



COUNCIL REPORT

DATE: December 17, 2024
CATEGORY: Public Hearing
DEPT.: Community Development
TITLE: **334 San Antonio Road Affordable Housing Project**

RECOMMENDATION

Adopt a Resolution of the City Council of the City of Mountain View Conditionally Approving a Planned Community Permit and Development Review Permit to Redevelop the Project Site by Removing an Existing Service Station to Construct an Eight-Story, 100-Unit Housing Project, Consisting of a 99-Unit, 100% Affordable Rental Housing Development and a Manager Unit Utilizing State Density Bonus Law on a 0.62-Acre Project Site Located at 334 San Antonio Road, and Finding that the Project is Exempt from Review Under the California Environmental Quality Act (CEQA) Pursuant to CEQA Guidelines Section 15194 (Affordable Housing Exemption), to be read in title only, further reading waived (Attachment 1 to the Council report).

BACKGROUND

Site Details

Project Location: 334 San Antonio Road (APN: 148-15-020), between California Street and Miller Avenue.

Project Site Size: Approximately 0.62 acre.

General Plan Land Use Designation: Mixed-Use Corridor.

Zoning Designation: Mixed-Use Corridor Subarea within P(40) San Antonio Precise Plan.

Surrounding Land Uses: North—commercial uses (across California Street); south—bank and residential uses; east—commercial uses (across San Antonio Road); and west—restaurant and residential uses.

Current Site Conditions: Valero gas station (with auto repair service).

Applicant/Owner: CRP Mountain View, LLC.



Figure 1: Location Map

Project Overview

The project would redevelop the site with a new eight-story, 100% affordable residential apartment development, which includes 99 affordable rental units and one manager unit. The unit mix includes 36 one-bedroom units, 28 two-bedroom units, and 36 three-bedroom units (see Attachment 2—Project Plans).

The eight-story building totals approximately 118,286 square feet in size. The ground floor features primarily indoor and outdoor residential amenities, including a community room, secured bicycle parking, a mail/parcel room, and outdoor courtyard. Two residential units are located on the ground floor, with the remaining residential units located on Floors 2 through 8. Project parking is located in an at-grade, one-level parking garage. Vehicle access to the site is available from California Street.

Prior Meetings and Hearings

Previous Approvals

[On October 25, 2022](#), the City Council approved a five-story, 62-unit mixed-use development at this site, which included 2,000 square feet of ground-floor commercial space above two levels of underground parking, utilizing State Density Bonus Law (SDBL). A total of 10 below-market-rate (BMR) units were proposed for a 50% State Density Bonus of 21 additional units beyond the density allowed for the site. The entitlements have since expired.

Design Review

The project design for 334 San Antonio Road was reviewed at a Design Review Consultation (DRC) meeting on June 5, 2024. The DRC provided design input to enhance the project's streetscape, building articulation, and overall landscaping for further compliance with San Antonio Precise Plan (SAPP) direction. Key suggestions focused on improving the pedestrian experience and refining the visual impact of the building's massing.

The DRC emphasized a more engaging streetscape, particularly along the project's frontage, by exploring areas for additional landscaping opportunities and pedestrian amenities, particularly along the project's key corner. The DRC also recommended more natural landscaping features in the interior setback areas and courtyard to soften the hardscape and create a more inviting environment.

Recommendations for modifications to the building design included adjustments to the building's verticality through better articulation of the lower levels and use of accent materials to improve visual interest and reduce the perception of height.

Subsequently, the applicant worked with staff to refine the project design and incorporate some of the design comments from the DRC's feedback. Paint color and stucco textures were modified for a strengthened "base" read of the building. Horizontal elements were added to the upper levels of the building, including more continuous "top" line massing in areas on the eighth floor, and extending trim banding along the stairwell towers at the building "middle." The key corner entry was also redefined through massing adjustments, an adjusted entry canopy footprint to comply with sight visibility requirements, and additional landscaping to improve its prominence and pedestrian interaction. Metal grates above bioretention basins within the side setback areas for Fire Department access and bioretention were replaced with natural, low-water plantings while retaining stormwater management properties and compliance with the Fire Code.

