

1.0 Project Overview

The proposed 555 West Middlefield Road Project (“Project”) is an infill project involving redevelopment of a portion of an approximately 14.52-acre site located between Moffett Boulevard and State Route (SR) 85 in Mountain View (“City”), Santa Clara County, California (“Project Site”). The Project Site currently consists of one legal lot, but would be subdivided into three lots as part of the Project (as further described in Section 1.8). The Project Site is currently occupied by 404 multi-family residential rental units within 15 buildings and a leasing office and amenity building. Associated existing surface parking and common open space areas are located throughout the Project Site.

On May 10, 2022, the City Council approved several entitlements (PL-2017-004), including a General Plan Amendment, Planned Community Permit, Development Review Permit, Vesting Tentative Map and a Heritage Tree Removal Permit, allowing for the construction of 323 new residential units, 48 of which would be affordable, in three new buildings, while retaining the 404 existing units (collectively, the “Approved Project”). On July 25, 2024, the Planning Division granted a two-year extension to the original permit entitlements (PL-2024-052 and PL-2024-053) until July 2026. The Approved Project included below grade parking garages.

In December 2024, AvalonBay Communities (“AvalonBay”) submitted an SB 330 Preliminary Application for a substantially similar development as the Approved Project, except that it is reconfigured to build the parking garages above-grade and wrap residential units around them so they are hidden from public view (“Proposed Project”). The Proposed Project includes the same number of new units, including affordable units, and largely continues the design of the Approved Project.

The Proposed Project would continue to avoid tenant displacement by retaining the 404 existing residential units, and demolishing most of the existing surface parking areas, tennis and basketball facilities, as well as the existing leasing office and amenity building, pool, and spa, and redeveloping that area with the three new residential buildings. Removed trees and vegetation would be replaced in accordance with the Proposed Project’s landscape plan and consistent with the City’s Tree Preservation Ordinance. The location of the various Project components is shown on Sheet AP0.00, and described more fully below.

Upon completion of the Proposed Project, the total amount of development at the site would consist of approximately 957,114 square feet (sf) of above-grade gross floor area, including approximately 285,039 gross sf of existing uses to remain at the Project Site and approximately 672,075 gross sf of above-grade new uses, resulting in a new total of 727 residential units at the Project Site.

Furthermore, as a community benefit, approximately 1.34 acres of land along Cypress Point Drive would be offered for dedication to the City for use as a future public park.

Vehicular access to the Project Site would be via West Middlefield Road and Cypress Point Drive.

1.1 Project Location and Setting

1.1.1 Location

The Project Site is located at 555 W. Middlefield Road between Moffett Boulevard and CA-85, less than ½ mile from the Mountain View Caltrain/VTA Station and walking distance to downtown Mountain View. The Project Site is bounded by West Middlefield Road to the north, Moffett Boulevard to the west, Cypress Point Drive to the south, and California State Route 85 to the east. Sheet AP0.04 – VICINITY MAP illustrates the location of the Project Site in its local context.

1.1.2 Setting

The Project Site currently contains 404 multi-family residential rental units in 15 buildings with three levels of housing, as well as a clubhouse, six surface parking lots containing a total of approximately 670 spaces, and related improvements. During the entitlements application process for the Approved Project, there were 402 existing units onsite. Two units have been subsequently added to the property as Accessory Dwelling Units within the footprints of the existing buildings. At 404 units, the Project Site is currently developed at a density of 27.8 dwelling units per acre and a FAR of 0.55. The Project Site and existing residential community reflects a somewhat outdated site plan that no longer fully serves the needs of current residents. For example, its historic use as corporate housing for traveling contractors serving the aerospace industry is still reflected in the current layout. However, the era of full service corporate housing ended many years ago and amenities such as banquet rooms and other services are no longer popular among residents. Also, the more remote areas of the existing parking lots are generally vacant due to a long-term decline in vehicle use by residents.

The Project Site is currently designated as High-Low Density Residential under the City's 2030 General Plan and Planned Community under the City's Zoning Code.

