

AGENDA: September 10, 1991

CATEGORY: Public Hearing

DEPT.: Planning and Community Development

TITLE: Old Mill Precise Plan Amendment

### RECOMMENDATION

As recommended by the Planning Commission:

- Approved 1.* Certify the Environmental Impact Report (Attachment 3) regarding the Old Mill Precise Plan Amendment;
- Approved 2.* Amend the General Plan Land Use Map to designate a portion of the Showers Drive/California Street area as high-density residential; and
- Approved 3.* Adopt the amendments to the Old Mill Precise Plan that permit residential development and a small neighborhood retail/office center, and rename the Old Mill Precise Plan to the California/Showers Drive Precise Plan.

### FISCAL IMPACT

A detailed fiscal impact study reveals that the proposed project more than pays for itself. In terms of operating and maintenance-type costs, revenues collected exceed City expenses to serve the project. There would be approximately a \$200,000 per year surplus, increasing to \$265,000 per year in 30 years (expressed in 1989 dollars). Over a 30-year period, the net surplus of revenues is estimated to be \$6.2 million. The project also generates substantial other types of revenues: transfer tax that the City can spend on capital improvements—\$200,000 per year in the first four years, then \$67,000 per year increasing slowly each year after that; and Parks and Recreation fees—\$3,200,000.

Buildout of retail/office/hotel uses under the existing Precise Plan would generate a larger net surplus to the City than the residential uses. The annual surplus would be approximately double that of the residential project—about \$460,000 per year. Over a 30-year period, the net surplus is estimated to be \$12.5 million. However, the commercial project would not generate transfer taxes, nor would it contribute any park or recreation fees.

### BACKGROUND AND ANALYSIS

The Old Mill Specialty Center at California Street and Showers Drive has been vacant for several years. One year ago, The Plymouth Group developers submitted a proposed Precise Plan amendment to rezone the 18-acre site from the currently permitted

APPROVED BY THE MOUNTAIN VIEW  
CITY COUNCIL ON SEPT. 10, 1991  
RES. # 19310

retail/office/hotel uses to high-density residential uses, with a small amount of retail and office space.

The Planning Commission noted at the beginning of their deliberation that rezoning the Old Mill site from a commercial center to a multi-family neighborhood accomplishes many City goals outlined in the Housing Element of the General Plan. First, it creates new housing units that fulfill a large part of Mountain View's housing needs. Second, it locates housing next to transit, which is a key strategy for addressing both local and regional transportation problems. Third, this housing proposal offers a type of housing choice which is in short supply in Mountain View—modern condominium/townhouse units in a neighborhood context where people can walk to shopping and transit. Finally, the recommended development type can create a quality neighborhood as well as create a neighborhood center that ties together the surrounding residential area.

The proposed Old Mill Precise Plan amendment touches on many of Mountain View's most fundamental planning issues: community need for housing; traffic, affordable housing; new transit facilities; neighborhood open space; community character; and creation of quality neighborhoods. The Commission sought to develop a Precise Plan that achieves City-wide goals for housing and transit while still ensuring that the project makes a positive contribution to the surrounding neighborhood.

#### RECOMMENDED PROVISIONS OF THE PRECISE PLAN

1. Neighborhood Character: Residential project to be organized around public streets, with buildings oriented to streets, a neighborhood-serving retail center, common open space and 90 percent underground parking. The EPC felt it was critical to establish a strong sense of neighborhood.
2. Building Design and Quality: Performance standards to achieve high-quality design; for example, the use of long-lasting materials. The EPC believes design quality is critical to the success of a higher-density project.
3. Building Height: Predominantly three- to four-story buildings, with up to two six-story buildings allowed in the northwest corner. Some Commissioners felt strongly that buildings greater than three or four stories do not fit with the character of Mountain View. However, a majority felt that a limited number of taller buildings, if appropriately designed and located, could enhance the development by relieving visual monotony, allowing more open space and giving identity and prominence to the neighborhood center.
4. Open Space Within the Project: Minimum of 50 percent of the site to be open space, with 35 percent of the site to be publicly visible open space, and usable common open space of 2 to 2.5 acres.

5. Retail and Office Space: Neighborhood-serving retail center required with minimum 12,000 and maximum 35,000 square feet of retail; and maximum 20,000 square feet of office. The EPC felt this was important to create a sense of neighborhood and to tie together the surrounding developments and the train stop.
6. Ownership Housing: Minimum of 70 percent of the units to be for sale as owner-occupied housing, with restrictions on renting condominium units. Some Commissioners felt strongly that the project should have 100 percent ownership units, arguing that owners maintain units better and participate more in the community. The majority felt that: (1) the applicants had explained the economic need for a rental component; (2) some portions of the site are better suited for rental units; and (3) there is an identified need for high-quality rental units in the City. The proposed restrictions on renting out the ownership units help ensure that the units remain owner-occupied.
7. Moderate-Price Ownership Housing: No requirement. Staff recommended that 10 percent of the ownership units be affordable to people that make no more than 120 percent of the County median income. The Housing Element identifies the need for 60 percent of new residential construction to be low- and moderate-income housing. The applicant agreed that the proposed requirement is not very onerous financially. However, the EPC felt that this project is trying to accomplish many other goals (such as building high-density housing, locating housing next to transit, providing parking for a train station, etc.); and the overall quality of the project would be lowered if too many requirements were imposed.
8. Parking for the CalTrain Stop: Require provision of 200 parking spaces for the new San Antonio CalTrain stop. The EPC felt this was reasonable because the access to transit benefits the residential development and because the high density recommended for the site is based on its proximity to transit.
9. Residential Density: Maximum of 40 units per gross acre. The Commission reduced the maximum density below the 43 units per acre requested by the applicant. The EPC wished to maximize housing related to transit and ensure that the project be economically viable while still minimizing the project's overall size and impact on the area.
- / 10. Project Review Process: Require EPC review of the project design prior to a Council decision. This is a project of community-wide impact. The quality of the design is critical to its success and contribution to community character. Additional community input through the EPC review process would help achieve a design that benefits the community.