Neighborhood Meeting

The applicant hosted a neighborhood meeting on June 21, 2024. Five people attended the meeting, including nearby residents. Participants raised several questions regarding the project's affordability, parking provisions, and amenities. Some attendees expressed concern about the low number of parking spaces and suggested that increased bicycle parking and accommodations for storing bicycles inside the units could help support use of nonautomobile mobility choices. Others inquired about the rent levels and the application process for future tenants. Additional feedback focused on practical aspects of the building, such as the functionality of windows, the potential for a roof deck, and the design and placement of bicycle racks. No major opposition was raised.

Environmental Planning Commission

On [November 20, 2024](#), the Environmental Planning Commission (EPC) reviewed the project at a public hearing (see Attachment 3—EPC Staff Report Dated November 20, 2024). Prior to the meeting, staff received four written public comments (letters/emails) (see Attachment 4—Public Comments). One letter was written in support of the affordable housing development. The other comments received touched on concerns about bicyclist safety and potential delivery loading issues related to the project design, the number of on-site parking spaces and the limited availability of on-street parking nearby, general inquiries about the project's ventilation system, proposed unit mix, and comments on other various project details. One member of the public, who had also submitted written comments, spoke at the meeting to emphasize concerns about traffic impacts from delivery and moving trucks accessing the project site without adequate space to park/make deliveries.

The EPC deliberated on several issues, including limited on-site parking, improving the transit subsidy offer, long-term affordability following the deed restriction period, and improving delivery and moving truck accommodations.

Additionally, during the hearing, staff recommended the following amendments to the project conditions of approval which remove six conditions and add clarifying language in five conditions in response to a request by the applicant and following coordination between staff and the applicant:

1. Removal of Condition of Approval Nos. 28, 36, 52, 53, 54, and 93; and
2. Minor revisions to Condition of Approval Nos. 127, 133, 134, 135, and 150.

The EPC voted 7-0 to recommend the City Council adopt the staff recommendation to conditionally approve the project (with modifications to the conditions of approval identified above) and find the project exempt per the California Environmental Quality Act (CEQA) Guidelines, Section 15194.

ANALYSIS

General Plan

The site has a General Plan Land Use Designation of Mixed-Use Corridor, which allows for a broad range of commercial and residential uses and public spaces serving both surrounding neighborhoods and visitors from nearby areas at intensities of up to 1.85 floor area ratio (FAR) and heights up to four stories (or up to six stories for projects above 1.85 FAR) for the San Antonio Planning Area. The additional FAR and height proposed by the project is considered compliant, pursuant to the SDBL request, as discussed later in this report.

The project is consistent with the General Plan's vision for the area, which promotes the following General Plan policies:

- **LUD 3.1—Land use and transportation.** Focus higher land use intensities and densities within one-half mile of public transit service and along major commute corridors.

The project proposes to replace an existing service station (Valero) with a new multi-family residential development that is located within one-half mile of a major public transit service and along major commute corridors.

- **LUD 6.1—Neighborhood character.** Ensure that new development in or near residential neighborhoods is compatible with neighborhood character.

The project proposes an eight-story, multi-family residential use that is consistent with the surrounding high-density residential uses in the area.

- **LUD 6.3—Street presence.** Encourage building facades and frontages that create a presence at the street and along interior pedestrian paseos or pathways.

The project proposes an eight-story residential building with an active ground floor for tenants that helps promote an active pedestrian environment in the area. The transitional architecture utilizes materials that are compatible with the surrounding development in the area. The ground floor provides creates a welcoming streetscape for pedestrians by providing a new detached sidewalk, landscaping, and street trees along the project frontages.

- **LUD 8.5—Pedestrian and bicycle amenities.** Encourage attractive pedestrian and bicycle amenities in new and existing developments and ensure that roadway improvements address the needs of pedestrians and bicyclists.

