of this provision may result in a stop-

work notice being issued by the City for development project. The construction parking management plan shall be subject to review and approval by the Zoning Administrator prior to the issuance of building permits.

62. **NOTICE OF CONSTRUCTION:** The applicant shall notify neighbors within 700' of the project site of the construction schedule in writing, prior to construction. For multi-phased construction, separate notices may be required for each phase of construction. A copy of the notice and the mailing list shall be submitted for review prior to issuance of building permits.
63. **DISTURBANCE COORDINATOR:** The applicant shall designate a "disturbance coordinator" who will be responsible for responding to any local complaints regarding construction noise. The coordinator (who may be an employee of the general contractor) will determine the cause of the complaint and will require that reasonable measures warranted to correct the problem be implemented. A telephone number of the noise disturbance coordinator shall be conspicuously posted at the construction site fence and on the notification sent to neighbors adjacent to the site. The sign must also list an emergency after-hours contact number for emergency personnel.
64. **HEALTH AND SAFETY MEASURES:** The permittee/contractor is responsible for preparing and implementing an appropriate health and safety plan to address the contamination and manage the operations in a safe manner and in compliance with the Cal/OSHA Construction Safety Orders and other state and federal requirements.
65. **HAZARDOUS MATERIALS CONTAMINATION:** To reduce the potential for construction workers and adjacent uses to encounter hazardous materials contamination from asbestos-containing materials (ACM) and lead-based paint, the following measures are to be included in the project:
- In conformance with local, state, and federal laws, an asbestos building survey and a lead-based paint survey shall be completed by a qualified professional to determine the presence of ACMs and/or lead-based paint on the structures proposed for demolition. The surveys shall be completed prior to demolition work beginning on the structures.
 - 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. All construction activities shall be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than 1% asbestos are also subject to Bay Area Air Quality Management District (BAAQMD) regulations.

During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1, including employee training, employee air monitoring, and dust control. Any debris or soil containing lead-based paint or coatings shall be disposed of at landfills that meet acceptance criteria for the waste being disposed.

66. **BASIC AIR QUALITY CONSTRUCTION MEASURES:** The applicant shall require all construction contractors to implement the basic construction mitigation measures recommended by the Bay Area Air Quality Management District (BAAQMD) to reduce fugitive dust emissions. Emission reduction measures will include, at a minimum, the following measures: (a) all exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) will be watered two times per day; (b) all haul trucks transporting soil, sand, or other loose material off-site will be covered; (c) all visible mud or dirt track-out onto adjacent public roads will be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited; (d) all vehicle speeds on unpaved roads will be limited to 15 mph; (e) all roadways, driveways, and sidewalks to be paved will be completed as soon as possible. Building pads will be laid as soon as possible after grading unless seeding or soil binders are used; (f) idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measures Title 13, Section 2485, of the California Code of Regulations). Clear signage shall be provided for construction workers at all access points; (g) all construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation; and (h) post a publicly visible sign with the telephone number and person to contact at the City of Mountain View regarding

dust complaints. This person will respond and take corrective action within 48 hours. BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

67. **DISCOVERY OF CONTAMINATED SOILS:** If contaminated soils are discovered, the applicant will ensure the contractor employs engineering controls and Best Management Practices (BMPs) to minimize human exposure to potential contaminants. Engineering controls and construction BMPs will include, but not be limited to, the following: (a) contractor employees working on-site will be certified in OSHA's 40-hour Hazardous Waste Operations and Emergency Response (HAZWOPER) training; (b) the contractor will stockpile soil during redevelopment activities to allow for proper characterization and evaluation of disposal options; (c) the contractor will monitor area around construction site for fugitive vapor emissions with appropriate field screening instrumentation; (d) the contractor will water/mist soil as it is being excavated and loaded onto transportation trucks; (e) the contractor will place any stockpiled soil in areas shielded from prevailing winds; and (f) the contractor will cover the bottom of excavated areas with sheeting when work is not being performed.
68. **DISCOVERY OF ARCHAEOLOGICAL RESOURCES:** If prehistoric or historic-period cultural materials are unearthed during ground-disturbing activities, it is recommended that all work within 100' of the find be halted until a qualified archaeologist and Native American representative can assess the significance of the find. Prehistoric materials might include obsidian and chert-flaked stone tools (e.g., projectile points, knives, scrapers) or tool-making debris; culturally darkened soil ("midden") containing heat-affected rocks and artifacts; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered-stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, will develop a treatment plan that could include site avoidance, capping, or data recovery.
69. **DISCOVERY OF HUMAN REMAINS:** In the event of the discovery of human remains during construction or demolition, there shall be no further excavation or disturbance of the site within a 50' radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to their authority, the Coroner shall notify the Native American Heritage Commission, which shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this state law, then the landowner shall reinter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance. A final report shall be submitted to the City's Community Development Director prior to release of a Certificate of Occupancy. This report shall contain a description of the mitigation programs and its results, including a description of the monitoring and testing resources analysis methodology and conclusions, and a description of the disposition/curation of the resources. The report shall verify completion of the mitigation program to the satisfaction of the City's Community Development Director.
70. **DISCOVERY OF PALEONTOLOGICAL RESOURCES:** In the event that a fossil is discovered during construction of the project, excavations within 50' of the find shall be temporarily halted or delayed until the discovery is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The City shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. If the find is determined to be significant and if avoidance is not feasible, the paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards.
71. **INDOOR FORMALDEHYDE REDUCTIONS:** If the project utilizes composite wood materials (e.g., hardwood plywood, medium density fiberboard, particleboard) for interior finishes, then only composite wood materials that are made with CARB-approved, no-added formaldehyde (NAF) resins, or ultra-low emitting formaldehyde (ULEF) resins shall be utilized (CARB, Airborne Toxic Control Measure to Reduce Formaldehyde Emissions from Composite Wood Products, 17 CCR Section 93120, *et seq.*, 2009-2013).
72. **PRECONSTRUCTION NESTING BIRD SURVEY:** To the extent practicable, vegetation removal and construction activities shall be performed from September 1 through January 31 to avoid the general nesting period for birds. If construction or vegetation removal cannot be performed during this period, preconstruction surveys will be performed no more than two days prior to construction activities to locate any active nests as follows:

The applicant shall be responsible for the retention of a qualified biologist to conduct a survey of the project site and surrounding 500' for active nests—with particular emphasis on nests of migratory birds—if construction (including site preparation) will begin during the bird nesting season, from February 1 through August 31. If active nests are observed on either the project site or the surrounding area, the applicant, in coordination with the appropriate City staff, shall establish no-disturbance buffer zones around the nests, with the size to be determined in consultation with the California Department of Fish and Wildlife (usually 100' for perching birds and 300' for raptors). The no-disturbance buffer will remain in place until the biologist determines the nest is no longer active or the nesting season ends. If construction ceases for two days or more and then resumes during the nesting season, an additional survey will be necessary to avoid impacts on active bird nests that may be present.

73. VIBRATION BEST MANAGEMENT PRACTICES CONSTRUCTION MEASURES:

- Avoid impact pile driving and drill piles instead where possible. Drilled piles cause lower vibration levels where geological conditions permit their use.
- Avoid using vibration rollers and tampers near sensitive areas.
- In areas where project construction is anticipated to include vibration generating activities, vibration studies shall be conducted to determine the areas of impact and to present appropriate mitigation measures that may include the following:
 - Identification of sites that would be exposed to project vibration compaction activities and could result in vibration impacts to structures;
 - Develop a vibration monitoring and contingency plan;
 - Construction contingency plan; and
 - Conduct post-survey on structures where either monitoring has indicated high levels or complaints of damage have been made.

MITIGATION MEASURES

- 74. VALLEY TRANSPORTATION AUTHORITY (VTA) COORDINATION:** The project applicant will coordinate with VTA on the future implementation of bus stop improvements on El Camino Real to comply with VTA design guidelines and design. **(PROJECT-SPECIFIC CONDITION)**
- 75. TRAVEL DEMAND MANAGEMENT (TDM) PROGRAM:** The applicant will submit the final TDM program to the City as part of the building permit process. The applicant would be responsible for funding the project-specific TDM measures. The applicant will coordinate with VTA as necessary upon completion of the final TDM program and its submittal to the City.
- 76. MITIGATION CERTIFICATION:** Prior to occupancy of any structure or establishment of any use, Greystar (applicant), on behalf of JP Morgan Chase (property owner), shall inspect the site and shall certify, in writing, that all mitigation measures listed in their Mitigation and Monitoring Report have been correctly implemented.
- 77. EXISTING EL CAMINO REAL PRECISE PLAN MITIGATION MEASURES:** All mitigation measures identified in the El Camino Precise Plan Environmental Impact Report (EIR) apply to this project and must be addressed during building permit submittal and construction. Some of these mitigation measures may be superseded by more stringent City standards, code requirements, or with more detailed measures incorporated into the project's environmental analysis. The applicant must note how the applicant has addressed each mitigation measure to the satisfaction of the Zoning Administrator prior to building permit issuance.