## KEY ENVIRONMENTAL IMPACTS OF RESIDENTIAL DEVELOPMENT

A Full Environmental Impact Report was prepared for this project. It examined a wide range of issues, including: population and housing, hazardous materials, Heritage trees, cultural resources, visual impacts, transportation, public services and fiscal impacts. The main issues brought out in public debate were:

Traffic: The bottom-line conclusion is that while the proposed Precise Plan certainly allows traffic beyond what exists today: (1) the residential traffic would be less than if the site remained zoned for commercial use; and (2) the nearby intersections can accommodate the added traffic.

School Impacts: The elementary school district expressed concern about the number of children that would be generated by residential development of the Old Mill site and their lack of facilities to accommodate new students. Additional research shows that 65 to 78 students would be generated, and the school impact fees (\$650,000 to \$760,000) from development under this Precise Plan would cover the cost of adding the four classrooms needed to accommodate the new students.

Open Space Alternative: Several residents suggested acquiring land within the Old Mill site for a park rather than zoning it for residential use. The Parks and Recreation Commission and staff concluded that: (1) acquiring a large park site here was prohibitively expensive; (2) this is not a great location for a park because it is bounded by heavily trafficked streets; and (3) requiring land dedication in lieu of paying recreation fees would create a park that was too small to feel like it belonged to the whole neighborhood.

## CONCLUSION

A more in-depth discussion of the issues related to the Precise Plan is contained in the attached background report. Also included in the packet is: (1) text of the proposed Precise Plan; (2) the EIR summary; (3) the complete EIR volumes; (4) minutes of the EPC meetings; (5) minutes of the Council study session; and (6) letters from the public.

In weighing all the issues, staff believes that the recommended Precise Plan will result in an outstanding residential neighborhood project. This site is uniquely appropriate for higher-density housing. The provisions of the Precise Plan ensure that an attractive and inviting neighborhood will be created. The allowed development will provide a neighborhood center which will be a focal point tying the whole San Antonio neighborhood together. A housing choice is created that allows people to live close to where they work, to walk to shopping and to take real advantage of transit. The amount of housing allowed will make a significant contribution to meet housing needs, improving the jobs/housing balance. A nonfunctional shopping center will be replaced with a high-quality residential complex that will add value to the area.

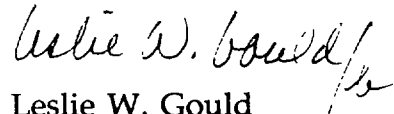


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Staff recommends that the Council certify the EIR, amend the General Plan and adopt the Precise Plan amendment as recommended by the Planning Commission.

Prepared by:



Leslie W. Gould  
Project Manager

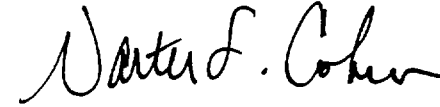


Michael J. Percy, Secretary  
Environmental Planning Commission

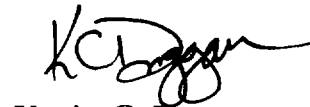
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Attachments

Approved by:



Walter S. Cohen  
Planning and Community  
Development Director



Kevin C. Duggan  
City Manager

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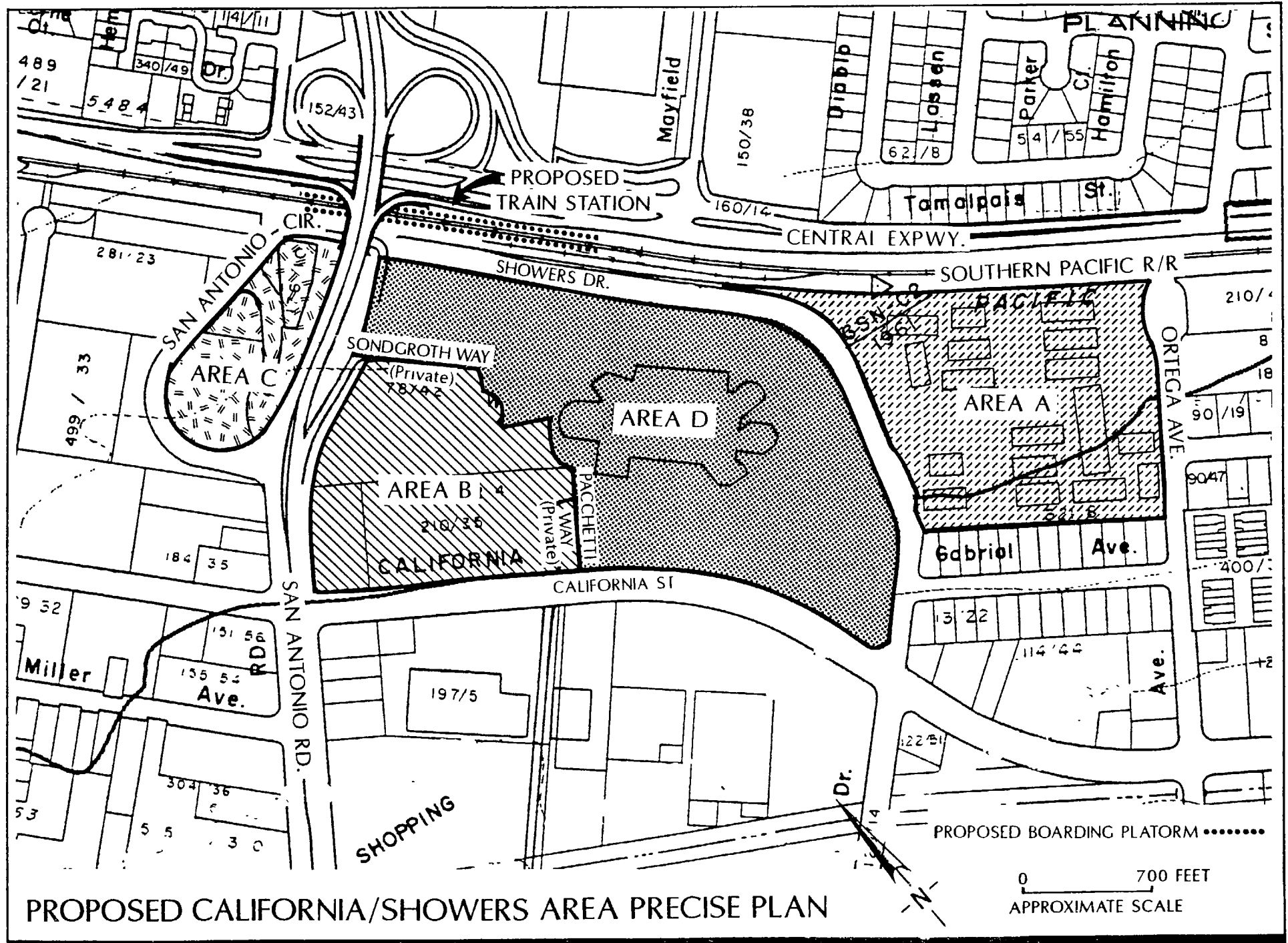