The project encourages attractive pedestrian and bicycle amenities in new developments and ensures that roadway improvements address the needs of pedestrians and bicyclists by providing widened pedestrian sidewalks with new landscaping that meets the sidewalk standards of the San Antonio Planning Area. Bicycle amenities are integrated into the project with dedicated short- and long-term bicycle parking areas, and new Class II bicycle lanes will be provided along California Street and San Antonio Road to promote safe and alternative modes of transportation.

Zoning

The project site is zoned P(40), San Antonio Precise Plan (SAPP), and meets the development standards and guidelines of the SAPP. In accordance with the SAPP, the multi-family housing development is a permitted use, and the project is subject to the applicable Mixed-Use Corridor subarea development standards and guidelines.

Table 1 below compares the project proposal to the Precise Plan where development standards are met. Deviations from SAPP standards are requested and permitted pursuant to SDBL allowances, as shown and discussed later in this report.

Table 1: Project Compliance with the San Antonio Precise Plan Development Standards

Standards	Requirement	Proposed
Maximum Automobile Paving Coverage	40% (11,619.6 square feet)	27% (7,348 square feet)
Minimum Vehicle Parking	Per Assembly Bill (AB) 2097 , no minimum parking spaces required	Total: 16 spaces Guest: 0 spaces
Bicycle Parking	1/unit: 100 (Class I)	Total: 100 (Class I)
	Guest: 10 (1/10 units)	Guest: 14 (Class II)
Required Active Space Frontage	100% building frontage facing required active space along San Antonio Road	Active space proposed throughout the San Antonio Road frontage, including landscaping, bicycle room, and other residential amenity areas with transparent storefronts.

Standards	Requirement	Proposed
Sidewalk Standard	San Antonio Road Walk Zone: 8' minimum Amenity/Planter Zone: 6' minimum.	Walk Zone: 8' Amenity/Planter Zone: 6'
	California Street Walk Zone: 6' minimum Amenity/Planter Zone: 4' minimum.	Walk Zone: 6' Amenity/Planter Zone: 4'

Public Benefits

The project is proposed at 4.37 FAR. Per SAPP, projects above a Base FAR of 1.35 FAR qualify as a Tier 1 FAR of 1.85 with a requirement to provide public benefits. Since the project FAR of 4.37 is above the Base FAR of 1.35, the project will provide public benefits per the SAPP requirements. However, SAPP public benefit requirements are not to be applied to the bonus area (above 1.85 FAR) provided to the project through the SDBL regulations. Therefore, the public benefit requirements for Tier 1 Projects in the SAPP will be applied only to 0.5 FAR of the project.

The public benefit proposal (see Attachment 5) for the project highlights that the 100% affordable nature of the development itself serves as the public benefit. The project exceeds the 1.35 base FAR to provide a 100% affordable housing development, restricted to households at or below 80% area median income (AMI), except for the property manager’s unit. This public benefit is directly aligned with the SAPP, which prioritizes affordable housing as the foremost public benefit, and supports the Precise Plan’s policy of encouraging a range of new housing types to meet the City’s affordable housing requirements (SAPP Policy LU-1.3).

The value of the public benefit is estimated at approximately \$640 per square foot based on the applicant’s submitted public benefit proposal (see Attachment 5), significantly surpassing the public benefit fee of \$26.88 per square foot established by the SAPP. Given that the entire project is dedicated to affordable housing, staff supports the project’s proposal to provide a 100% affordable housing project to fulfill the intent of the public benefit requirement.

Proposed Site Plan

The proposed site plan features a C-shaped building oriented around an at-grade, secured outdoor courtyard that fronts California Street (see Attachment 2—Project Plans). The primary entry point to the building is the entry lobby at the key intersection of San Antonio Road and California Street, with another entry located further south along San Antonio Road. The project includes 16 on-site parking spaces in a ground-level garage located on the western portion of the building, accessed along California Street. The development also provides the required bicycle accommodations with 100 secured indoor bicycle parking spaces, equipped with charging stations for electric bicycles and scooters, along with required short-term guest bicycle parking

along the project frontage. Outdoor amenities include landscaped areas and an internal courtyard with designated spaces for play and leisure (i.e., landscaping, a children’s play area, gathering space with outdoor barbecue, tables, and casual seating).