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

1.2 Proposed Project Characteristics

1.2.1 Residential Component

The Proposed Project involves the densification of an existing, underutilized, infill site with additional residential units with amenities required in the current market. Specifically, the Proposed Project involves the reconfiguration of approximately seven acres of the Project Site to allow for the construction of an additional 323 new multi-family units and related improvements (described further below), alongside new above-ground parking structures and surface parking areas. These units would be designed to integrate appropriately with the existing residential units, which would be preserved to ensure they remain available for housing and no displacement would occur.

The applicant would reserve and deed-restrict 48 of the Proposed Project's new units as "affordable" in compliance with the City's Below Market Rate (BMR) Housing Program. Additionally, since the BMR obligation results in a fractional BMR unit that is less than 0.5 ($15\% \times 323 = 48.45$), an in-lieu fee would be paid for the 0.45 fractional unit prior to issuance of the Proposed Project's first building permit.

The Proposed Project, when added to the existing community, would have a total of 727 dwelling units, at a density of 50.06 dwelling units per acre and a FAR of 1.51. A conceptual site plan is shown on Sheet AP-01 – Overall Illustrative Site Plan.

The Proposed Project consists of three new buildings referred to as Building A, Building B, and Building C. Building A is located in the center of the site at the existing leasing office and outdoor pool area, Building B is located at the west end of the site at an existing surface parking lot, and Building C is located at the east end of the site at an existing surface parking lot and berm area, as more generally depicted on Sheet AP-01.

Building A is comprised of a new four-story residential building with 30 residential units, four levels of above grade parking (along with a half-level of parking extending partially below grade), a building footprint of 32,362 sf and a total of approximately 135,221 gsf of residential and amenity uses.

Building B comprises of a four-story Building with 97 condominium units and surface level parking. The building footprint would measure approximately 34,306 sf with a total of approximately 127,812 gross square feet (gsf) of residential and amenity uses.

Building C would be a new five-story residential building with 197 residential units, five levels of above grade parking, a building footprint of 84,316 sf and a total of approximately 407,871 gsf of residential and amenity uses.

The massing of the three new buildings would reflect the different conditions of each of the four boundaries of the site. From the scale of a major highway, CA-85, to the quiet residential frontage along Cypress Point Drive, the Project has been designed to reflect this surrounding context to ensure compatibility.

Along Cypress Point Drive and Moffett Boulevard, the new units would be activated with private ground-level stoops and private balconies above. There are a total of 10 three-story townhome units included in the Proposed Project at Building B. Buildings A and C would have grade-level common open spaces.

In terms of architecture, the theme of the new buildings is California Coastal, which takes its cues from the iconic architecture of the California Coast, including horizontal lines and strong glazing elements. Studied surface articulation would serve to introduce a directionality across the site, shifting visual importance both outwards to the open, park-like elements of the landscape and inwards to the more active and shared community spaces. The updated Proposed Project design closely adheres to the Approved Project design. See Sheets AP0.02 – AP0.06.

The exteriors of the existing rental units would be enhanced to connect with the new amenity building located on West Middlefield Road. The architecture of the new units would be complementary of the existing architecture, but differentiated sufficiently to provide distinct identities.

1.2.2 Access, Circulation and Parking

Currently, access to the Project Site is from West Middlefield Road and Cypress Point Drive. There is an existing network of paths for pedestrian and bicycle circulation among the residential buildings throughout the site. Construction of the new buildings would not disrupt the network that serves the existing apartments. There are approximately 670 existing parking spaces on surface lots to serve residents and guests. Specifically, there are two existing surface parking lots containing approximately 16 and 28 (44 total) spaces accessed from West Middlefield Road, and four existing surface parking lots containing a total of 626 parking accessed from Cypress Point Drive. Only the existing surface lot at the northwest corner of the site would be retained; the other surface lots would be demolished to construct the new buildings or dedicate land to the City for a public park.