FIGURE 5

**CITY OF MOUNTAIN VIEW  
MEMORANDUM**

DATE: August 30, 1991

TO: Walter S. Cohen, Planning and Community Development Director

FROM: Leslie W. Gould, Project Manager  
Michael J. Percy, Secretary—Environmental Planning Commission

SUBJECT: OLD MILL PRECISE PLAN AMENDMENT (CALIFORNIA/SHOWERS  
DRIVE PRECISE PLAN)

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**BACKGROUND**

In the early 1970s, the complex known as the Old Mill was developed with a specialty shopping center. The Old Mill retail center was very successful initially but declined during the 1980s as newer shopping centers and movie theaters were built in the area. In 1985, the Precise Plan for the area was amended to allow a hotel in addition to retail and office uses. An attempt to resurrect the Old Mill as a public market in 1987 failed. The 18-acre property, which encompasses the retail center and a few smaller retail buildings, is now almost completely vacant.

One year ago, the Plymouth Group developers submitted a proposed precise plan amendment to rezone the Old Mill site from retail/office/hotel uses to primarily residential uses. The key provisions of the plan they submitted are:

- A maximum residential density of 43 units per gross acre (total of 775 units).
- Predominantly three- to four-story buildings, with up to eight stories allowed in the northwest corner.
- Minimum 50 percent of the units to be for sale as owner-occupied housing.
- 3 to 10 percent of residential units at below-market rate.
- Retail and office uses allowed to be incorporated into the residential project—maximum 35,000 square feet of retail; maximum 50,000 square feet of office.
- Provision of 200 parking spaces for the San Antonio CalTrain stop.
- Urban design guidelines that call for public streets, a central public open space, and 90 percent of the parking underground.

The Planning Commission members have reviewed the proposal in great depth. They held two study sessions, an all-day tour of comparable housing developments, and four public hearings. The Planning Commission agreed from the outset to recommend residential development at this site but had lengthy debate about the specific issues involved, especially: building height; minimum percentage of ownership housing; requirements for moderate-priced housing; and appropriate density.

As part of the review process, an Environmental Impact Report was prepared by an independent consultant, analyzing a wide range of issues. The EIR concluded that the project had no significant impacts which could not be mitigated and that the proposed project is the environmentally preferable alternative. Comments on the draft EIR focused on the key issues of: traffic impacts, school impacts, on open space alternatives, and legal adequacy of the EIR itself. A summary of the EIR and a list of recommended mitigation measures is included in Attachment 2. The full EIR is contained in the bound blue volumes included in the Council packet (Draft EIR—Volume 1; and Administrative Final EIR, which contains additional research and responses to comments).

Extensive oral and written comments were received from the public, particularly from residents of the Old Mill condominiums (on Showers Drive) and the Monta Loma neighborhood. A total of 56 letters were received, and a total of 30 people spoke at least one of the public hearings. Approximately half of the people who commented favored multi-family housing, while the other half favored open space or (to a lesser extent) retail/family entertainment uses. Of those who favored multi-family housing, the majority suggested modifying the applicant's proposal to lower the density and increase the amount of open space.

## **ANALYSIS**

### **MULTI-FAMILY HOUSING ON THE OLD MILL SITE**

In the Housing Element adopted last year, the Old Mill site was called out as one of 18 potential sites to be rezoned from commercial/industrial use to residential use. It was selected because it can achieve many of the goals and action programs enumerated in that General Plan document. First, it creates new housing units that fulfill a large part of Mountain View's housing needs. Moreover, with the large size of the site and the concentrated development-type envisioned in the Precise Plan, the new housing units can create a neighborhood, as well as tie together other housing projects nearby to strengthen the neighborhood character of the area.

Second, because of its location next to a future train stop, it creates a new housing opportunity that lets people be less dependent on the private automobile. This is a

key strategy for addressing both local and regional transportation problems. For most Mountain View residents, using transit is not an option if they want to get anywhere in a reasonable amount of time. This type of development can offer people a convenient, reasonable way to choose not to use their car, especially for the work commute, when traffic is heaviest.

Third, this housing proposal offers a type of housing choice which is in short supply in Mountain View—modern ownership condominium/townhouse type units—in a neighborhood context where people can walk to shopping and transit. Market research shows that many residents want the opportunity for ownership, and they want a unit that is built to modern-day norms in terms of room sizes and interior amenities, yet they cannot afford and do not need a single-family home. This type of housing meets that need.

Finally, the recommended development type can provide a neighborhood center that ties together the immediate residential area and acts as a focal point for the whole San Antonio Area in general. The retail shops, restaurants, and open space could be used by residents of the Old Mill condominiums, residents of the apartments to the east of Showers Drive, and by the employees of Hewlett-Packard across Central Expressway. Streets through the development could provide a pleasant pedestrian connection to the existing Safeway. By being connected to the train stop, this neighborhood center becomes an area that many City residents could use.