Figure 2: Site and Landscape Plan

Design

The building has a contemporary design and employs a combination of accent colors, lower-level recessed windows, and vertical and horizontal articulation to reduce the visual mass and create a balanced, pedestrian-friendly scale. Varied parapet height and changes in plane help to provide visual interest and break up the verticality of the building mass. The project utilizes a combination of stucco finishes in neutral tones varying shades of off-white, gray, and a warm redwood as the building’s primary accent color. The colors are strategically applied to help differentiate the building’s base from its upper levels, and a warm redwood color is proposed to select sections of the building’s vertical wall planes to provide additional interest and help to break up the building’s massing. Painted metal canopies and entry points are employed at the ground level and contribute to the pedestrian-focused design of the frontage.

The building incorporates large ground-to-ceiling window systems on the ground floor along San Antonio Road to reinforce the active frontage along San Antonio Road. The two- and three-story “base” of the building is emphasized through a shift in color blocking and material texture, anchoring the building to the pedestrian realm. The project design also incorporates enhanced

landscaping along the frontage and interior setbacks to further soften the visual impact and improve the pedestrian experience.



Figure 3: Building Elevation at Corner of San Antonio Road and California Street

Trees and Landscaping

The project includes a palette of drought-tolerant California native and adaptive plant species, with approximately 75% California native plantings. The central courtyard offers outdoor spaces for residents, including a children’s play area and gathering spaces with casual seating and barbecue amenities. A new detached sidewalk design along the project frontages will include new planting strips with a combination of shrubs, grasses, and new street trees. Landscaping and natural bioretention areas are proposed around the building perimeter to help soften the building edges between neighboring properties and will include drought-tolerant grasses and compact accent trees.

An arborist report was completed for the project by Kiely Arborist Services, LLC, and reviewed by the City arborist. The report analyzed the three existing street trees: two liquidambar (sweet gum) trees on California Street and one London plane tree on San Antonio Road as well as off-site trees located on the adjacent bank and restaurant sites. The existing site is almost entirely paved or occupied by building areas utilized by the existing service station, and there are no other trees located on the project site.

The project will require the removal of the three existing non-Heritage street trees: two liquidambar trees along California Street and one London plane tree along San Antonio Road. The two liquidambar trees are in fair-to-poor health, with poor form and a history of limb failure, and the London plane is good health and fair form but is in a poor location with frequent trimming required for overhead line clearance. All three street trees are within the footprint of the new detached sidewalk proposed to meet SAPP sidewalk requirements. Due to conflicts between the trees and the required sidewalk improvements, it is infeasible to protect these trees and the removals are necessary as reviewed by the applicant's arborist and the City arborist. Additionally, both arborists reviewed the viability of transplanting the street trees but were found to be unsuitable candidates for tree transplant due to their large size and poor health. The development is not anticipated to impact the off-site trees on the bank and restaurant sites, and construction will follow tree protection measures included in the project conditions of approval.

As part of the project landscape plan, the applicant proposes a total of 15 new trees, ranging between 24" and 48" box size (a 5:1 replacement ratio), as well as 16 new 15-gallon compact accent trees along the project's interior side and rear setback area. The replacement street trees include three 36" box Freeman maple along San Antonio Road and five 36" box red maple along California Street, within the planting strips of the new detached sidewalks. These tree species are consistent with the City's street tree list for appropriate tree plantings along these streets. The tree replacement proposal of 5:1 exceeds the City's standard practice for a 1:1 replacement ratio for non-Heritage trees. The resulting replacement trees are also anticipated to create a net gain of on-site canopy coverage over time as shown below.