78. **2014 ENVIRONMENTAL IMPACT REPORT MITIGATION MEASURE AIR-1:** All new development projects, associated with implementation of the Precise Plan, which include buildings within 1,000' of a residential dwelling unit, shall conduct a construction health risk assessment (HRA) to assess emissions from all construction equipment during each phase of construction prior to issuance of building permits. Equipment usage shall be modified as necessary to ensure that equipment use would not result in a carcinogenic health risk of more than 10 in 1 million, an increased noncancer risk of greater than 1.0 on the hazard index (chronic or acute), or an annual average ambient PM_{2.5} increase greater than 0.3 µg/m³.
79. **HOUSING ELEMENT ENVIRONMENTAL IMPACT REPORT MITIGATION MEASURE AIR-2: EMISSION REDUCTION MEASURES FOR SUBSEQUENT PROJECTS EXCEEDING THE SIGNIFICANCE THRESHOLDS FOR HEALTH RISKS FROM CONSTRUCTION.** Project applicants within the Housing Element Update (HEU) area proposing projects within 1,000' of existing or approved sensitive receptors shall prepare a project-level HRA of construction impacts at the time the project is proposed. The HRA shall be based on project-specific construction schedule, equipment, and activity data and shall be conducted using methods and models approved by the BAAQMD, CARB, OEHHA, and U.S. EPA. Estimated project-level health risks shall be compared to the BAAQMD's health risk significance thresholds for projects. In the event that a project-specific HRA finds that the project could result in significant construction health risks that exceed BAAQMD significance thresholds, the project applicant shall implement Mitigation Measure AIR-1's requirement for the use of all Tier 4 final construction equipment to reduce project-level health risks to a less-than-significant level. In addition, all tower cranes, forklifts, man and material lifts shall be electric-powered.
80. **2014 ENVIRONMENTAL IMPACT REPORT MITIGATION MEASURE AIR-2:** For residential or other sensitive-use projects proposed within 500' of El Camino Real, State Route 87, State Route 287, and/or any permitted stationary sources, including those identified in Table IV.B-6, the City of Mountain View shall require an evaluation of potential health risk exposure. The applicant for a sensitive-use project within the El Camino Real Precise Plan area shall prepare a report using the latest BAAQMD permit data and roadway risk estimates to determine impacts to future residents or sensitive receptors. The report shall outline any measures that would be incorporated into the project necessary to reduce carcinogenic health risk of to less than 10 in 1 million, reduce the noncancer risk of to less than 1.0 on the hazard index (chronic or acute), and ensure the annual average ambient PM_{2.5} increase is less than 0.3 µg/m³. Measures to reduce impacts could include upgrading air filtration systems of fresh air supply, tiered plantings of trees, and site design to increase distance from source to the receptor.
81. **MITIGATION MEASURE CUL-1.1: DOCUMENTATION.** Prior to issuance of any demolition, grading, or construction permits for the site, the project sponsor shall retain a qualified professional to undertake documentation of the bank building at 749 West El Camino Real. The documentation shall be funded by the project sponsor and undertaken by a qualified professional(s) who meets the Secretary of the Interior's Professional Qualification Standards for history, architectural history, or historic architecture (Code of Federal Regulations, Title 36, Part 61, Appendix A) and be submitted for review and approval by the City of Mountain View Planning Division staff or a qualified historic consultant retained by the City prior to issuance of demolition permits. The documentation package shall consist of the items listed below:
- CUL-1.1a: Digital Photography.
 - CUL-1.1b: Historical Report.
 - CUL-1.1c: Site Plan and Drawings.

The documentation materials shall be submitted to the Northwest Information Center at Sonoma State University, the local repository for the California Historical Resources Information System. The documentation shall also be offered to state, regional, and local repositories, as deemed appropriate, including the City of Mountain View Planning Division, the Mountain View Public Library, and Santa Clara County Historical and Genealogical Society. Materials shall be provided in archival digital and/or hard copy formats depending on the capacity and preference of each repository. This measure would create a collection of reference materials that would be available to the public and inform future research. While the documentation utilizes some of the guidelines and specifications developed for the Historic American Buildings Survey (HABS), the documentation package does not need to be delivered as HABS documentation to the Library of Congress.

82. **MITIGATION MEASURE CUL-1.1a: DIGITAL PHOTOGRAPHY.** Digital photographs will be taken of the historic building, integrated artwork, plaza landscaping, and the overall character and setting of the former Home Savings and Loan Bank designed by Millard Sheets at 749 West El Camino Real. All digital photography shall be conducted according to current National Park Service (NPS) standards as specified in the National Register of Historic Places and National Historic Landmarks Program Consolidated and Updated Photograph Policy 2024. The photography shall be undertaken by a qualified professional with demonstrated experience in documentation photography. Large format negatives are not required. Photograph views for the data set shall include:

- Photographs of all four exterior facades of the building;
- At least two oblique views of the building exterior; and
- Detail views of character-defining features, including, but not limited to:
 - Exterior mosaic mural;
 - Round stained-glass window;
 - Interior painted mural;
 - Front plaza sculpture;
 - Representative interior views of the bank lobby; and
 - Contextual views of the site and plaza.

All photographs shall be referenced on a photographic key map or site plan. The photographic key shall show the photograph number with an arrow to indicate the direction of the view. Digital photographs shall be taken in uncompressed RAW file format and saved as TIFF files. The size of each image shall be a minimum of 1600x1200 pixels at 300 pixels per inch or larger and in color format. The file name for each electronic image shall correspond with the index of photographs and photograph label. If repositories request hard-copy prints, the photographs shall be printed on archival paper and labeled.

83. **MITIGATION MEASURE CUL-1.1b: HISTORICAL REPORT.** A written historical narrative and report that meets the HABS Historical Report Guidelines shall be produced for the historic bank at 749 West El Camino Real. This HABS-style historical report may be based on the documentation provided in “615 and 749 West El Camino Real, Mountain View, HRER Peer Review Memorandum” (Page & Turnbull, 2023) and shall include historic photographs and drawings, if available. The HABS-style historical report shall follow the outline format with a statement of significance of the building and a description of the building’s architectural features and artwork.

84. **MITIGATION MEASURE CUL-1.1c: SITE PLAN AND DRAWINGS.** Original architectural drawings or as-built measured drawings of the historic building and plaza shall be submitted as part of the documentation package. Reasonable efforts shall be made to locate original drawings of the historic building. If located, selected representative drawings (such as site plans, elevations, sections, and relevant key details) shall be photographed or scanned at high resolution, reproduced, and included in the dataset. If original architectural or construction drawings of the historic bank building dating to the period of significance cannot be located, then measured drawings shall be prepared according to HABS guidelines by a professional who meets the Secretary of the Interior’s Professional Qualification Standards for Architecture or Historic Architecture. The measured drawings shall be reviewed by the professional retained to prepare the written historical report. At minimum, the measured drawings shall include:

- A site plan, showing the location of the building in relation to El Camino Real, Castro Street, and the plaza landscaping;
- Elevation drawings of each of the four building elevations;
- Floor plans; and
- (Optional) Sections and detail drawings.

85. **MITIGATION MEASURE CUL-1.2: INTERPRETATIVE PROGRAM.** The project sponsor, in consultation with a qualified historian or architectural historian who meets the Secretary of the Interior’s Professional Qualification Standards, shall develop an interpretive program for the site. The Interpretive Display Plan shall be reviewed and approved by the City of Mountain View Planning Division or a qualified historic consultant retained by the City prior to the issuance of permits for any demolition, grading, or construction on the site. The plan shall include the proposed display type(s) and location(s) of the content as well as high-quality graphics and written narratives that will be incorporated. The interpretive display(s) shall be fully installed prior to issuance of the final Certificate of Occupancy for the project and inspected by Planning Division staff or a qualified historic

consultant to confirm its adherence to mitigation measure requirements. The interpretive content shall include the history and architectural and artistic significance of the Millard Sheets-designed former Home Savings & Loan Association bank. The interpretive display(s) shall also contextualize and tell the story of the specific artists working within the Millard Sheets studio who were involved with the artwork that is salvaged and reinstalled as part of the project. In addition to narrative text, the interpretative display(s) may include, but is not limited to, a display of photographs, news articles, and drawings. The interpretive display(s) may use source materials from the historical report prepared as part of MM CUL-1.1. The permanent, high-quality interpretive display(s) shall be installed within the project site boundaries, made of durable materials (all-weather, if outdoors), and positioned to allow for high public visibility and interactivity. It is preferred that the interpretive displays with content associated with the artworks be positioned near the salvaged and relocated artworks.

86. **HOUSING ELEMENT ENVIRONMENTAL IMPACT REPORT MITIGATION MEASURE GHG-1: REQUIRE COMPLIANCE WITH EV REQUIREMENTS IN CALGREEN TIER 2.** Subsequent development projects proposed as part of the HEU shall comply with EV requirements in the most recently adopted version of CALGreen Tier 2 at the time that a building permit application is filed.
87. **2014 ENVIRONMENTAL IMPACT REPORT MITIGATION MEASURE NOISE-1:** The following language shall be included as a Condition of Approval for new projects associated with implementation of the Precise Plan:
- In the event that pile driving would be required for any proposed project within the Precise Plan area, all residents within 300' of the project site shall be notified of the schedule for its use a minimum of one week prior to its commencement. The contractor shall implement "quiet" pile driving technology (such as predrilling of piles, the use of more than one pile driver to shorten the total pile driving duration, or the use of portable acoustical barriers) where feasible, in consideration of geotechnical and structural requirements and conditions.
 - To the extent feasible, the project contractor shall phase high-vibration-generating construction activities, such as pile-driving/ground-impacting operations, so they do not occur at the same time with demolition and excavation activities in locations where the combined vibrations would potentially impact sensitive areas.
 - The project contractor shall select demolition methods not involving impact, where possible (for example, milling generates lower vibration levels than excavation using clam shell or chisel drops).
 - The project contractor shall avoid using vibratory rollers and packers near sensitive areas whenever possible.
88. **2014 ENVIRONMENTAL IMPACT REPORT MITIGATION MEASURE UTL-1:** As private properties within the Precise Plan area are proposed for development, project-specific capacity and condition analyses of applicable water and wastewater infrastructure adjacent to and downstream of the project sites shall be performed to identify any impacts to the water and wastewater system. As a condition of approval and prior to issuance of grading and/or building permits, the Public Works Department will determine and assign responsibility to project applicants for upgrades and improvements to the City's water and/or wastewater infrastructure, as necessary.
89. **2014 ENVIRONMENTAL IMPACT REPORT MITIGATION MEASURE UTL-2:** As private properties within the Precise Plan area are proposed for development, project-specific analyses of stormwater infrastructure adjacent and downstream of the project sites shall be performed to identify any impacts to the system. As a condition of approval and prior to issuance of grading and/or building permits, the Public Works Department will determine and assign responsibility to project applicants for upgrades and improvements to the City's stormwater infrastructure, as necessary.
90. **HOUSING ELEMENT ENVIRONMENTAL IMPACT REPORT MITIGATION MEASURE UTL-1: FAIR-SHARE CONTRIBUTIONS TOWARD UTILITY IMPROVEMENTS.** Subsequent development projects shall contribute the fair-share amount identified by the City of Mountain View Public Works Department to fund capital improvements to the water, sanitary sewer, and stormwater drainage systems prior to issuance of a building permit.