The Planning Commission concluded in the Housing Element of the General Plan, and again in reviewing this proposal, that at this particular site, multi-family housing makes sense. There are only a few sites in the entire City where a significant amount of housing can be located near transit and at the same time make a positive contribution to the surrounding area.

#### KEY PROVISIONS OF THE RECOMMENDED PRECISE PLAN

The key provisions of the Precise Plan which the EPC is now recommending to the City Council are listed below, with differences between the EPC recommendation and the applicant's proposal underlined. Following this list is a discussion of the major substantive issues of the Precise Plan which the Planning Commission debated.

1. Neighborhood character created by buildings oriented to public streets, a neighborhood-serving retail center, common open space, and 90 percent underground parking.
2. Highest-quality building design, materials, and detailing.

3. Predominantly three- to four-story buildings, with up to 2 six-story buildings allowed in the northwest corner.
4. Minimum of 50 percent of the site to be open space.
5. A maximum of 35,000 square feet of retail space, and 20,000 square feet of office space.
6. Minimum of <sup>90</sup>~~70~~ percent of the units to be for sale as owner-occupied housing, with restrictions on renting condominium units.
7. Provision of 200 parking spaces for the new San Antonio CalTrain stop.
8. Maximum residential density of 40 dwelling units per acre (total of 720 units).
9. Project review by the Planning Commission prior to being forwarded to the City Council for a decision.

\* \* \*

1. Neighborhood Character: The Planning Commission concluded that a primary goal for residential development of the Old Mill site is to establish a strong sense of neighborhood. Towards that end, the plan calls for the project to be organized around public streets, with streets as public open space, buildings oriented to streets, and a neighborhood- serving retail center. It further requires that there be large recreational facilities that give residents an opportunity to interact as well as smaller places for casual meetings between neighbors. The plan also requires a quality of design that fosters pride of ownership (see No. 2, below) and a minimum percentage of the units to be ownership instead of rentals (see No. 6 below).
2. Building Design and Quality: The Planning Commission felt very strongly that high-quality design was critical to the success of a higher-density project. The recommended plan includes requirements for: use of long-lasting building materials; detailing to give individual identity to groups of units; incorporation of special architectural features to prevent flat, monotonous facades; review of the design and construction drawings by an independent architectural consultant (as for San Antonio Center); and special inspection by an independent construction professional.
3. Building Height: The question of appropriate building height for this site was a very controversial issue during Planning Commission discussions. At the beginning of the discussion, the applicants noted that their request to be

allowed eight-story buildings in the northwest corner of the site is not related to density (since the proposed density can be accommodated in three- to four-story buildings), but rather is related to a desire to provide open space and give identity and prominence to the project.

Some Commissioners and citizens objected to allowing any tall buildings at all. They felt strongly that buildings greater than three or four stories do not fit with the character of Mountain View. They stated that tall buildings are characteristic of big cities and do not belong in a smaller suburban community like Mountain View. Concern was also expressed about blocking views of the mountains. It was further noted that taller buildings can allow a greater total square footage in the project.

A majority of the Commission felt that having some height greater than four stories could enhance a residential development at this site if the buildings were carefully designed and appropriately located. They pointed out that taller-height buildings can serve to relieve the visual monotony of the project by allowing for a stepping up and down in the building height. They can add interest to the City skyline. More importantly, greater height can allow more open space to be created at the ground level since more of the units are stacked rather than spread out over the site.

Finally, taller buildings on a portion of the site can serve to give an identity and focal point to the neighborhood center. This can be critical to the retail and restaurant businesses since the back area of the site has historically been difficult for people to find. The taller building would also serve as a landmark element, calling out the location of the train station.

In the end, the Commission recommended that at least 50 percent of the site be built with buildings no greater than three stories and that a maximum of two buildings greater than four stories, but no taller than six stories, be allowed.

4. Open Space Within the Project: The Planning Commission felt that the applicant's proposal was not specific enough about the amount and type of open space that would be incorporated and thus added the following provisions to the recommended plan:
  - A minimum of 50 percent of the net site area to be open space;
  - A minimum of 35 percent of the net site area to be publicly visible open space;
  - Require 2 to 2.5 acres minimum of common open space.

5. Retail and Office Space: A key component of the proposal is to create a small neighborhood center with retail shops and small offices. The retail shops would be housed within the ground floor of residential buildings and would be closely related to the train stop and to a central open space. The Commission felt that the retail space in particular was important in establishing a sense of neighborhood for the project. Office space was included to provide for neighborhood services and to ensure that the area has some activity during the day.

A maximum of 35,000 square feet of retail space and 50,000 square feet of office was provided for in the original submittal. The Planning Commission reduced the maximum amount of office space to 20,000 square feet, to reduce the size of the project and reduce traffic. They also set a minimum of 12,000 square feet of retail space to ensure that a small retail area is created for the neighborhood.

6. Ownership Housing: The applicant proposed that a minimum of 50 percent of the residential units be for sale rather than rental. Staff had suggested this requirement to further the General Plan goals of increasing ownership housing in Mountain View. The EPC discussed at great length whether this requirement should be increased. Some Commissioners felt strongly that the project should be 100 percent ownership units. They argued that owners participate more in the neighborhood and community than renters and that owner-occupied buildings are better maintained. They pointed out that in most condominium projects, 30 to 40 percent of the units are rented out and thus, even with 100 percent ownership units, there would be many rentals.

The applicant objected to the 100 percent requirement, stating that for the project to be economically viable, they need a 200- to 250-unit component to be rental units. Staff also noted that some portions of the site are better suited for rentals than ownership; for example, units in a building that has retail shops on the ground floor. Moreover, there is an identified need for high-quality rental units in the City.