Table 2: Tree Canopy Coverage

Canopy	Site Coverage
Existing	4.2%
New at Installation	0.4%
New after 10 years	6.7%
New at full maturity	10.3%

Housing—Affordable Units and Below-Market-Rate Ordinance Compliance

The proposed project consists of a mix of one-bedroom, two-bedroom, and three-bedroom apartment units dispersed throughout the eight-story building. The units consist of 69 low-income units, 20 very low-income units, and 10 extremely low-income units, as shown in Table 3 below. The project will also include one manager's unit. The project proposal complies with SDBL to qualify for an 80% density bonus as all units (exclusive of the manager's unit) are available to households earning at or below 80% AMI. The proposed development has not applied for funding through a Notice of Funding Availability (NOFA) process, which means the project will be financed independently without City funding through a combination of private, state, and federal

funding sources. A condition of approval has been added to deed-restrict the affordable units for a minimum of 55 years, pursuant to SDBL.

Per the City's BMR Ordinance, the project is required to provide 15% of the base units as affordable, at a minimum of two income levels (between 80% and 120% AMI, with a 100% AMI weighted average). The base unit of this project (56 units) requires that a minimum of nine units (8.4 units rounded to nine) be designated as affordable at the indicated income range. In this case, as a 100% affordable development, the project exceeds the City's BMR affordability requirements by providing 99 units and deviates from the affordability range by providing units at a wider range of lower-affordability levels. Additionally, the project complies with other requirements otherwise applicable under the BMR Ordinance, including unit mix and distribution throughout the development by nature of all units designated as affordable units.

Table 3: Affordable Units and BMR Ordinance Compliance

Project Unit Mix					
Unit Size	Number of Units	Low Income	Very Low Income	Extremely Low Income	Manager Unit
One-bedroom	36	24	8	4	-
Two-bedroom	28	20	5	3	-
Three-bedroom	36	25	7	3	1
Total	100	69	20	10	1

State Density Bonus Law Request

The SAPP limits new residential and mixed-use development in the Mixed-Use Corridor subarea to 1.85 FAR as a Tier 1 project, consistent with the applicable General Plan Land Use Designation, and with provision of a public benefit program proposal. Pursuant to SDBL, the applicant submitted a Base Density Study to determine the project site's base density capacity by evaluating a hypothetical project that maintains the same average unit size of 760 square feet and all applicable objective development standards. The base project density is the datum point for identifying inclusionary (BMR) housing requirements for the project. Based on the study provided, a 1.85 FAR project at this site would result in a 56-unit "base project." Staff has determined that the applicant's base density study is appropriate under SDBL provisions and that the 56-unit base density shall be used for calculating density bonus allowances and BMR requirements.

The affordable units in the proposed development will be available to households earning at or below 80% AMI. Based on the 80% AMI income criteria for the proposed units, the project is eligible for an 80% State Density Bonus (or up to 45 units from the 56 base units, for a total of 101 units), up to five concessions, and unlimited waivers of development standards. The applicant is requesting a total of 100 units, five concessions, and seven waivers, as further

described below and in the applicant’s density bonus request letter (Attachment 6—Density Bonus Letter).

Concessions

The project qualifies for five concessions. Under the SDBL statute, concessions are modifications to development standards or regulations that result in “identifiable and actual cost reductions to provide for affordable housing costs.” The applicant’s density bonus letter identifies the following requested concessions and provides a detailed explanation of the cost savings associated with each:

Table 4: Density Bonus Concessions and Incentives

Standards	Requirement	Proposed
Transportation Demand Management (TDM)	TDM Program consistent with requirements in SAPP, discussed later in this report, that requires new developments to join the Mountain View Transportation Management Association (TMA), or form and join a San Antonio-specific TMA, along with a TDM Plan that provides details on the implementation and reporting of the TDM measures. Additionally, at minimum, a new residential development is required to provide transit pass subsidies to each new resident for one year, for the first 10 years of the project.	Alternate TDM measures which does not meet the SAPP-required measures but instead proposes \$50 transit subsidies per resident per year for the first three years of the project, once complete.
Ground-Floor Height	14’ minimum	11’
Open Area/Landscaping and Common Usable Open Space	40% (10,836 square feet) minimum	37.7% (10,203 square feet)
Common Usable Open Space	175 square feet per unit (17,500 square feet) minimum	35.56 square feet per unit (3,556 square feet)
Underground Utilities Request	Must underground existing overhead utilities	Concession to remove requirement