91. **BELOW-MARKET-RATE (BMR) RENTAL, PROVIDING UNITS:** Prior to issuance of the first building permits for the project, the applicant shall enter into a recorded agreement with the City that will require the applicant to provide at least 15% of the total base density number of dwelling units within the development as Below-Market-Rate (BMR) units consistent with Chapter 36, Article XIV, Divisions 1 and 2, of the City Code and the Below-Market-Rate Housing Program Administrative Guidelines and Directives. This results in a total of thirty-three (33) BMR units being available. The units will be designated as follows: thirty-one (31) units at fifty percent (50%) area median income (AMI) and two (2) units at eighty percent (80%) AMI. This is in accordance with the units outlined in the Affordable Housing Compliance Plan dated July 31, 2025, including BMR unit locations indicated on the plan set dated July 31, 2025. The Housing Department reserves the right to review, approve, or deny any modifications to the Affordable Housing Compliance Plan or unit delivery.
92. **BMR, PROCESS:** Prior to the first building permit submittal, the applicant shall contact the Housing Department at 650-903-6190 to begin preparation of a BMR agreement for the project. The applicant shall submit the following information: (a) a copy of the Findings Report or Conditions of Approval; (b) a legal description of the property; (c) a plan indicating the location, size, and phasing of BMR units; and (d) additional information as requested by the Housing Department. The BMR agreement must be recorded prior to building permit issuance.
93. **DENSITY BONUS, AFFORDABLE HOUSING UNITS:** Under provisions of the State Density Bonus Law, the applicant must submit an offer to construct thirty-one (31) affordable rental units for fifty percent (50%) AMI. The applicant shall enter into an agreement with the City consistent with the Costa-Hawkins Act, as applicable, to provide the addresses to these on-site affordable rental housing units, which shall be executed and recorded against the property within 90 days of receiving all approvals for the project prior to issuance of the first building permit for the project.
94. **DENSITY BONUS, RENTAL UNITS:** Under State Density Bonus Law, rents for the lower-income affordable units that qualify the project for a density bonus shall be set at “affordable rent” as defined in Health and Safety Code (HSC) Section 50053. If there is no federal funding for the project, then the rule regarding “family size” shall be consistent with the HSC Section 50052.5(h) including the use of federal rules and regulations if applicable to the project.
95. **DENSITY BONUS AGREEMENT PROCESS:** The applicant shall contact the Affordable Housing Division at 650-903-6190 to begin preparation of the Density Bonus Agreement for the project. The applicant shall submit the following information: (a) a legal description of the property; (b) additional information as requested by the Affordable Housing Division. The Density Bonus Agreement must be executed and recorded within 90 days of receiving all approvals for the project and prior to issuance of the first building permit for the project.

Entitlement review by the Building Division is preliminary. Building and Fire plan check reviews are separate permit processes applied for once the zoning approval has been obtained and appeal period has concluded; a formal permit submittal to the Building Division is required. Plan check review shall determine the specific requirements and construction compliance in accordance with adopted local, state, and federal codes for all building and/or fire permits. For more information on submittal requirements and timelines, contact the Building Division online at www.mountainview.gov/building. It is a violation of the MVCC for any building occupancy or construction to commence without the proper building and/or fire permits and issued Certificate of Occupancy.

96. **BUILDING CODES:** Construction plans will need to meet the current codes adopted by the Building Division upon building permit submittal. Current codes are the 2022 California Codes: Building, Residential, Fire, Electrical, Mechanical, Plumbing, CALGreen, CALEnergy, in conjunction with the City of Mountain View Amendments, and the Mountain View Green Building Code (MVGBC).
97. **USE AND OCCUPANCY CLASSIFICATION:** Provide proposed use(s) and occupancy(ies) for the proposed project per the CBC, Chapter 3.
98. **SPECIAL REQUIREMENTS BASED ON OCCUPANCY AND USE:** Project shall comply with the requirements per the CBC, Chapter 4.

99. **DWELLING UNIT SEPARATION:** Private garage separation required per the CBC, Section 406.3.2.
100. **OPENING PROTECTION:** Openings from a private garage directly into a room used for sleeping purposes shall not be permitted per the CRC, Section R302.5.1.
101. **BUILDING HEIGHT AND NUMBER OF STORIES:** The project shall comply with the requirements per the CBC, Chapter 5, Section 504.
102. **BUILDING AREA:** The project shall comply with the requirements per the CBC, Chapter 5, Section 506.
103. **MIXED USE AND OCCUPANCY:** The project shall comply with the requirements per the CBC, Chapter 5, Section 508.
104. **OCCUPANCY SEPARATION:** Proper separation is required to be provided between occupancies per the CBC, Table 508.4.
105. **TYPE OF CONSTRUCTION:** Provide the type of proposed construction per Chapter 6 of the CBC.
106. **FIRE AND SMOKE PROTECTION FEATURES:** The project shall comply with the requirements per the CBC, Chapter 7.
107. **MINIMUM DISTANCE OF PROJECTIONS:** The project shall comply with the requirements per the CBC, Chapter 7 (Table 705.2).
108. **BUILDINGS ON THE SAME LOT:** The project shall comply with the requirements per the CBC, Chapter 7, Section 705.3.
109. **FIRE-RESISTANCE RATING FOR EXTERIOR WALLS BASED ON FIRE SEPARATION DISTANCE:** The project shall comply with the requirements per the CBC, Chapter 7 (Table 705.5).
110. **MAXIMUM AREA OF EXTERIOR WALL OPENINGS BASED ON FIRE SEPARATION DISTANCE AND DEGREE OF OPENING PROTECTION:** The project shall comply with the requirements per the CBC, Chapter 7 (Table 705.8).
111. **FIRE WALLS:** Provide the required Fire Wall Resistance Ratings per CBC, Chapter 7, Table 706.4(c), as amended in MVCC Section 8.10.24.
112. **AUTOMATIC FIRE SPRINKLERS:** An automatic sprinkler system shall be installed for structures identified with Group R occupancy per the CBC, Chapter 9, Section 903.2.8.
113. **OCCUPANT NOTIFICATION BY FIRE ALARMS DETECTION SYSTEM:** Dwelling and sleeping units shall meet the visible alarm notification requirements of the CBC, Sections 907.5.2.3.2 and 907.5.2.3.3.
114. **SMOKE CONTROL SYSTEMS:** Establish minimum requirements for the design, installation, and acceptance testing of smoke control systems per the CBC, Section 909.
115. **FIRE PROTECTION (PROJECTIONS):** Overhangs and other projections will not be permitted to cross property lines, including any property lines between units.
116. **MEANS OF EGRESS:** The project is required to comply with the requirements per the CBC, Chapter 10, Means of Egress.
117. **OCCUPANT LOAD:** The project shall comply with Table 1004.5, Maximum Floor Area Allowance per Occupant, per the CBC, Chapter 10, Section 1004.
118. **ACCESSIBLE MEANS OF EGRESS:** The site must meet accessible means of egress per the CBC, Chapter 10, Section 1009.
119. **EXIT DISCHARGE:** The project shall comply with the exit discharge requirements per the CBC, Chapter 10, Section 1028.

120. **EMERGENCY ESCAPE AND RESCUE:** The project shall comply with the egress window requirements per the CBC, Section 1031.
121. **ACCESSIBILITY REQUIREMENTS:**
- **Chapter 11A:** The project will be required to comply with the accessibility requirements in the CBC, Chapter 11A.
 - **Chapter 11B:** The project will be required to comply with the accessibility requirements in the CBC, Chapter 11B.
 - **Accessibility (Chapter 11A and CRC Section R320):** The project will be required to comply with the accessibility requirements per the CBC, Chapter 11A, and the CRC, Section R320.
 - **Assigned Accessible Parking Spaces (Chapter 11A):** When assigned parking spaces are provided, at least 2% of the assigned parking spaces are required to be accessible per the CBC, Chapter 11A, Section 1109A.4.
 - **Unassigned and Visitor Parking Spaces (Chapter 11A):** When parking is provided, at least 5% of the parking spaces are required to be accessible per the CBC, Chapter 11A, Section 1109A.5.
122. **MVGC CALGREEN:** The project shall comply with the Mountain View CALGreen checklist requirements available online at www.mountainview.gov/greenbuilding.
123. **PLUMBING FIXTURES:** The project shall comply with Table 422.1 of the California Plumbing Code (CPC), Section 4.
124. **DUAL PLUMBING:** New buildings and facilities shall be dual-plumbed for potable and recycled water systems for toilet flushing when recycled water is available, per California Green Building Standards Code, Appendix A5, A5.303.5, and as amended in MVCC Section 8.30.4.
125. **PLUMBING:** The project will be subject to the submetering requirements per Senate Bill 7 (Housing: Water Meters for Multi-Unit Structures).
126. **UTILITIES:** No utilities shall cross property lines.
127. **BUILDING UTILITIES:** Utilities (gas, electrical, etc.) shall comply with PG&E Green Book requirements.
128. **FIRE ACCESS LANE(S):** The site must always meet/maintain the existing fire access lane(s).
129. **STRUCTURAL CALCULATIONS:** Structural calculations may be required once the application for a building permit is submitted.
130. **ADDRESSES:** All street names, street numbers, residential apartment numbers, ADU numbers, and suite numbers will be processed by the Building Division prior to permit issuance.
131. **COMMERCIAL TENANT IMPROVEMENTS:** The tenant improvements for the commercial space(s) will be required to obtain a separate building permit(s).
132. **CAR STACKERS:** All car stackers will need to be UL-listed and meet any other requirements adopted at the time of building submittal, up to and including NFPA approval.
133. **PLAYGROUND EQUIPMENT:** A building permit will be required for all playground equipment in the common area(s). Third-party inspection by a certified playground safety inspector is required before final building inspection.
134. **SURVEY REQUIRED:** Structures within 6' of a property line, or required setback, shall provide a site survey certificate and obtain approval from the City prior to concrete pour.

135. **SCHOOL IMPACT FEE:** The project is subject to school impact fees. To obtain information, fee estimates, and procedures, please contact the following local school districts: Mountain View Los Altos Union High School District at www.mvla.net or 650-940-4650; and Mountain View Whisman School District at www.mvwsd.org or 650-526-3500; or Los Altos School District at www.lasdschools.org or 650-947-1150.
136. **ALTERNATE MATERIALS METHODS REQUEST (AMMR):** Any AMMR(s) is required to be formally submitted with the initial building permit. AMMRs will be reviewed by the Chief Building Official during the building plan check process. Approvals of AMMRs are not processed or provided prior to submittal to the Building Division.
137. **DEMOLITION PERMIT(S):** Demolition permit(s) are issued under a separate permit application. Visit the City of Mountain View Building Division online at www.mountainview.gov/building or contact by phone at 650-903-6313 to obtain information and submittal requirements.
138. **ELECTRICAL VEHICLE CHARGERS (EVs) AND PHOTOVOLTAIC SYSTEM (PVs) PERMITS:** Proposed EV and PV are to be a deferred submittal under a separate building permit application.
139. **SIGNS:** Proposed signs are to be a deferred submittal under a separate building permit application.
140. **PEDESTRIAN PROTECTION:** Pedestrians shall be protected during construction, remodeling, and demolition; additionally, if required, signs shall be provided to direct pedestrian traffic. Provide sufficient information at the time of building plan submittal of how pedestrians will be protected from construction activity per the CBC, Section 3306.
141. **WORK HOURS/CONSTRUCTION SITE SIGNAGE:** No work shall commence on the job site prior to 7:00 a.m. nor continue later than 6:00 p.m., Monday through Friday, nor shall any work be permitted on Saturday or Sunday or any holiday unless prior approval is granted by the Chief Building Official. The general contractor, applicant, developer, or property owner shall erect a sign at all construction site entrances/exits to advise subcontractors and material suppliers of the working hours (see job card for specifics) and contact information, including an after-hours contact. Violation of this condition of approval may be subject to the penalties outlined in Section 8.70 of the MVCC and/or suspension of building permits.