The Proposed Project would utilize existing or similar points for vehicular access and residents of the existing units would park in very similar locations, except that the surface parking lots would be replaced with new surface and above-ground parking structures. The parking lot currently located in the center of the site, along Cypress Point Drive, would be replaced by a proposed public park and parking to replace this surface lot would be provided at Building A. Pedestrian and bicycle circulation within the community would be unchanged, as

existing paths would be retained. However, the community's existing amenities would be replaced by new amenities in the same location.

The Proposed Project will provide a new through-block public access easement connecting Middlefield Road with Cypress Point Drive. This community benefit will enhance walkability and bike-ability for the surrounding neighborhood.

The Proposed Project would provide additional parking to accommodate the new units, for a total of approximately 855 parking stalls on-site, providing for a parking ratio of 1.18:1. These spaces would be located primarily in two new parking structures in Buildings A and C and a new surface parking lot at Building B. Once the Proposed Project is complete, the number of parking spaces accessed from Middlefield Road would increase from 44 currently to 251, for a total increase of 207 spaces. The number of parking spaces that would be accessed from Cypress Point Drive would decrease from 626 currently to 604, for a net decrease of 22 spaces. The Proposed Project would be phased such that adequate parking ratios are maintained throughout construction (see Section 1.7).

The newly-built parking spaces on Building A would serve the existing units and provide extra parking for Building B. The newly-built parking spaces in Building B would all serve the new units in Building B. The newly-built parking spaces in Building C would serve the new units in Building C and some of the existing units.

1.2.3 Park, Common Open Space, and Other Amenities

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

The Proposed Project would also provide approximately 218,240 sf of common open space for the current and future residents and guests. Specifically, the Project would retain approximately 122,075 sf of common open space around the existing residential buildings. In addition, approximately 25,883 sf of common open space would be created at Building A, approximately 25,075 sf of common open space would be created at Building B, and approximately 45,207 sf of common open space would be created at Building C. These spaces would feature trees and other landscaping as well as residential amenities, including barbeque grills, bicycle parking, outdoor seating/dining areas and pet walking

areas. Sheets AP0.30 – AP0.34 OPEN AREA CALCULATIONS highlights the locations of the proposed open spaces within the Proposed Project.

Building B would include a new ground floor leasing office, co-working lounge, and 4th floor clubroom and roof deck at the corner of Moffett Boulevard and Cypress Point Drive, designed to serve the new units within Building B; this space would be highly visible and would activate that corner. These amenities would total approximately 2,800 sf.

At Building A, the existing leasing office and amenity building, pool, and spa would be demolished and replaced with a new leasing office, gym, co-working lounge, and a rooftop deck with a pool and spa. These new amenities would total approximately 23,000 sf. Additional landscape improvements would be made to enhance the adjacent courtyard between the existing buildings to the east, and a dog park would be built along the west side of the building. Building A would be the primary focal point for the entire property and its amenities would be available to all residents onsite.

Building C would have approximately 4,000 sf of interior amenities, including a lounge/co-working area. The outdoor amenities at Building C are anticipated to include barbeque grills and outdoor seating/dining areas, along with new trees and landscaping. Building C would also contain a co-working lobby and leasing office.

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

1.2.4 Landscaping and Lighting

The Proposed Project seeks to preserve a significant number of mature redwood trees, taking into consideration site design issues as well as an overall updated landscaping plan and the health of existing trees. In addition to the trees in proximity to the existing Buildings, the Proposed Project's updated site plan has been strategically designed around three stands of redwoods along Moffett Boulevard, on the south side of Building A by the Park Parcel, and on the east side of Building A.

The landscape design for the common areas would feature drought-tolerant and regionally adaptable plant species and a water-efficient automated irrigation system consistent with applicable water conservation measures. The Project will plant at least 1 new tree for every non-heritage removed and at least 2 new trees for every heritage tree removed. Lighting throughout the site would be enhanced for additional security and aesthetic value, and would comply with all applicable lighting standards and requirements.