In the end, the Commission voted to recommend that a minimum of 70 percent of the units be for sale as ownership housing and added a provision that there be strict limitations against owners renting out their units. The idea is to prevent units being owned purely for investment purposes but allow individual owners some flexibility. For example, owners would be allowed to rent to unrelated persons (for a maximum of 18 months) while trying to sell their unit, or to immediate family members.

The applicant's lawyer investigated the legality of such rules and found that courts upheld them if the City can make findings that the rules have a valid



public purpose. Staff believes that those findings can be made here because there is a strong foundation in the General Plan for promoting ownership housing in Mountain View. However, this is an unusual requirement that has not been used extensively by other cities.

7. Moderate-Price Ownership Housing: In the original submittal, the applicant included a provision that required 3 to 10 percent of the units to be moderate-price units. Staff recommended that 10 percent of the ownership units be required to be affordable to people that make no more than 120 percent of the County median income (\$69,250 for a family of four). A 5 percent moderate-price housing requirement was included in the staff draft Precise Plan presented to the Commission.

The Commission debated this provision at length. They noted many reasons for requiring moderate-price housing. Several different sections of the Housing Element of the General Plan call for construction of low- and moderate-income housing to provide housing for workers needed in the community, such as firefighters and teachers. The applicant's projected sales prices for two-bedroom units are not substantially higher than what would be affordable to a family at 120 percent of the median income and, thus, the requirement is not onerous. The applicant agreed to accept the 5 percent moderate-price housing requirement.

However, Commissioners noted that the project is trying to accomplish so many goals already—building higher-density housing to meet housing needs; placing housing next to transit; creating a strong sense of neighborhood in a multi-family density; providing parking for the train station; etc. They are very concerned that if there are too many requirements imposed, the overall quality will suffer, and we will fail to demonstrate that higher-density housing near transit can be a desirable place to live. Therefore, the EPC voted to delete the moderate price ownership requirement and stated they would consider it for other sites in the future.

8. Parking for a New CalTrain Stop: CalTrain plans to move the Castro train stop at Rengstorff Avenue to San Antonio Road and improve train service to make it a full-service train stop. Federal grant moneys received for the project cover the cost of train stop platforms and track alterations but do not provide any money for parking. The Federal grant calls for a local contribution to construction of the train stop. CalTrain has stated that in order to proceed with the San Antonio train stop, the City (or some other entity) must provide the train stop parking.

The recommended Precise Plan requires that 200 parking spaces be provided as part of the residential development, to be reserved exclusively for CalTrain patron use. This requirement was included by the developer at staff's suggestion. The provision of the parking satisfies the local contribution requirement. The relocated train station benefits the project site by providing immediate transit access, making commuting easier.

The Planning Commission concluded that requiring the developer to build the train station parking was reasonable because it directly benefits residential development at the site and because the high density recommended for the site is based on its proximity to transit. They further concluded that the train station parking will not hurt the quality of the development since 90 percent of parking is required to be undergrounded.

Staff notes that we are currently working on provision of temporary parking for the train stop, to be used until permanent parking is constructed at the Old Mill site. One alternative being considered is using land in the San Antonio Circle loop which is owned by the City. (Caltrans would pay for the improvements.) Council would be asked to review this issue as a separate item in the future.

9. Residential density: Residential density was the final substantive issue discussed, and again the Commission wrestled with it at length. The applicant applied for a density of 43 units per gross acre (55 per acre net of all public street). They felt that a density comparable to that of Park Place and downtown was entirely appropriate on this site located next to transit. Staff noted that a higher density also implements an action program added to the Housing Element by City Council that calls for exploring higher-density housing near CalTrain stations.

While some Commissioners were comfortable with the applicant's proposed density, a majority felt that it should be lower. Many members of the public at the hearings called for lowering the density. Many of the objections were based on people's concerns about older projects built at a comparable density, most notably those along California Street. The Commission noted that in areas they visited, they found newer projects at a comparable density which were very attractive and created a positive neighborhood image.

In making a final decision, the Commission wished to maximize housing related to transit and ensure that a project be economically viable while still

minimizing its overall size and impact on the area. The Commission voted 4 to 3 to recommend a gross density of 40 units per acre. (Two Commissioners expressed opposition to the plan as a whole based on the density issue.) However, a majority of the members determined that the provisions regarding neighborhood character, design quality and open space would ensure a high-quality project that contributes to the area.

10. Project review process: Throughout the review of the Precise Plan, the Commission expressed the vital importance of the quality of the final project. They noted it is a project of community-wide impact. Also, the type of project envisioned in a precise plan is very new. The Commission felt strongly about the appropriateness of the approach outlined in the Precise Plan and proposed that the EPC be part of the project review process in order to ensure that the quality they envision is carried out.

Therefore, the Commission added a requirement for EPC review of the project design prior to its going to City Council for a decision. The EPC was clear that they did not want to micromanage the project. Rather, they want to see a project early in the process and have input on major site planning and design issues. Staff envisions that the project would first be reviewed in-house by City staff (from all departments), then sent to the Planning Commission for a public hearing, then sent to the Zoning Administrator to refine the project based on EPC input, and then to Council.

### **KEY ENVIRONMENTAL IMPACTS OF RESIDENTIAL DEVELOPMENT**

A full Environmental Impact Report was prepared for this project. It examined a wide range of issues, including: population and housing, hazardous materials, Heritage trees, cultural resources, visual impacts, transportation, public services, and fiscal impacts. (See EIR summary in Attachment 2.) The purpose of the EIR is to provide information for decision-makers about the impacts of a proposed action. It also sets forth recommended mitigation measures for specific impacts. However, the final policy decisions about the Precise Plan, and requirements for a specific project remain fully within the purview of City decision-makers. The main issues brought out in public debate about the EIR were traffic impacts, school impacts, and an open space alternative. In one other area, cultural resources, there was found to be a potentially significant impact.