Fire Department—650-903-6343 or fire@mountainview.gov

FIRE PROTECTION SYSTEMS AND EQUIPMENT

142. **FIRE SPRINKLER SYSTEM:** Provide an automatic fire sprinkler system to be monitored by a central station monitoring alarm company. This monitoring shall include water flow indicators and tamper switches on all control valves. Shop-quality drawings shall be submitted electronically for review and approval. The underground fire service system shall be approved prior to approval of the automatic fire sprinkler system. All work shall conform to NFPA 13, NFPA 24, NFPA 72, and Mountain View Fire Department specifications. (City Code Sections 14.10.30 and 14.10.31 and California Fire Code Section 903.)
143. **STANDPIPE SYSTEM:** Provide a Class I standpipe system. (City Code Sections 14.10.32, 14.10.33, 14.10.34, and 14.10.35 and California Fire Code Section 905.)
144. **FIRE PROTECTION DURING CONSTRUCTION:** Every building four stories or more in height shall be provided with no fewer than one standpipe for use during construction. Such standpipe(s) shall be installed when the progress of construction is not more than 40' in height above the lowest level of Fire Department access. Such standpipe(s) shall be provided with Fire Department hose connections at accessible locations adjacent to usable stairs, and the standpipe outlets shall be located adjacent to such usable stairs. Such standpipe systems shall be extended as construction progresses to within one floor of the highest point of construction having secured decking or flooring. On each floor, there shall be provided a 2.5" valve outlet for Fire Department use. (California Fire Code, Chapter 33.)

145. **FIRE HYDRANTS:** Hydrants in accordance with the Department of Public Works Standard Provisions shall be located every 300' (apart) and within 150' of all exterior walls. Installation shall be complete and the system shall be tested prior to combustible construction.
146. **ON-SITE WHARF HYDRANTS:** Provide ground-level wet standpipes (wharf hydrants). On-site wharf hydrants shall be so located as to reach any portion of combustible construction with 150' of hose. Installation shall be complete and the system shall be tested prior to the start of combustible construction. The wharf hydrant shall be capable of providing a combination flow of 500 GPM with two 2.5" outlets flowing. Shop-quality drawings shall be submitted electronically for review and approval. (NFPA 24 and Mountain View Fire Department requirements.)
147. **FIRE EXTINGUISHERS:** Install one 2-A:10-B:C fire extinguisher for every 50'/75' of travel or every 3,000 square feet. Fire extinguisher locations shall be indicated on the architectural floor plans. (California Code of Regulations, Title 19, Chapter 3, and California Fire Code, Section 906.)
148. **AUTOMATIC/MANUAL FIRE ALARM SYSTEM:** Provide an approved automatic/manual fire alarm system in accordance with California Fire Code and Mountain View Fire Department specifications. Shop-quality drawings shall be submitted electronically for review and approval. Prior to occupancy, the system shall be field-tested, approved, and in service. Provisions shall be made for monthly testing, maintenance, and service. (California Fire Code, Section 907, and Mountain View City Code, Section 14.10.36 and 14.10.37.)
149. **SMOKE ALARMS:** All residential occupancies shall be provided with California State Fire Marshal-listed smoke alarms. Smoke alarms shall be installed in accordance with the California Building Code and the approved manufacturer's instructions. (California Fire Code, Section 907.2.11.)
150. **CARBON MONOXIDE ALARMS:** All residential occupancies shall be provided with carbon monoxide alarms. Carbon monoxide alarms shall be installed in accordance with the California Building Code and the approved manufacturer's instructions. (California Fire Code, Section 915.)

FIRE DEPARTMENT ACCESS

151. **LOCKBOX:** Install an approved key lockbox per the Fire Protection Engineer's directions. (California Fire Code, Section 506.)
152. **KEYSWITCH:** Install an approved keyswitch per the Fire Protection Engineer's directions. Contact the Building Division at 650-903-6313 or building@mountainview.gov for instructions. (Required for electric gates to parking garages and at main entrance lobbies to disable secured access at stairwells.)
153. **FIRE APPARATUS ACCESS ROADS:** Access roads shall have 13'6" unobstructed vertical clearance, 20' of unobstructed width (26' where building occupied floors exceed 30' height), and minimum turning radii of 21' (inside turning radius). Unobstructed width shall mean a clear travelway, excluding parking width, and designed for an emergency vehicle weight of 70,000 pounds. Unobstructed width shall not include the width of rolled curbs, sidewalks, or nondrivable surfaces. (California Fire Code, Section 503, and Mountain View City Code, Sections 14.10.14, 14.10.15, and 14.10.16.)
154. **FIRE APPARATUS TURNAROUNDS:** Dead-end fire apparatus access roads in excess of 150' in length shall be provided with approved provisions for the turning around of apparatuses. "Approved provisions" shall mean that turnarounds, in accordance with Mountain View Fire Department specifications, are provided in locations such that fire apparatuses shall never be more than 150' away from the closest turnaround. (California Fire Code, Section 503.)
155. **FIRE LANE MARKING:** "NO PARKING—FIRE LANE" signs shall be posted along fire lanes, and curbs shall be painted red with the words "NO PARKING—FIRE LANE" stenciled in white on the top and side of the curb. (California Fire Code, Section 503.)
156. **ALL-WEATHER FIRE APPARATUS ACCESS ROADS:** Prior to combustible construction, an all-weather access road capable of supporting emergency vehicles (70,000 pounds) shall be constructed to allow access within 150' of every portion of the project.

Access roads shall have 13'6" overhead clearance, 20' of unobstructed width, and 21' inside turning radius. (California Fire Code, Section 503.)

157. **STRETCHER REQUIREMENTS:** In all structures with one or more passenger service elevators, at least one elevator shall be provided with a minimum clear distance between walls or between walls and door, excluding return panels, of not less than 80"x54", and a minimum distance from wall to return panel of not less than 51" with a 42" side slide door, unless otherwise designed to accommodate an ambulance-type stretcher (84"x24") in the horizontal position. (California Building Code, Section 3002.4.)

EGRESS AND FIRE SAFETY

158. **EXIT ILLUMINATION:** Exit paths shall be illuminated any time the building is occupied with a light having an intensity of not less than one footcandle at floor level. Power shall normally be by the premises wiring with battery backup. Exit illumination shall be indicated on the electrical plan sheets in the drawing sets. (California Building Code, Section 1008.)
159. **EXIT SIGNS:** Exit signs shall be internally or externally illuminated and provided with battery backup per Uniform Building Code Chapter 10. Exit signs shall be posted above each required exit doorway and wherever otherwise required to clearly indicate the direction of egress. (California Building Code, Section 1013.)
160. **FLOOR-LEVEL EXIT SIGNS:** Floor-level exit signs shall be provided in all interior exit corridors of Group A, E, I, and Group R2.1 occupancies and in all interior-rated exit corridors serving guest rooms of hotels in R1 occupancies. (California Building Code, Section 1013.)
161. **EXIT DOORS IN GROUPS A, E, H, AND I OCCUPANCIES:** Exit doors shall be provided with approved panic hardware. (California Building Code, Section 1010.2.9.)
162. **GROUP A OCCUPANCIES:** Buildings or portions of buildings used for assembly purposes shall conform to all requirements of Title 19 and the Uniform Building Code. This shall include, but not be limited to: (1) two exits; (2) fire-retardant drapes, hangings, Christmas trees, or other similar decorative material; and (3) posting of a maximum occupant load sign. (California Code of Regulations, Title 19, Sections 3.08, 3.21, and 3.30.)
163. **GROUP A, E, I, AND R1 OCCUPANCIES: DECORATIVE MATERIALS:** All drapes, hangings, curtains, drops, and all other decorative material, including Christmas trees, shall be made from a noncombustible or fire-resistive material or maintained in a flame-retardant condition by means of an approved flame-retardant solution or process approved by the California State Fire Marshal. (California Code of Regulations, Title 19, Sections 3.08 and 3.21.)
164. **INTERIOR WALL AND CEILING FINISHES:** Interior finishes shall have a flame-spread rating in accordance with the California Building Code, Chapter 8, and California Code of Regulations, Title 19, Section 3.21.
165. **POSTING OF ROOM CAPACITY:** Any room used for assembly purposes shall have the capacity of the room posted in a conspicuous place near the main exit from the room. (California Building Code, Section 1004.9.)
166. **ON-SITE DRAWINGS:** Submit electronic (.pdf) drawing files according to Fire Department specifications prior to final Certificate of Occupancy.
167. **STAIRWAY IDENTIFICATION SIGNS:** For stairs connecting three or more stories in height, approved stairway identification signs shall be located at each floor level in all enclosed stairways. The sign shall identify the stairway and indicate whether there is roof access, the floor level, and the upper and lower terminus of the stairway. The sign shall be located 5' above the floor landing in a position which is readily visible when the door is in the open or closed position. (California Building Code, Section 1023.9.)

168. **TWO-WAY COMMUNICATION:** A two-way communication system shall be provided at the landing serving each elevator or bank of elevators on each accessible floor that is one or more stories above or below the level of exit discharge. (California Building Code, Section 1009.8.)

EXTERIOR IMPROVEMENTS

169. **REFUSE AREAS:** Refuse areas within 5' of combustible construction or building openings shall be protected with automatic fire sprinklers. A maximum of two sprinkler heads are permitted off a 1" domestic water service. Approved accessible shutoff valves shall be provided. (California Fire Code, Section 304.3.)
170. **PREMISES IDENTIFICATION:** Approved numbers or addresses shall be provided for all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Address signs shall be a minimum of 6" in height and a minimum of 0.5" in width. (Mountain View City Code, Section 14.10.18.)