1.2.5 On- and Off-Site Infrastructure

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

1.2.6 Sustainability Features

The Proposed Project would provide new residential density near transit (less than 1/2 mile from the Mountain View Caltrain/VTA Station) and within walking distance to downtown Mountain View, while also preserving critical existing housing stock. Further, the design would include other sustainable features such as secure residential bicycle parking spaces on-site and bike repair rooms. In addition to complying with all applicable Title 24 and Cal Green Code requirements, the applicant intends to pursue Leadership in Energy and Environmental Design (LEED) for Homes certification, which would involve the incorporation of a multitude of sustainable strategies, which may include low volatile organic compound (VOC) materials, low-flow plumbing fixtures, Energy Star appliances, light-emitting diode (LED) lighting, drought-tolerant landscaping, low-flow irrigation systems, landscape bio-filtration planters for stormwater management, a highly efficient building envelope that mitigates solar heat gain, and light-colored surfaces. In addition, 15 percent of the proposed total vehicle parking spaces would be designated for electric vehicles and equipped with electric vehicle charging infrastructure.

1.3 **Water Supply and Distribution**

New water utilities would be placed around the perimeter of the Project Site and throughout the Project Site. A new water service for Building B would be provided and connect to the existing 8-inch water main in Cypress Point Drive. The existing residential uses would continue to be served by an existing on-site water distribution system, which is supplied by two connections to the City water main. Of these two connections, the existing 4-inch water service that connects to the existing 8-inch water main in Cypress Point Drive would remain, and the existing water service line that connects to the existing 12-inch water main in West Middlefield Road would be removed and replaced. A new water service line for Building A would be provided and connect to the existing 12-inch water main in West Middlefield Road. A new water service line for Building C would be provided and connect to the existing 8-inch water main in Cypress Point Drive. A

new 1-inch water service line and meter for both domestic water and irrigation for the Park Parcel would be stubbed to the park property line and connect to the existing 8-inch water main in Cypress Point Drive. (See Sheets CP3.01 through CP3.03 – UTILITY PLANS).

1.4 Sanitary Sewer

New sanitary sewer would be placed around the perimeter of the Project Site. New sanitary sewer lines for Building B would connect to the existing 8-inch sanitary sewer main in Cypress Point Drive. The sewer laterals to the City main servicing the existing residential uses would be removed and relocated to facilitate construction of Buildings A and B with the exception of the existing 6-inch sanitary sewer lateral to West Middlefield Road, which would remain. New sanitary sewer lines for Building C would connect to the existing 8-inch sanitary sewer main in Cypress Point Drive. A new 6-inch sanitary sewer lateral for the Park Parcel would be stubbed to the park property line and connect to the existing 8-inch sanitary sewer mains in Cypress Point Drive. (See Sheets CP3.01-CP3.03 – UTILITY PLANS).

1.5 Stormwater Management

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

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

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

1.6 Dry Utilities

Buildings A, B, C, and the areas containing the existing residential units would be connected to the existing PG&E electrical system and would be furnished with dedicated pad-mount transformers. All new transformers located along public streets or frontages would be above grade & pad mounted as required per PG&E guidelines. Some of the existing transformers serving existing buildings would need to be relocated and replaced to provide PG&E with adequate access. The existing overhead electrical system at Moffett Boulevard along the Project Site frontages would be placed underground in a joint trench with aerial connection at riser poles at both ends of the overhead conversion.

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

With the exception of a small area along West Middlefield Road at the northwest corner of the Project Site, all existing grade level parking structures and surface parking would be demolished to accommodate new residential buildings with above ground parking. The proposed grading would remain level as it meets existing elevations. Building pad grading and excavation for the proposed half-level of underground parking at Building A would create an approximate 1,600 cubic yards of off-haul. Grading would require importing 5,000 cubic yards of soil for Building B and 1,300 cubic yards of soil for Building C. Additionally, grading of the Park Parcel would result in approximately 2,000 cubic yards of off-haul. As reflected in the Phase I Environmental Assessment prepared for the Project, no recognized environmental conditions (RECs) have been found in connection with the Project Site.

The Proposed Project would be constructed in phases to ensure that sufficient parking for existing building residents can be maintained onsite throughout the construction period. The number of parking spaces that would be available during construction would vary by the phase of construction and would depend on which parking areas have been demolished or constructed.