**Traffic**: The project traffic study analyzed existing traffic levels as well as traffic from other approved development and then compared traffic impacts of the proposal to traffic impacts of occupying the existing building and of building out the current Precise Plan (see Figure 11, attached). To assess the direct impact of the residential development permitted under the proposed Precise Plan, two analyses were

done: (1) a comparison of the traffic generated by a residential project with the traffic that would be generated by the existing retail building on the site if it were fully occupied; and (2) calculation of the impact of adding residential project traffic to traffic existing on the roads today. In the first analysis, the study concludes that the proposed residential development would generate only half as much traffic as the Old Mill building if it were fully occupied with active retail uses (see Figure 8, attached). It is appropriate to make this comparison because the Old Mill Specialty Center has full approval as a retail building and could be occupied without any further land use approval.

The second analysis shows that at critical intersections during the p.m. peak hour, a residential project would add an average of 1 percent to the existing intersection volume to capacity ratio (see Figure 9). This level is typically considered a nonsignificant traffic impact for EIR purposes. The most problematic intersections in the area are: San Antonio/Middlefield and El Camino Real/San Antonio—both at service level "E", and Alma/Charleston and Rengstorff/Central Expressway—both at service level "F" (largely because these two intersections are also at-grade railroad crossings). The residential development allowed by the Precise Plan will not lower the level of service at any of the affected intersections.

The EIR also studied the impact of a reduced-density alternative (see Figures FEIR-1 and FEIR-2). It was found that even reducing the density of residential/retail/office uses by one-third did not make any significant difference to the overall roadway network in the area. For example, at El Camino Real/San Antonio northbound, there would be 11 less cars, out of a total of 844, during the p.m. peak with this reduced-scale alternative.

The bottom-line conclusion is that while the proposed Precise Plan certainly allows traffic beyond what exists today: (1) the residential traffic would be less than if the site remains zoned for commercial use; and (2) the nearby intersections can accommodate the added traffic. The EPC concluded that the traffic impacts study supports rezoning the site from commercial to residential use. In order to minimize traffic generation, the EPC reduced the amount of office space proposed by the applicant (from 50,000 to 20,000 square feet) since it was found that office use contributed a substantial portion of the project traffic during peak hours. The residential density was also reduced below what the applicant requested.

**School Impacts:** The project site is located within the Los Altos Elementary School District. In comments on the EIR, the School District stated that all of the elementary schools are operating at capacity, based on an average class size of 22 to 24 students and a maximum school enrollment of 450 students per school. If attendance boundaries were revised, up to 30 additional students could be

accommodated. The only surplus school site which the District owns is scheduled to be filled within five years with new students from existing homes in the District.

The School District expressed concern about the number of children that would be generated by the residential development of the Old Mill site and their lack of facilities to accommodate new students. In response to that concern, the EIR consultant did substantial additional research on student generation rates from other school districts and other comparable projects. The consultant concluded that the proposed project can reasonably be expected to generate 65 to 78 elementary school students (.10 per dwelling unit). That number of students would require three to four additional classrooms based on the District's average class size.

State law specifies an assessment procedure for dealing with the impacts of new development on school facilities. A residential development on the Old Mill site would be required to pay 92 cents per square foot of residential development, and 15 cents per square foot of commercial space to the Los Altos Elementary School District. The total fee would be between \$640,650 and \$761,400, which is enough to construct four permanent classrooms with furnishings. The EIR researched existing elementary schools in the District and found that room is available at three of the six elementary schools to construct additional classrooms. Thus the EIR concluded that payment of the impact fees mitigates the impact on the School District, and no additional mitigations or assessments are appropriate.

**Open Space Alternative:** Several residents suggested acquiring land within the Old Mill site for a park rather than zoning it for residential use. North Mountain View and the San Antonio area in particular have far less open space than other areas of Mountain View, and less than is called for under City standards. The City's open space plan calls for an additional neighborhood park (5 to 15 acres) and a mini-park (1 to 2 acres) as long-term goals for the San Antonio planning area.

The Parks and Recreation Commission considered this issue at their June 12 meeting. Staff investigated the cost of buying and improving the entire site (18 acres costing \$26 million). They also analyzed requiring dedication of park land instead of paying the park and recreation fee. Staff and the Parks and Recreation Commission concluded that:

1. The site is not a great park site because it is bounded by heavily trafficked streets and commercial buildings. The cost of buying the entire site is prohibitive.
2. The amount of land that could be acquired at the Old Mill site—2-1/2 to 3 acres—is too small to build a true neighborhood park. That amount of land would create a passive-use, visual park that would feel like it belonged

to the new residential development rather than belonging to the whole neighborhood.

3. The recreation fees would be of greater benefit to the neighborhood as a whole if spent on projects within the San Antonio planning area, such as: improving Rengstorff Park; improving Hetch-Hetchy right-of-way as usable open space; creating a mini-park in the Del Medio neighborhood; or acquiring an alternate site.

**Cultural Resources:** The EIR identified the area of cultural resources as a potentially significant environmental impact. A significant archaeological site known as the Castro mound is near the site, and thus prehistoric materials may be located underground beneath the existing building. As a mitigation, the EIR proposes that a qualified archaeologist be on call during all earth-moving activities. If artifacts are found, the City would need to work out an appropriate plan for treatment of the prehistoric materials, in conjunction with the qualified archaeologist and with the Native American Heritage Commission.

**Other Comments on the EIR:** The administrative final EIR contains responses to all the comments received from other agencies and the public, all of which have been reviewed by the City Attorney's Office. CEQA law requires a response to all comments on the draft EIR. Going beyond minimum CEQA requirements, staff directed the consultant to respond to comments received at subsequent public hearings such as those from the School District. One group, the Santa Clara and San Benito Construction Trades Council, challenged the adequacy of the EIR. The legal question was reviewed by the City Attorney, who concluded that many of the comments were inappropriate to a precise plan EIR, since no site plan or building design is submitted at this level of the approval process. In some cases, additional information was added as the comments suggested—for example, in the sections on schools, water usage, energy usage, and solid waste.