OTHER

171. **EMERGENCY ESCAPE OPENING ACCESS:** Provide clear space and ladder pads at ground level for emergency escape opening access in R occupancies. Ladder pads shall be accessible by fire crews with a three-section, 12' long ladder. Awnings and window shades shall be designed to not interfere with ladder access. (California Building Code, Section 1031.) (Not required for Type I, Type IIA, Type IIIA, or Type IV construction.)
172. **EMERGENCY RESPONDER RADIO COVERAGE:** All buildings shall have approved radio coverage for emergency responders within the building. (California Fire Code, Section 510.)

Public Works Department—650-903-6311 or public.works@mountainview.gov

OWNERSHIP AND PROPERTY

173. **PRELIMINARY TITLE REPORT:** At first submittal of the building permit and improvement plans, the applicant shall submit to the Public Works Department a current preliminary title report or land deed (dated within six months of the first submittal) indicating the exact name of the current legal owners of the property(ies), their type of ownership (individual, partnership, corporation, etc.), and legal description of the property(ies) involved. The title report shall include all easements and agreements referenced in the title report. Depending upon the type of ownership, additional information may be required. The applicant shall provide an updated title report to the Public Works Department upon request. All required materials shall be submitted electronically (i.e., flattened, reduced-size PDFs).
174. **SUBDIVISION:** Any combination or division of land for sale, lease, or financing purposes requires the filing and approval of a vesting preliminary parcel map, completion of all conditions of subdivision approval, and the recordation of the parcel, all prior to the issuance of the building permit.

RIGHTS-OF-WAY

175. **PUBLIC ACCESS EASEMENT (SIDEWALKS):** Dedicate pedestrian access easement (PAE) as listed below to maintain a continuous public sidewalk along the project frontage, as required by the Public Works Director.
- El Camino Real: PAE varies from 1.5' to 15'.
 - Castro Street: PAE varies from approximately 3'6" to 5'.
176. **FRONTAGE PUBLIC UTILITY EASEMENT DEDICATION:** Dedicate public utility easement (PUE) listed below along project street frontage(s) for such use as sanitary sewer, water, storm drains, and other public utilities, including gas, electric, and telecommunication facilities, as required by the Public Works Director. Utility boxes and vaults are not allowed to encroach into the public sidewalk and must fit either entirely within the landscape strip or within the PUE. The property owner or homeowners association shall maintain the surface improvements over the easement and must not modify or obstruct the easement area in

a manner contrary to the intent of the easement. The dedication statement shall specify the PUE shall be kept free and clear of buildings and other permanent structures/facilities, including, but not limited to, the following: garages, sheds, carports, and storage structures; balconies and porches; retaining walls; C.3 bioretention systems; and private utility lines running longitudinally within the PUE.

- Castro Street: Frontage PUE varies from 7' to approximately 38' while overlapping with PAE.
- Victor Way: 5' frontage PUE.
- Lane Avenue: 5' frontage PUE.

177. **PUBLIC SERVICE EASEMENT:** Dedicate a public service easement (PSE) to the utility company(ies) for the proposed electric, gas, and telecommunication conduits and vaults serving the project.

178. **EASEMENT VACATIONS AND QUITCLAIMS:** All existing easements that are or will no longer be needed and/or conflict with the proposed buildings and structures shall be vacated or quitclaimed. Easements in conflict with the proposed building shall be vacated prior to the issuance of the building permit.

- Two existing bus shelters easements, one on El Camino Real and one on Castro Street, will be summarily vacated with the project. The easement vacation must be recorded prior to occupancy.
- One existing PG&E easement and one existing AT&T easement close to Lane Avenue will be quitclaimed. The easement must be quitclaimed prior to issuance of building permit. The recording number of the quitclaim document(s) shall be included in the parcel map.

FEES AND PARK LAND

179. **MAP PLAN CHECK FEE:** Prior to the issuance of any building permits OR prior to approval of the parcel map, as applicable, the applicant shall pay the map plan check fee in accordance with Sections 28.7.b and 28.6.b of the City Code per the rates in effect at time of payment. The map plan check fee shall be paid at the time of the first map plan check submittal per the adopted fee in effect at time of payment.

180. **PLAN CHECK AND INSPECTION FEE:** Prior to the issuance of any building permits OR prior to approval of the parcel map, the applicant shall pay the plan check and inspection fee in accordance with Sections 27.60 and 28.36 of the City Code per the adopted rates in effect at time of payment.

An initial plan check fee based on the Public Works fee schedule shall be paid at the time of the first improvement plan submittal based on the initial cost estimate (Infrastructure Quantities) for constructing street improvements and other public facilities; public and private utilities and structures located within the public right-of-way; and utility, grading, and driveway improvements for common green and townhouse-type condominiums. Once the plans have been approved, the approved cost estimate will be used to determine the final bond amounts, plan check fees, and inspection fees. Any paid initial plan check fee will be deducted from the approved final plan check fee.

181. **TRANSPORTATION IMPACT FEE:** Prior to the final inspection granting occupancy, the applicant shall pay the transportation impact fee for the development based on the Fiscal Year 2021-22 Master Fee Schedule. Residential category fees are based on the number of units. Retail, Service, Office, R&D, and Industrial category fees are based on the square footage of the development. Credit is given for the existing site use(s), as applicable.

182. **WATER AND SEWER CAPACITY CHARGES:** Prior to the final inspection granting occupancy, the applicant shall pay the water and sewer capacity fees for the development based on the Fiscal Year 2021-22 Master Fee Schedule. The updated Capacity Charge under the Fiscal Year 2025-26 Master Fee Schedule cannot be applied to this project. The water and sewer capacity charges for residential connections are based on the number and type of dwelling units. Separate capacity charges apply for different types of residential categories to reflect the estimated demand of each type of connection. The water and sewer capacity charges for nonresidential connections are based on the water meter size, building area, and building use, respectively. Credit is given for the existing site use(s) and meter size(s), as applicable.

183. **PARK LAND DEDICATION FEE:** Prior to the final inspection that grants occupancy, the applicant shall pay a Park Land Dedication In-Lieu Fee in the amount of approximately \$13,470 for each net new unit subject to the fee (266 units), which results in a total fee of \$3,582,920 for the project. This fee is based on a land value of \$11,000,000 per acre, as established in Chapter 41 of the City Code, and represents the project's proportional share of the cost of providing three (3) acres of park and recreational space per 1,000 residents. No credit against the Park Land Dedication Fee is allowed for private open space and recreational facilities.

STREET IMPROVEMENTS

184. **UTILITY PAYMENT AGREEMENT:** Prior to the issuance of any building permits and prior to the approval of the parcel map, the applicant shall sign a utility payment agreement and post a security deposit made payable to the City as security if each unit or building does not have separate sewer connections and water meters in accordance with Section 35.38 of the City Code. The utility payment agreement shall include provisions to have the security transferred from the applicant to the homeowners association (HOA), but still made payable to the City, when the HOA is formed for the subdivision.
185. **PUBLIC IMPROVEMENTS:** Install or reconstruct standard public improvements required for the project listed below and as required by Chapters 27 and 28 of the City Code. These public improvements include, but are not limited to, installation of new sidewalk, curb, and gutter along project frontages, driveway, and Americans with Disabilities Act (ADA)-compliant curb ramps; new street trees, landscaping, and irrigation; water, sewer, and storm drainage services; new City streetlights and related appurtenances; minimum 2" half-street grind and overlay along El Camino Real, Castro Street, Victor Way, and Lane Avenue; and installation signage and striping along all four project frontages.

El Camino Real:

- 7' sidewalk with 5' landscape on the east side of the bus island only.
- 6' Class IV protected bikeway.
- Vacation of existing shelter easement.
- A bus land with bus pad.
- Work with VTA on bus shelter installation.

Castro Street:

- 10' detached sidewalk with 5' landscape strip except close to the transit shelter.
- Curb extension crossing Victor Way.
- Vacation of existing shelter easement.
- Work with VTA on bus shelter installation.

Victor Way:

- 5' attached sidewalk with 5' landscape strip.
- Add median island on Victor Way at the Lane Avenue intersection to slow vehicles down and organize traffic entering Lane Avenue.

Lane Avenue:

- 5' detached sidewalk with 12.5' landscape.
- Curb extension crossing Lane Avenue.
- Modify curb alignments following the corner curb extension for a 12' travel lane on the southbound Lane Avenue.

- Install C3 green infrastructure as shown or as otherwise approved by the Public Works Director.
 - Install thermoplastic crosswalk crossing Victor Way.
 - Four speed humps along Lane Avenue from El Camino Real to Graham Middle School to reduce overall vehicle speeds.
 - Remove one to two parking spaces on the east side of Lane Avenue, north of the alley, for sightseeing-distance visibility.
 - Add two speed limit signs.
 - Add signage near/on loading dock on Lane Avenue visible to the exterior, identifying restricted uses, by appointment, hours, etc.
 - Add gate with arm at residential garage exit to ensure that vehicles come to a complete stop prior to entering Lane Avenue.
 - Add removable bollard at mouth of loading dock driveway to maintain sight distance safety triangle for residential garage driveway users.
- a. **Improvement Agreement:** Prior to the issuance of the building permit OR approval of the parcel map, the property owner must sign a Public Works Department improvement agreement for the installation of the public improvements.
 - b. **Bonds/Securities:** Prior to the issuance of any building permits OR approval of the parcel map, the property owner must sign a Public Works Department faithful performance bond (100% of Infrastructure Quantities) and materials/labor bond (100% of Infrastructure Quantities), or provide a cash deposit (100% of Infrastructure Quantities), or provide a letter of credit (150% of Infrastructure Quantities) securing the installation and warranty of the off-site improvements in a form approved by the City Attorney's Office. The surety (bond company) must be listed as an acceptable surety on the most current Department of the Treasury's Listing of Approved Sureties on Federal Bonds, Department Circular 570. This list of approved sureties is available at: www.fiscal.treasury.gov/fsreports/ref/suretyBnd/c570_a-z.htm. The bond amount must be below the underwriting limitation amount listed on the Department of the Treasury's Listing of Approved Sureties. The surety must be licensed to do business in California. Guidelines for security deposits are available at the Public Works Department.
 - c. **Insurance:** Prior to the issuance of any building permits OR approval of the parcel map, the property owner must provide a Certificate of Insurance and endorsements for Commercial General Liability and Automobile Liability naming the City as an additional insured from the entity that will sign the improvement agreement. The insurance coverage amounts are a minimum of Two Million Dollars (\$2,000,000) Commercial General Liability, One Million Dollars (\$1,000,000) Automobile Liability, One Million Dollars (\$1,000,000) Contractors' Pollution Liability, and One Million Dollars (\$1,000,000) Workers' Compensation. The insurance requirements are available from the Public Works Department.