The first construction phase would be the demolition and grading of the park parcel, due to City requirements that that area be dedicated in a graded, clean state prior to the issuance of any building permits onsite. The second construction phase would be the demolition of the existing clubhouse and pool area and the construction of Building A. The third construction phase would be the demolition of the surface parking area at the west end of the site and the construction of Building B. The fourth construction phase would be the demolition of the surface parking area at the east end of the site and the construction of Building C.

After the existing surface parking lot where Building C will be located is demolished, there would temporarily be a shortage of parking spaces until the parking garage on Building C is completed. To address this, the Park Parcel would be used to accommodate additional spaces needed during construction so that sufficient parking is maintained.

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

1.8 Proposed Subdivision

A Vesting Tentative Map for condominium purposes is proposed to create three parcels from the existing single lot (see Vesting Tentative Map, Sheets VB101-103). This Vesting Tentative Map is substantially the same as the map that was approved with the Approved Project, but it is being resubmitted with the Proposed Project to reflect updates to the project.

Lot 1 is approximately 2.21 acres, and would contain Building B. Lot 2 is approximately 10.97 acres and would contain the existing buildings plus Buildings A and C. Lot 3, equivalent to the Park Parcel, at approximately 1.34 acres, would be dedicated to the City for the creation of a public park by the City in the future.

1.9 Rent Adjustments Plan for Residents in Existing Apartments at 555 West Middlefield Drive During Construction

The Proposed Project will add much-needed homes to the City of Mountain View without displacing any existing residents or homes onsite. This approach allows existing residents to stay in their homes, if they so choose.

This housing stability, however, is not without some inconvenience to current residents. Inherent to the nature of redevelopment activity that avoids

displacement is that current residents may experience temporary inconveniences due to the demolition and construction work near their homes. To allow the parties the opportunity to address these situations voluntarily on a case-by-case basis, the City of Mountain View's Rental Housing Committee passed regulations allowing a landlord and a tenant to enter into a voluntary agreement that temporarily reduces the tenant's rent during a period of on-site construction activity. The applicant wants to ensure that residents in place at the time of construction are fairly compensated for any reductions in the levels of service provided with their rental of an apartment home during the construction of the Proposed Project. Accordingly, the applicant plans to draft and offer voluntary rent reduction agreements to the residents of the existing buildings onsite prior to the start of construction of the Proposed Project.

The amount of rent reduction that will be offered by the applicant to each resident in the voluntary agreement will be based upon:

1. The rental rate for the resident's unit at the time of the commencement of construction activity;
2. The specific level of service reductions that the resident will experience as a result of the construction activity;
3. The duration of each of these level of service reductions; and
4. The reasonable cost to compensate the residents for each of these level of service reductions.

These level of service reductions are anticipated to include:

- The loss of access to the pool, gym, and clubhouse lounge and meeting spaces during the construction of a new amenity building; and
- Construction-related disturbances affecting units immediately adjacent to the demolition and construction areas.

The specific rental rate reductions can only be determined at the time of construction because these voluntary agreements are direct agreements between the landlord and each resident and because the amount of rent reduction will depend on the particular resident's then-current rental rate and the type and cost of equivalent services to be provided at that point in time.

As an example, to compensate residents for the loss of access to the gym, the applicant may:

1. Provide an equivalent gym or workout area at the apartment community;
or
2. Provide residents with access to a gym at one of AvalonBay's nearby communities; or

3. Reduce rents in an amount equal to the membership costs for a local equivalent gym.

The applicant will utilize the voluntary rent reduction agreement regulations passed under the CSFRA to ensure that on-site residents are fairly compensated for inconveniences they may experience during the addition of new apartment homes to their community.

1.10 Required Approvals

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

- Approval of an Addendum to the Final Environmental Impact Report (EIR) that was certified (Mountain View City Council Resolution No. 18643) for the project design approved on May 10, 2022.
- Approval of a Vesting Tentative Parcel Map
- Approval of a Planned Community Permit
- Approval of a Development Review Permit
- Approval of a Heritage Tree Removal Permit