Waivers

The 80% State Density Bonus allows the project to construct 45 additional units by providing for roughly 68,170 additional square feet of building area (up to a maximum of about 4.37 FAR), which exceeds what could be constructed under the SAPP maximum of 1.85 FAR (with public benefits provided). Under SDBL, the applicant may request waivers or reductions in development standards that would have the effect of physically precluding the construction of a development at the density permitted. The applicant's density bonus letter identifies the following requested waivers and provides a more detailed explanation of how adherence to specific standards would otherwise physically preclude the construction of the development.

Table 5: Density Bonus Waivers/Reductions of Development Standards

Standards	Requirement	Proposed
Floor Area Ratio (FAR)	Maximum 1.35 FAR (base), without public benefits; 1.85 FAR (Tier 1), with public benefits	4.37 FAR
Height	Maximum 45' (base) without public benefit; 55' (Tier 1) with public benefits	95'
Stories	Maximum three stories without public benefit; four stories with public benefits Up to five stories (65') considered on a case-by-case basis with significant public benefits or major open space improvements	Eight stories
Frontage Setbacks	San Antonio Road (curb line): 18' minimum	19'6"
	California Street (curb line): 24' minimum	15'9"
Height at Frontage Setback	Maximum four stories (55') at frontage setback line. Where more than four stories allowed, 80% of linear frontage above four stories step back 10' minimum on every street face.	No step-backs

Standards	Requirement	Proposed
Personal Storage	164 cubic feet/unit minimum	Not provided
Window Recess Guideline	2" recess minimum	Request to remove guideline, although compliant recess is provided on the first three stories

As summarized in Tables 2 and 3 above, in order to accommodate a financially viable affordable housing project and to provide the additional density bonus, the building must exceed the height standard, be located closer to the street, and include reduced/modified requirements (i.e., open space, personal storage, window recess guidelines, etc.) to maximize the building envelope. The proposed project could not be constructed without these concessions and development standard waivers/reductions as full code compliance would generally require a reduction in density bonus area.

Green Building Requirements

Subject to Mountain View Green Building Code (MVGBC), new multi-family developments with three or more units are required to be designed and constructed to meet mandatory CALGreen, MVGBC requirements, and meet the intent of LEED® Gold certification. Requirements under MVGBC multi-family residential projects include compliance with Title 24, Part 6 of the California Energy Code, photovoltaic (PV) on roof areas to accommodate an all-electric building to 100% of annual kWh consumption offset, and electric vehicle (EV) parking requirements.

The project proposes to meet these requirements by achieving a LEED® Gold certification rating with 61 points and has been conditioned to meet requirements under the CALGreen, CalEnergy, and the MVGBC and will be reviewed for compliance at the building permit stage.

Parking

The Precise Plan has specific minimum parking ratios for residential developments. However, [Assembly Bill \(AB\) 2097](#) prohibits cities from enforcing minimum parking requirements on developments within one-half mile of a major transit stop. The project site is within one-half mile of a major transit stop; therefore, there is no minimum parking requirement.

The project is voluntarily proposing 16 vehicular parking stalls and will include required EV equipment-installed parking spaces and spaces that are accessible to persons with disabilities. The proposed parking is located in a single-level ground-floor parking garage, accessible from California Street. A proposed secured bicycle storage room located along San Antonio Road includes 100 long-term bicycle parking spaces. A total of 14 short-term bicycle parking spaces

will be provided outside near the corner entry lobby and stairwell. Both bicycle parking provisions exceed the minimum standard requirements.

Staff has strongly encouraged the applicant to consider additional parking opportunities (i.e., puzzle lifts/stackers, tandem parking, etc.) and additional bicycle parking, given the low parking provisions for the proposed unit count (0.16 space/unit) and experience with parking demand in other 100% affordable developments. However, the applicant has stated that additional parking solutions are not cost-effective and would jeopardize the project's feasibility.