186. **INFRASTRUCTURE QUANTITIES:** For projects with off-site improvement plans, submit with the first submittal of the building permit and improvement plans a construction cost estimate indicating the quantities of street and utility improvements. A separate construction cost estimate shall also be submitted with the first submittal of the building permit and improvement plans for private common street and utility improvements for Common Green and Townhouse-Type Condominium developments. The construction cost estimate is used to estimate the cost of street and utility improvements and to determine the Public Works plan check and inspection fees. The construction cost estimate shall be prepared by the civil engineer preparing the improvement plans.

187. **EXCAVATION PERMIT:** For projects with any work within the public right-of-way, upon first submittal of the building permit and improvement plans, submit a complete Excavation Permit Application for all applicable work within the public right-of-way to the Public Works Department. Permit applications are available online from the Development Permits website at: <https://developmentpermits.mountainview.gov/about-permits/applications>. All work within the City right-of-way must be consolidated on the site, off-site, and/or utility plans. Plans of the work, traffic control plans for work within the public roadway

and/or easement, insurance certificate and endorsements, and permit fees are required with the Excavation Permit Application.

188. **OFF-SITE IMPROVEMENT PLANS:** Prepare off-site public improvement plans in accordance with Chapter 28 of the City Code, the City's Standard Design Criteria, Submittal Checklist, Plan Review Checklist, and the conditions of approval of the project. The plans are to be drawn on 24"x36" sheets at a minimum scale of 1" = 20'. The plans shall be stamped by a California-registered civil engineer and shall show all public improvements and other applicable work within the public right-of-way.

Traffic control plans for each phase of construction shall be prepared in accordance with the latest edition of the California Manual of Uniform Traffic Control Devices (CA MUTCD) for work that impacts traffic on existing streets. Construction management plans of on-site parking for construction equipment and construction workers and on-site material storage areas must be submitted for review and approval and shall be incorporated into the off-site improvement plans identified "For Reference Only."

Off-site improvement plans, an initial plan check fee, and map plan check fee based on the Public Works fee schedule, Improvement Plan Checklist, and items noted within the checklist must be submitted together as a separate package concurrent with the first submittal of the building plans and parcel map. All required materials shall be submitted electronically (i.e., flattened, reduced-size PDFs).

The off-site plans must be approved and signed by the Public Works Department. After the plans have been signed by the Public Works Department, two full-size and two half-size black-line set, one PDF of the signed/stamped plan set, and a USB flash drive with CAD file and PDF must be submitted to the Public Works Department prior to the issuance of the building permit OR approval of the parcel map.

189. **TRAFFIC CONTROL PLANS:** For projects with any work within the public right-of-way, upon first submittal of the building permit and improvement plans, the applicant shall submit traffic control plans for any off-site and on-site improvements or any work that requires temporary lane closure, shoulder closure, bike lane closure, and/or sidewalk closure for review and approval. Sidewalk closures are not allowed unless reconstruction of sidewalk necessitates temporary sidewalk closure. In these instances, sidewalk detour should be shown on the Traffic Control plans. Traffic control plans shall show and identify, at a minimum, work areas, delineators, signs, and other traffic-control measures required for work that impacts traffic on existing streets and shall be prepared in accordance with the latest edition of the California Manual of Uniform Traffic Control Devices (CA MUTCD) and the latest City standards. A completed Traffic Control Checklist shall be included with each traffic control plan submittal.

190. **CONSTRUCTION MANAGEMENT PLAN:** Upon first submittal of the building permit and improvement plans, the applicant shall provide a construction traffic and parking management plan with the building plans and within the improvement plans identified "For Reference Only—See Building Permit Plans." The plan must be approved prior to the issuance of a building permit, including demolition permits. The plan must show the following:

1. **Truck Route:** Truck route (to and from project site) for construction and delivery trucks pursuant to City Code Sections 19.58 and 19.59 and which does not include neighborhood residential streets;
2. **Construction Phasing, Equipment, Storage, and Parking:** Show and identify construction vehicle and equipment parking area, material storage and lay-down area, sanitation facilities, and construction trailer location for each phase of construction.
 - All construction vehicles, equipment, and trailer shall be located on-site or at a site nearby (not on a public street or public parking) arranged by the permittee/contractor.
 - Construction equipment, materials, or vehicles shall not be stored or parked on public streets or public parking lots, unless approved by the Public Works Director due to special conditions. Provide logistics plan and details of how equipment and materials will be transported to job site and identify on the plans where drop-offs are

proposed for each phase of construction. For off-site storage, provide truck route to and from storage area to project site.

- Construction contractors/workers are required to park on-site or at a private property arranged by the permittee/contractor and shall not be allowed to use neighboring streets for parking/storage. For off-site parking, provide logistics plan and details of how workers will be transported to job site and identify on the plans where worker drop-off is proposed for each phase of construction. City parking lots and garages shall not be used for construction contractor/worker parking.

3. **Sidewalks:** Sidewalk closure or narrowing is not allowed during any on-site construction activities; and

4. **Traffic Control and Detour Plans:** Submit traffic control plans, including detour plans, when on-site improvements and phases of the construction management plan require temporary roadway, lane, shoulder, and/or bike lane closure. Provide pedestrian detour plans when necessary.

Traffic control plans shall be prepared in accordance with the latest edition of the California Manual of Uniform Traffic Control Devices (CA MUTCD). A completed Traffic Control Checklist shall be included with each traffic control plan submittal. A separate Excavation Permit from the Public Works Department will be required prior to the issuance of the building permit.

191. **ENCROACHMENT RESTRICTIONS:** Private facilities, including, but not limited to, structures, steps, doors (including door swing), handrails, backflow preventers, signs, fences, retaining curbs, and retaining walls shall not encroach into the public right-of-way and/or street easement.
192. **TIE-BACK ENCROACHMENTS:** Temporary tie-backs or earthen nails for construction purposes require a separate Encroachment Agreement, plat and legal description, and bond (100%), letter of credit (100%), or cash security (100%) securing the installation and warranty of the temporary tie-backs. The Encroachment Agreement shall be prepared, executed, and fees paid prior to the issuance of the building permit.
193. **SPECIAL PAVERS AND CONCRETE:** Pavers, colored concrete, and textured concrete shall not be installed within the public street or sidewalk.
194. **SPECIAL PAVERS AND CONCRETE REPLACEMENT:** The homeowners association shall be responsible for replacing the proposed pavers or textured concrete that is removed by the City to repair, replace, or maintain the City's underground utilities within the common driveway. This requirement shall be stated in the Covenants, Conditions, and Restrictions (CC&Rs). A copy of the CC&Rs with this provision marked or highlighted shall be submitted to the Community Development Department for review and approval by the Public Works Department.
195. **CORNER STREET SIGHT TRIANGLE:** At street corners of controlled and/or uncontrolled intersections, the site shall be compliant with Corner Triangles of Safety per the Public Works Standard Details and to the satisfaction of the Public Works Director. The project will be required to remove or modify all objects, including, but not limited to landscape, hardscape, monument signs, poles, posts, mailbox banks/cluster, planters, retaining walls, seat walls, artwork, bicycle racks, parking stalls, etc., that are not compliant with safety triangle height and clearance requirements. Benches, tables, and chairs shall not be installed in this safety area.
196. **DRIVEWAY SIGHT TRIANGLE:** Within the pedestrian and/or vehicle traffic safety sight triangle(s), for the project site and adjacent properties, the site shall be compliant with height and clearance requirements per the Public Works Standard Details and to the satisfaction of the Public Works Director. The project is required to remove or modify all objects, including, but not limited to, landscape, hardscape, poles, bollards, miscellaneous structures (including columns), signs, mailboxes, planters, retaining walls, seat walls, bicycle racks, partitions, buildings, and other structures, parking stalls, etc., that are not compliant with safety triangle height and clearance requirements.

197. **STREET OVERLAY AND/OR PAVEMENT RECONSTRUCTION:** Half-street overlay (minimum 2" grind and overlay) and/or pavement reconstruction along the El Camino Real, Castro Street, Victor Way, and Lane Avenue project street frontage shall be required to address the existing roadway conditions, multiple utility trenches, and impacts from the anticipated construction traffic. The extent of the grind and overlay shall also include areas with significant utility trench reconstruction. Existing street sections shall be shown on the plans based on pavement section data obtained during potholing, and proposed street sections shall be designed in accordance with City Standards and design criteria. The specific areas of work shall be clearly identified and shown on the plans.
198. **ROADWAY SIGNING, STRIPING, AND PAVEMENT MARKINGS:** Signing and striping plans shall be prepared in accordance with the latest edition of the California Manual of Uniform Traffic Control Devices (CA MUTCD). All new striping and pavement markings shall be thermoplastic. All striping and markings damaged and/or removed as part of construction and pavement work shall be replaced with thermoplastic striping. The specific areas of work shall be clearly identified and shown on the plans to the satisfaction of the City Traffic Engineer.
199. **SAFETY MEASURES:** Improvement safety measures, including traffic-calming devices as listed below, shall be installed to improve safety due to the increased pedestrian and vehicle trips generated by the project as approved by the affected neighborhood. The specific areas of work shall be clearly identified and shown on the plans. The design and placement of the traffic-calming device(s) shall be to the satisfaction of the City Traffic Engineer.
200. **IMPROVEMENT SAFETY MEASURES:**
- Add four speed humps along Lane Avenue from El Camino Real to Graham Middle school to reduce overall vehicle speeds.
 - Add median island on Victor Way at the Lane Avenue intersection to slow vehicles down and organize traffic entering Lane Avenue.
 - Add two speed limit signs on Lane Avenue.
 - Add signage near/on loading dock on Lane Avenue visible to the exterior, identifying restricted uses, by appointment, hours, etc.
 - Add gate with arm at residential garage exit to ensure that vehicles come to a complete stop prior to entering Lane Avenue.
 - Add removable bollard at mouth of loading dock driveway to maintain sight distance safety triangle for residential garage driveway users.
201. **OPERATION SAFETY MEASURES:**
- Provide five years of funding to the City for a school crossing guard at the Lane Avenue/alley intersection during school drop-off/pick-up times. The per-year cost is \$24,000.
 - Scheduled use of loading dock by appointment only to be managed by apartment management staff.
 - Established blackout times corresponding to school drop off/pick-up windows when loading dock cannot be scheduled for used. Blackout times on school days are 7:30 a.m. to 9:00 a.m. (90-minute period starting with the first bell) and 2:00 p.m. to 4:00 p.m. (120-minute period starting with the early release bell).
 - Management staff to be present on moving truck arrival to unlock loading dock door and act as flagger to guide moving trucks in/out of loading dock driveway.