## **CONCLUSION**

The proposed Old Mill Precise Plan Amendment touches on many of Mountain View's most fundamental planning issues: community need for housing; traffic; affordable housing; new transit facilities; neighborhood open space; community character; and creation of quality neighborhoods. The Planning Commission worked on this plan in great detail in order to balance all the competing goals. Their objective was to achieve City-wide goals for housing and transit while still ensuring that the project would make a positive contribution to the surrounding neighborhood.

Walter S. Cohen  
August 30, 1991  
Page 13

In weighing all the issues, staff believes that the recommended Precise Plan will result in an outstanding residential neighborhood project. This site is uniquely appropriate for higher-density housing. The provisions of the Precise Plan ensure that an attractive and inviting neighborhood will be created. The allowed development will provide a neighborhood center which will be a focal point tying the whole San Antonio neighborhood together. A housing choice is created that allows people to live close to where they work, to walk to shopping and to take real advantage of transit. The amount of housing allowed will make a significant contribution to meet housing needs, improving the jobs/housing balance. A nonfunctional shopping center will be replaced with a high-quality residential complex that will add value to the area.

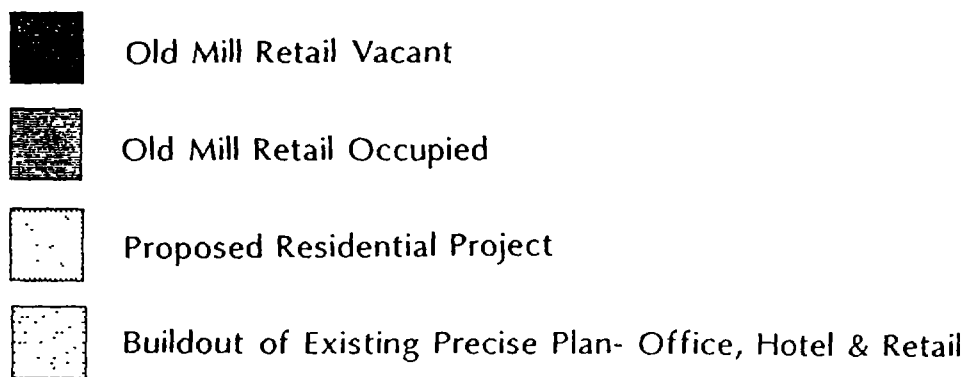
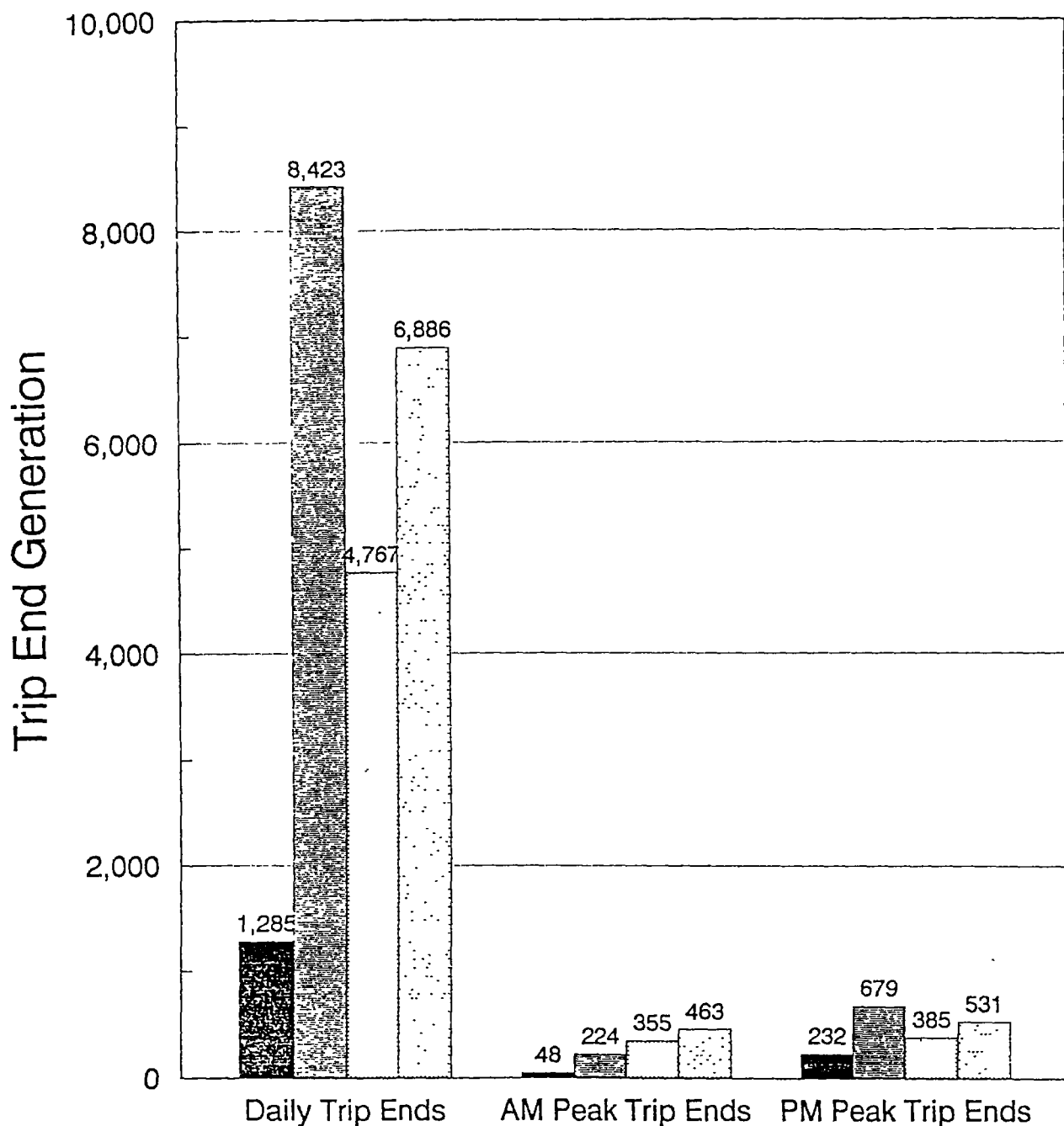
Staff recommends that the Council certify the EIR, amend the General Plan and adopt the Precise Plan Amendment as recommended by the Planning Commission.