Transportation

Transportation Demand Management (TDM) Program

To align with the SAPP's goals of reducing single-occupancy vehicle trips and promoting multi-modal transportation options, the project is required to implement a TDM program for new residential developments using Tier 1. Per the Precise Plan's TDM guidelines, new Tier 1 projects are required to join the Mountain View Transportation Management Association (TMA) or form and join a San Antonio-specific TMA. Additionally, the program must include transit pass subsidies for residents and employees. Specifically, the SAPP requires new residential developments to:

- Provide transit pass subsidies to residents, with a minimum requirement of one year of transit subsidies for each new resident for the first 10 years of the project; or
- For projects with 25 units or more, participate in a transit pass program, such as the VTA's EcoPass, or an equivalent, for the first three years of the project.

As discussed earlier in this report, the project has requested a concession pursuant to SDBL to remove the TDM requirements per SAPP (Attachment 6). Instead of the full TDM requirements, the applicant has proposed an annual \$50 transit subsidy for each new resident for the first three years, upon completion of the project. Staff is supportive of the modified TDM proposal as it still aligns with the SAPP's goals of reducing vehicular trips and promoting alternative modes of transportation. Additionally, the TDM proposal would result in direct cost reductions to provide affordable housing.

Multi-Modal Transportation Analysis

On June 30, 2020, the City Council adopted a Vehicle Miles Traveled (VMT) analysis methodology for development projects that requires transportation analysis Citywide in combination with requirements for a local-level analysis of multi-modal transportation impacts (including bicycle, pedestrian, and vehicle movements), referred to as a Multi-Modal Transportation Analysis (MTA).

An MTA was not required for this project as the number of estimated net new trips was below the threshold indicated in the [MTA Handbook](#).

Streetscape

The SAPP outlines specific streetscape design standards intended to promote a pedestrian-friendly environment along San Antonio Road and California Street. The proposed project complies with these sidewalk standard details along San Antonio Road by providing an 8' wide detached sidewalk and a 6' planter strip along San Antonio Road, and a 6' wide detached sidewalk and a 4' wide planter strip along California Street. The planter strips will provide a landscape buffer with new street trees between the roadway and new public sidewalk. A portion of the southeastern end of the project along San Antonio Road will utilize concrete for required PG&E access to proposed transformers located behind the sidewalk.

To accommodate the new sidewalk design pursuant to SAPP standards, the California Street right-of-way width will be expanded to 35' to the centerline on the project's California Street frontage, with the curb moved inward by approximately 5'. The curb transition will occur along the western edge of the project's property line and ensure a smooth connection between the proposed detached sidewalk and the existing monolithic sidewalk to the west. The project also proposes a single 28' wide driveway on California Street for access to the parking garage and is designed for right-in, right-out access only. A median will separate entrance and exit lanes to discourage left turns and enhance traffic safety and flow.

At the intersection of California Street and San Antonio Road, new bidirectional, Americans with Disabilities Act (ADA)-compliant ramps will be installed on the corner, with two ramps on each corner. High-visibility crosswalks will also be installed to further support pedestrian safety at this junction.

ENVIRONMENTAL REVIEW

The project is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15194 ("Affordable Housing Exemption") of the CEQA Guidelines. This exemption applies to projects that provide 100 or fewer units to households earning no more than 80% AMI. This project fully complies with this requirement, offering 99 affordable units and one manager's unit. To ensure long-term affordability, the units will be deed-restricted to remain affordable for 55 years per SDBL, exceeding the minimum 30-year requirement under CEQA Section 15194. This deed restriction legally binds the project to continued affordability, aligning with the regulatory conditions necessary for exemption. The project also meets all other criteria, including site area limits, its location within an urbanized area, and has previously been developed with, and is immediately adjacent to, qualified urban uses (e.g., residential, commercial, industrial, retail,

etc.). As such, the project meets all criteria under Section 15194, allowing it to be exempt from further environmental review under CEQA.