- Moving trucks are required to back into loading dock fully (no parking in driveway to block sight distance safety triangle for residential garage driveway users).

202. **HIGH-VISIBILITY CROSSWALK:** Convert existing crosswalk crossing Lane Avenue at El Camino Real and crossing Victory Way at Lane Avenue to high-visibility thermoplastic ladder crosswalk with updated warning signs and pavement markings. Conflicting markings and/or signage shall be removed or relocated as determined by the City Traffic Engineer during the off-site improvement plan review process. The specific areas of work shall be clearly identified and shown on the plans to the satisfaction of the City Traffic Engineer.
203. **RED CURB AT CROSSWALKS:** Street curbs adjacent to a public crosswalk crossing Lane Avenue and El Camino Real shall be painted red a minimum of 10' in each direction, as determined and approved by the City Traffic Engineer. The specific areas of work shall be clearly identified and shown on the plans.
204. **RED CURB AT DRIVEWAY ENTRANCES:** Street curbs adjacent to driveway entrances, including entrances to underground parking garages, shall be painted red a minimum of 10' in each direction, as determined and approved by the City Traffic Engineer. The specific areas of work shall be clearly identified and shown on the plans.
205. **BIKE FACILITY ALONG PROJECT FRONTAGE/INTERSECTION:** Class IV green bike lane/bike crossings/skip boxes on El Camino Real shall be installed along project frontage/intersection to accommodate increased vehicle and bicycle trips generated by the project and to improve bicycle safety. The specific areas of work shall be clearly identified and shown on the plans. The design of the enhancements shall be to the satisfaction of the City Traffic Engineer.
206. **STOP-CONTROLLED SITE EGRESS:** All egress points to public streets or public easements shall be stop-controlled to address conflict points with pedestrians, bicyclists, and vehicles as they enter a public roadway. Stop-controlled egress shall include STOP signs, a limit line, and "STOP" pavement marking(s). The specific areas of work shall be clearly identified and shown on the plans.

CURBS, SIDEWALKS, AND DRIVEWAYS

207. **ADA RAMP REQUIREMENTS:** All new access ramps shall comply with the Americans with Disabilities Act (ADA) requirements. Existing nonconforming access ramps shall be reconstructed to comply with the ADA requirements. The specific ramp case type, ramp design, and limits of work shall be clearly identified and shown on the plans.
208. **UTILITY BOX RELOCATION OUT OF SIDEWALK:** Move existing utility boxes on El Camino Real, Castro Street, Victor Way, and Lane Avenue, except the aboveground AT&T facilities on Victor Way, out of the sidewalk and relocate to the Public Service Easement or Public Utility Easement, landscape strip, or behind the back of the curb. Utility boxes must be located so they fit entirely within the utility easement, landscape strip, or behind the curb and shall not encroach into the sidewalk. The specific areas and limits of work shall be clearly identified and shown on the plans.

STREET TREES

209. **STREET TREES:** Install standard City street trees along the street frontage, including where there are gaps in the space of existing street trees. Structural soil per City requirements shall be installed at tree wells on El Camino Real.
210. **STREET TREE LOCATION:** The location of existing trees to remain, existing trees to be removed, and new street trees shall be shown on the grading, utility, and landscaping plans. New street trees shall be planted in accordance with Detail F-1 of the Standard Provisions a minimum of 10' from sanitary sewer lines, traffic signals, stop and yield signs, and streetlights and 5' from water lines, fire lines, and driveways. New street tree species must be selected from the City's adopted Master Tree list or be an approved alternate by the City arborist. The applicant shall complete the "Proposed Street Tree" form available from the Planning Division online at www.mountainview.gov/planningforms. Once completed, the applicant shall email the original to the Parks Division at parks@mountainview.gov and provide a duplicate copy to the Building Division with building permit submittal.

211. **STREET TREE IRRIGATION:** Street trees are to be irrigated by the property owner(s) in accordance with Chapter 32 of the City Code.

UTILITIES

212. **POTHOLING:** Potholing shall be completed prior to the first submittal of the building plans and improvement plans. Utilities shall be potholed to determine the depths and locations of existing subsurface utilities where improvements are proposed for construction, including, but not limited to, new utility crossings and installation of signal and streetlight pole foundations. Proposed pothole locations for signal pole foundations shall be approved by the City Traffic Engineer prior to potholing. Existing pavement sections shall also be recorded for all potholes. Obtain an Excavation Permit from the Public Works Department prior to performing potholing. Incorporate pothole data on the first submittal of improvement plans, including, but not limited to, pothole location, depth of utility, and pavement sections.
213. **UTILITY RELOCATION:** Existing utilities to be relocated as a result of the streetscape improvements, including, but not limited to, traffic signal poles, street lights, utility boxes and structures, storm drains, and any other conflicts shall be resolved during the design of off-site improvements in accordance with City Standards and design guidelines.
214. **WATER AND SEWER SERVICE:** Each dwelling, townhouse, apartment house, restaurant, or place of business shall have its own water meter and sanitary sewer lateral in accordance with City Code Section 35.38. All new services are required and shall be installed in accordance with City standards.
215. **UTILITY SERVICES:** The size and location of all existing and new water meters, backflow preventers, potable water services, recycled water services, fire services, sewer laterals, sewer cleanouts, storm drain laterals, storm cleanouts/inlets, gate valves, manholes, and utility mains shall be shown on the plans. Sewer laterals, potable water services, and fire services shall have a minimum 5' horizontal separation from each other. Recycled water and potable water shall have a minimum 10' horizontal separation from each other. New potable water and recycled water services shall have a minimum 5' clearance from trees, and new sewer laterals shall have a minimum 10' clearance from trees. Angled connections within service lines shall not be allowed. Utility profiles shall be required for all new services.
- Existing water services shall be shown to be disconnected and abandoned at the main in accordance with City standards, unless they are satisfactory for reuse, as determined by the Public Services Division. Water services 4" or larger that are not reused shall be abandoned at the main by removing the gate valve and installing a blind flange and thrust block at the tee. Existing sanitary sewer laterals and storm connections that are not reused shall be abandoned, and existing face-of-curb drains that are not reused shall be removed.
216. **BACKFLOW PREVENTER:** Aboveground reduced-pressure backflow preventers are required for all new and existing City potable water and recycled water services. Backflow preventers shall be located directly behind the water meter or as reasonably close as possible at a location preapproved by the Public Services Division. Backflow prevention assemblies shall be conveniently located as close to the meter as feasible outside of buildings and are not allowed within buildings' utility closets or basements. A minimum 3' clearance shall be provided around each assembly for accessibility and maintenance. A minimum 1' clearance shall be provided between the assembly and building face, as applicable. Protective covers and/or enclosures must be preapproved by the Cross-Connection Control Specialist prior to installation.
217. **WATER AND SEWER APPLICATIONS:** Upon first submittal of the building permit and improvement plans, the applicant shall submit complete applications for water and sewer service to the Public Works Department if new water services, water meters, fire services, or sewer laterals are required. Any unpaid water and sanitary sewer fees must also be paid prior to the issuance of any permits.
218. **OFF-SITE TRASH CAPTURE DEVICES:** Trash capture devices in the public right-of-way required to be installed by the Fire and Environmental Protection Division shall be shown and identified on the improvement plans.
219. **ON-SITE UTILITY MAINTENANCE:** On-site water, sanitary sewer, and storm drainage facilities shall be privately maintained by the property owner(s) and shall be noted on the plans.

220. **UNDERGROUNDING OF OVERHEAD SERVICES:** All new and existing electric and telecommunication facilities, except the aboveground AT&T facilities on Victor Way, serving the site are to be placed underground, including transformers. The undergrounding of the new and existing overhead electric and telecommunication lines is to be completed prior to the issuance of a Certificate of Occupancy for any new buildings within the site. If allowed by the City, aboveground transformers, power meters, and pedestals shall be located so they are screened in the least visible location from the street or to the general public, as approved by the Community Development and Public Works Departments.
221. **JOINT UTILITY PLANS:** Upon first submittal of the building permit and improvement plans, the improvement plans shall include joint utility plans showing the location of the proposed electric, gas, and telecommunication conduits and associated facilities, including, but not limited to, vaults, manholes, cabinets, pedestals, etc. Appropriate horizontal and vertical clearances in accordance with PG&E requirements shall be provided between gas transmission lines, gas service lines, overhead utility lines, street trees, streetlights, and building structures. These plans shall be combined with and made part of the improvement plans. Joint trench intent drawings will be accepted at first improvement plan submittal. All subsequent improvement plan submittals shall include joint trench design plans. Dedicate utility easements that are necessary for the common utility on the parcel map.

GRADING AND DRAINAGE IMPROVEMENTS (ON-SITE)

222. **STORMWATER MANAGEMENT:** Installation of C3 improvements along Lane Avenue shall be installed starting from the new curb extension or as otherwise approved by the Public Works Director.
223. **DRAINAGE PLANS:** On-site drainage plans shall be included in the building plans.
224. **DRAINAGE REQUIREMENTS:** On-site parking lots and driveways (other than single-family residential) shall not surface-drain across public sidewalks or driveway aprons. Storm drain laterals from the site shall be installed with a property line inlet or manhole and connect to existing storm drain manholes or curb inlets if at all possible.
225. **COVERED OR UNDERGROUND PARKING GARAGE:** Drainage from covered OR underground parking garages shall be directed to the sanitary sewer system. Sanitary sewer laterals shall be equipped with backwater devices. If any portions of the garage ramps or parking garage are uncovered, drainage from those uncovered portions shall be directed to the storm drain system.
226. **STORM DRAIN HOLD HARMLESS AGREEMENT:** As portions of the site are or will be lower than the adjacent public street or the surface grade over the City's storm mains, the owner shall sign an agreement to hold the City harmless against storm surcharges or blockages that may result in on-site flooding or damage prior to approval of the building permit or parcel map.
227. **SANITARY SEWER HOLD HARMLESS AGREEMENT:** If the sanitary sewer connection(s) inside the structure(s) is/are less than 1' above the rim elevation of the upstream sanitary sewer manhole, before approval of the building permit, the owner shall sign an agreement to hold the City harmless against sewer surcharges or blockages that may result in on-site damage prior to approval of the building permit or parcel map.

SOLID WASTE AND RECYCLING

228. **RECOLOGY MOUNTAIN VIEW:** The applicant/contractor must be in compliance and shall include the following as a note on the building permit and improvement plans: "Recology Mountain View is the City's exclusive hauler for recycling and disposal of construction and demolition debris. For all debris boxes, contact Recology. Using another hauler may violate City Code Sections 16.13 and 16.17 and result in code enforcement action."
229. **MOUNTAIN VIEW GREEN BUILDING CODE/CONSTRUCTION AND DEMOLITION ORDINANCE:** If this project is subject to the requirements of the Mountain View Green Building Code, a Construction and Demolition Waste Management Plan shall be submitted with the building permit application and approved by the Public Works Solid Waste and Recycling Division prior to the issuance of a building permit. A Final Construction and Demolition Waste Management Plan shall be submitted and approved prior to final inspection.

230. **TRASH ROOMS AND/OR ENCLOSURES:** Trash rooms and/or enclosures shall be used only for trash, recycling, and compost containers and shall not be used for storage at any time. Access door to the trash facility shall be clearly labeled "Trash Room."
231. **TRASH ENCLOSURE DESIGN AND DETAILS:** Trash plan sheet and enclosure details must be included on a separate sheet in the initial building plans and include:
- The property must have trash, recycling, and compost service. Display on the plans the trash room layout, location, and dimensions to scale with the following minimum service levels:
 - **West Trash Collection Room:** Three 2-yard trash compactor bins, three 2-yard paper recycle compactor bins, three 2-yard container recycling bins (loose), and one 2-yard compost bin (loose).
 - **East Trash Collection Room:** Three 2-yard trash compactor bins, three 2-yard paper recycle compactor bins, two 2-yard container recycling bins (loose), and one 2-yard compost bin (loose).
 - **Commercial Trash Collection Room:** One 3-yard trash compactor bin, four 3-yard mixed recycle bins (loose), and two 2-yard compost compactor bins.
 - Two separate trash service accounts are required: one for the residential uses and one for the commercial uses.
 - Residential recycle collection consists of two streams: one for paper and one for containers. A three-chute system is required, consisting of one chute for trash and two for recycling (containers and paper collected in different chutes), to accommodate the City's dual-stream residential recycling program.
 - Provide a detail sheet displaying signage in the residential trash vestibule rooms. Each chute/container must be labeled for trash, paper recycling, container recycling, and compost with eye-level signage installed directly above. Chute clean-outs on the top floor that do not allow placement of eye-level signage above the chute door shall have custom signs installed directly on the chute doors. All signage shall be shown on the building plans with sorting instructions according to the City's programs and approved by the Solid Waste Program prior to installation.
 - The property is required to have composting service as indicated above. Each resident chute room requires sufficient space for compost receptacles (e.g., slim jims) for resident use and should be noted on the plans. The collected compost shall be transported by property maintenance staff to the trash collection room compost bins.
 - Maintain 1' between bins, interior curbs, and walls. If the trash room does not have an interior berm or curb, it shall have bumpers on walls to avoid damage from bins.
 - Property shall have an on-site staging area measuring at least 26'x57'. The staging area shall have a flat concrete pad designed to accommodate the weight of a 60,000-pound collection vehicle. No pavers or stamped concrete are allowed. Show the staging area on all site plans on initial building permit plans (architectural, civil, landscape). The final location and design shall be approved by the Solid Waste Program prior to building permit issuance.
 - Decorative fences are not allowed at the staging area where the trash truck requires access.
 - Property maintenance staff shall bring bins from trash collection rooms to the staging area and place the bins in such a way as to allow easy access by the hauler. The hauler will not move bins out of the way to access the ones they are collecting. Maintenance staff shall remove all the bins promptly after service.
 - Commercial flares shall be installed at driveway entrance to staging area.
 - All trash collection rooms shall have a minimum of 6' wide roll-up door and keypad access.

- Prior to occupancy, trash rooms and collection areas must be complete and accessible. Travelways must be complete for proper vehicle circulation.
- Property management shall provide 60-day notice, prior to occupancy, to the City's waste hauler to set up collection services and allow time to procure all equipment. For the purchase of the property's own equipment, proof of purchase along with an installation date must be provided during building plan review. All equipment (e.g., compactors, containers, towing mechanisms, etc.) must be in place prior to a Certificate of Occupancy (temporary or final) being granted.
- All compactor bins are customer-owned and shall be color coded to match the appropriate material types: gray for trash, blue for paper recycling (dark blue residential), and green for compost. The final building plans must note the bin product order specifications, including the colors indicated for each waste stream.
- Maintain overhead clearances of 15' in the travelway and 22' at the point of collection.

CONSTRUCTION ACTIVITIES, NOTES, AND OTHER APPROVALS

232. **CALTRANS PERMIT:** The applicant shall be responsible for applying for, and obtaining approval of, a Caltrans Encroachment Permit for all work within Caltrans' jurisdiction. Work within the state right-of-way must be in accordance with Caltrans requirements.
233. **COORDINATION WITH VTA:** The applicant shall coordinate with VTA on the bus stop amenities and shelter on El Camino Real and the new bus shelter easement on Castro Street. Prior to the approval of the improvement plans, including the removal of the existing bus stop, the applicant is required to coordinate with VTA to provide a temporary bus stop location and a relocated bus stop in compliance with VTA design guidelines.
234. **SANTA CLARA VALLEY WATER DISTRICT WELLS:** Santa Clara Valley Water District (Valley Water) requires the following note to be labeled on the building and improvement plans: "While the Santa Clara Valley Water District (Valley Water) has records for most wells located in the County, it is always possible that a well exists that is not in Valley Water's records. If previously unknown wells are found on the subject property during development, they must be properly destroyed under permit from Valley Water or registered with Valley Water and protected from damage."
235. **STREET CLEANING:** The owner/developer shall comply with and include the following note on the off-site, or grading/drainage, or utility plans: "The prime contractor or developer is to hire a street cleaning contractor to clean up dirt and debris from City streets that are attributable to the development's construction activities. The street cleaning contractor is to have the capability of sweeping the streets with both a broom-type sweeper and a regenerative air vacuum sweeper, as directed by the Public Works Director or designated representative."
236. **OCCUPANCY RELEASE (RESIDENTIAL):** The owner/developer shall comply with and include the following note on the off-site or grading/drainage or utility plans: "For residential developments, no residential units will be released for occupancy unless the improvements to be constructed to City standards and/or to be accepted for maintenance by the City, including water meters and sanitary sewer cleanouts as well as trash rooms and/or enclosures, are substantially complete per the City of Mountain View Standard Provisions for Public Works construction. The Public Works Director shall make the determination of what public improvements are substantially complete."
237. **OCCUPANCY RELEASE (COMMERCIAL):** The owner/developer shall comply with and include the following note on the off-site or grading/drainage or utility plans: "For commercial and office developments, no buildings will be released for occupancy until the off-site improvements to be constructed to City Public Works standards and/or accepted for maintenance by the City are complete and ready for acceptance."

238. **COMMUTE ALTERNATIVES/TRANSPORTATION BENEFITS:** The applicant/owner is required to offer the following commute benefits and transportation alternatives to residents of the project for the lifetime of the project. If the property is sold to a third party, the third party shall establish a TDM program consistent with these requirements in effect at the time of sale. These alternatives are to encourage use of public transit, bike ridership, provide alternatives to single-occupancy vehicle trips within the City, and aid residents in getting to and from key destinations within the City. The following mandatory transportation benefits will be implemented to achieve the project's TDM requirements:

- a. Appointment of an on-site employee transportation coordinator to manage and monitor commute alternative programs (or designate a staff member to coordinate with the Mountain View Transportation Management Association (MTMA) on TDM Program activities, as needed).
- b. Communication of transportation options, including bikeway maps, transit options, and TDM program offerings provided via on-site kiosks, welcome packets, new hire orientations, digital platform(s), and resident apps.
- c. Provide rideshare-matching services and incentives to form carpool and vanpool opportunities. This shall entail providing employees with information of 511.org's ridematching service, Merge, and other ridematching services, including peer-to-peer ridematching programs that utilize mobile apps to match commuters.
- d. Join and maintain ongoing membership in the Mountain View Transportation Management Association (MTMA) or an equivalent entity, in exchange for TDM services to support the project in achieving its trip reduction targets, for the life of the project
- e. Transit passes or transit subsidies, to all residents, such as a Clipper Bay Pass or Clipper Start, monthly Clipper card subsidies, or a comparable transit pass program.

In addition, the applicant/owners is required to provide the following on-site facilities

- f. Short- and long-term bicycle parking facilities consistent with VTA Bicycle Technical Guidelines and the City Zoning Code.
- g. Car-share parking vehicle spaces that shall be provided on-site in a publicly accessible, highly visible location.

Any modification to this transportation benefits program (TDM Plan) requires review and approval by the Public Works Director or designee.

239. **TRANSPORTATION DEMAND MANAGEMENT (TDM) MONITORING:** The property owner(s), or their representative, shall prepare an annual TDM report and submit it to the City to document the effectiveness of the TDM program. The TDM report shall be prepared by an independent consultant and paid for by the property owner(s) or their representative; the consultant shall work with the property's TDM coordinator. The TDM report will include a determination of historical employee and/resident commute methods, which shall be informed by surveying all occupants working and/or living on the project site and through driveway traffic counts or other approved vehicle trip verification methodologies. The driveway traffic counts shall be prepared and provided by an independent, licensed consultant and paid for by the property owner(s) or tenant. The driveway counts and resulting data shall be included in the TDM report provided to the City.

- a. **TDM Reporting:** The initial TDM report for the project will be submitted on December 1, or the following business day thereafter if a weekend, one year after the granting of the Certificate of Occupancy Subsequent reports will be collected annually on December 1.
- b. **Report Requirements:** The TDM report shall either: (1) state that the project has achieved a four percent (4%) peak-hour vehicle trip reduction or higher, providing supporting statistics and analysis to establish attainment of the goal and compliance with the site-specific trip cap; or (2) state that the project has not achieved the four percent (4%) peak-hour vehicle trip reduction and exceeded the site trip cap, providing an explanation of how and why the goal has not been reached and a description of additional measures that will be adopted in order to attain the TDM goal required for the project. **(PROJECT-SPECIFIC CONDITION)**

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