Additionally, the applicant provided Phase I and Phase II environmental site assessments (ESA) to evaluate any potential contamination issues related to the site's historical use as a gas station. Although the Phase II ESA identified some residual volatile organic compounds (VOCs) and petroleum hydrocarbons in the soil and soil gas that slightly exceed screening levels for residential use, the City's standard conditions of approval, including Condition of Approval No. 50, Soil Management Plan; Condition of Approval No. 51, Vapor Barrier; and Condition of Approval No. 67, Discovery of Contaminated Soils, will satisfactorily reduce potential vapor intrusion risks.

Previous Environmental Impact Review

The 2014 San Antonio Precise Plan Environmental Impact Report (EIR) comprehensively evaluated the environmental impacts of projected development within the SAPP area, including up to 1,235 net new residential units. The program-level analysis in the SAPP EIR was prepared at the community level and considered the broader environmental effects of the SAPP's land use policies and objectives, including impacts related to traffic, air quality, noise, and utilities. Although the approved development in the SAPP area now exceeds the initial projection, with 1,397 residential units already entitled, this does not preclude additional development under the CEQA Guidelines Section 15168.

Vehicle Miles Traveled

On June 30, 2020, the City adopted a new transportation policy, in accordance with SB 743, establishing VMT as the methodology for evaluating potential transportation impacts of new developments for the purposes of CEQA. The policy included VMT screening criteria for projects. Projects are presumed to have a "less-than-significant" transportation impact if they meet the screening criteria and further VMT analysis is not necessary. If a project does not meet the screening criteria, a VMT analysis is conducted concurrently with an MTA.

This project meets the screening criteria based on its proximity to transit as it is located within one-half mile of the San Antonio Caltrain Station, has an FAR greater than 0.75, is consistent with Plan Bay Area 2040 and the Bay Area's Sustainable Communities Strategy, and provides parking that does not exceed code requirements. Therefore, the project is determined to be consistent with the City's VMT Policy and have a less-than-significant VMT impact.

FISCAL IMPACT

The City's current share of the County of Santa Clara property taxes from the project site is approximately \$11,000 per year for the General Operating Fund (GOF). CRP Mountain View, LLC,

the property owner, will be in partnership with a nonprofit organization. As a result, the affordable housing development will be exempt from paying property taxes and would result in \$0 in annual property tax revenues to the City, an annual loss of approximately \$11,000. In addition, the affordable housing project is exempted from park land dedication per Chapter 41 of the City Code.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a “license, permit, or other entitlement for use” if the official has received a campaign contribution exceeding \$250 from a party, participant, or agent of a party or participant in the proceeding within the last 12 months. A city official is similarly prohibited from accepting, soliciting, or directing a campaign contribution exceeding \$250 from a party, participant, or agent of a party or participant to any proceeding involving a license, permit, or other entitlement for use for 12 months after a final decision is rendered in said proceeding.

Please refer to the “X” in the checklist below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

SUBJECT TO THE LEVINE ACT

- Land development entitlements
- Other permit, license, or entitlement for use
- Contract or franchise

EXEMPT FROM THE LEVINE ACT

- Competitively bid contract
- Labor or personal employment contract
- General policy and legislative actions

For more information about the Levine Act, please see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html.

CONCLUSION

This project is consistent with applicable development standards with SDBL provisions; achieves General Plan, Housing Element, and SAPP goals by increasing affordable housing opportunities in the City; and helps the City meet its Regional Housing Needs Allocation (RHNA) requirements. Staff recommends approval of the proposed project subject to conditions of approval.

ALTERNATIVES

1. Approve the project with modified conditions of approval.
2. Refer the project back to the Environmental Planning Commission for additional consideration.
3. Deny the project and adopt findings for denial.

PUBLIC NOTICING

The City Council's agenda is advertised on Channel 26, and the agenda and this report appear on the City's website. All property owners and tenants within a 750' radius and interested stakeholders were notified of this meeting.

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- Attachments:
1. Draft Project Resolution
 2. Project Plans
 3. [EPC Staff Report Dated November 20, 2024](#)
 4. Public Comments
 5. Public Benefit Proposal
 6. Density Bonus Request