Leslie W. Gould  
Project Manager

Michael J. Percy, Secretary  
Environmental Planning Commission

LWG-MJP/CAM  
830-8-20-91M1

Attachments

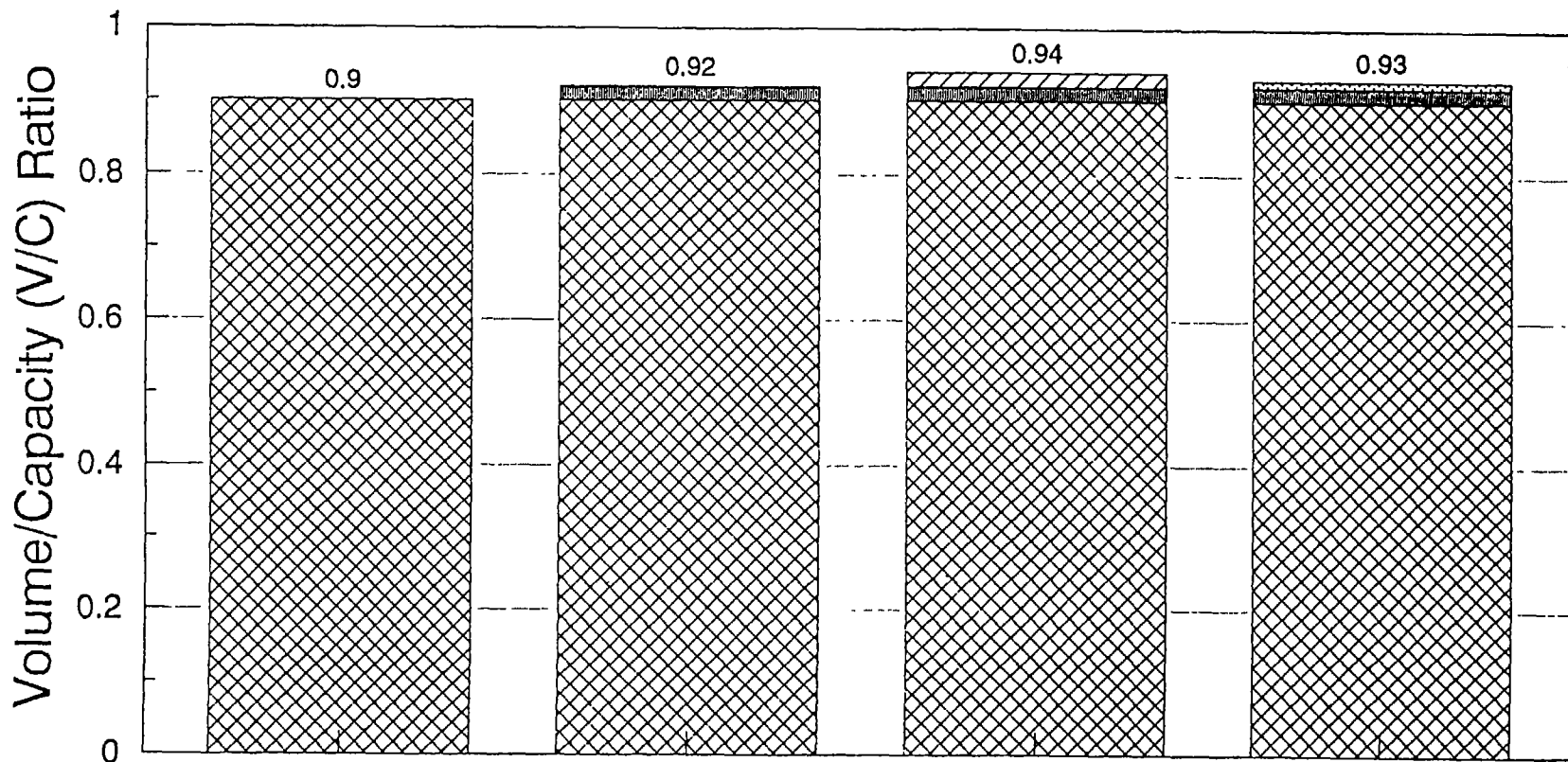


Source: Korve Engineering, Inc.

VEHICULAR TRIP GENERATION SUMMARY

FIGURE 8

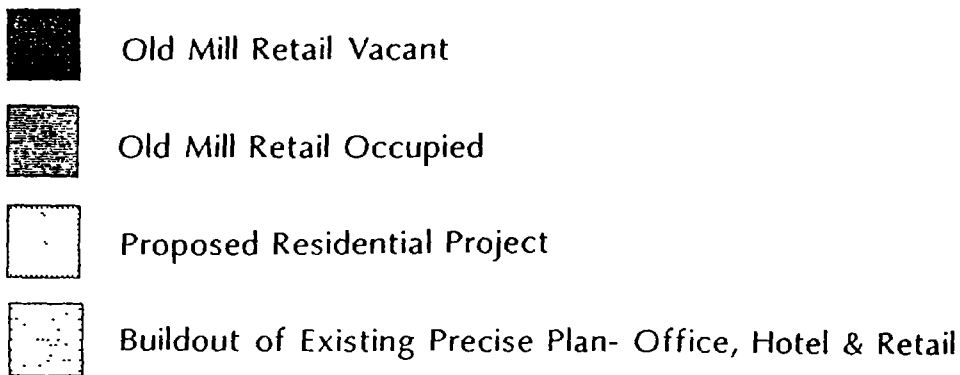
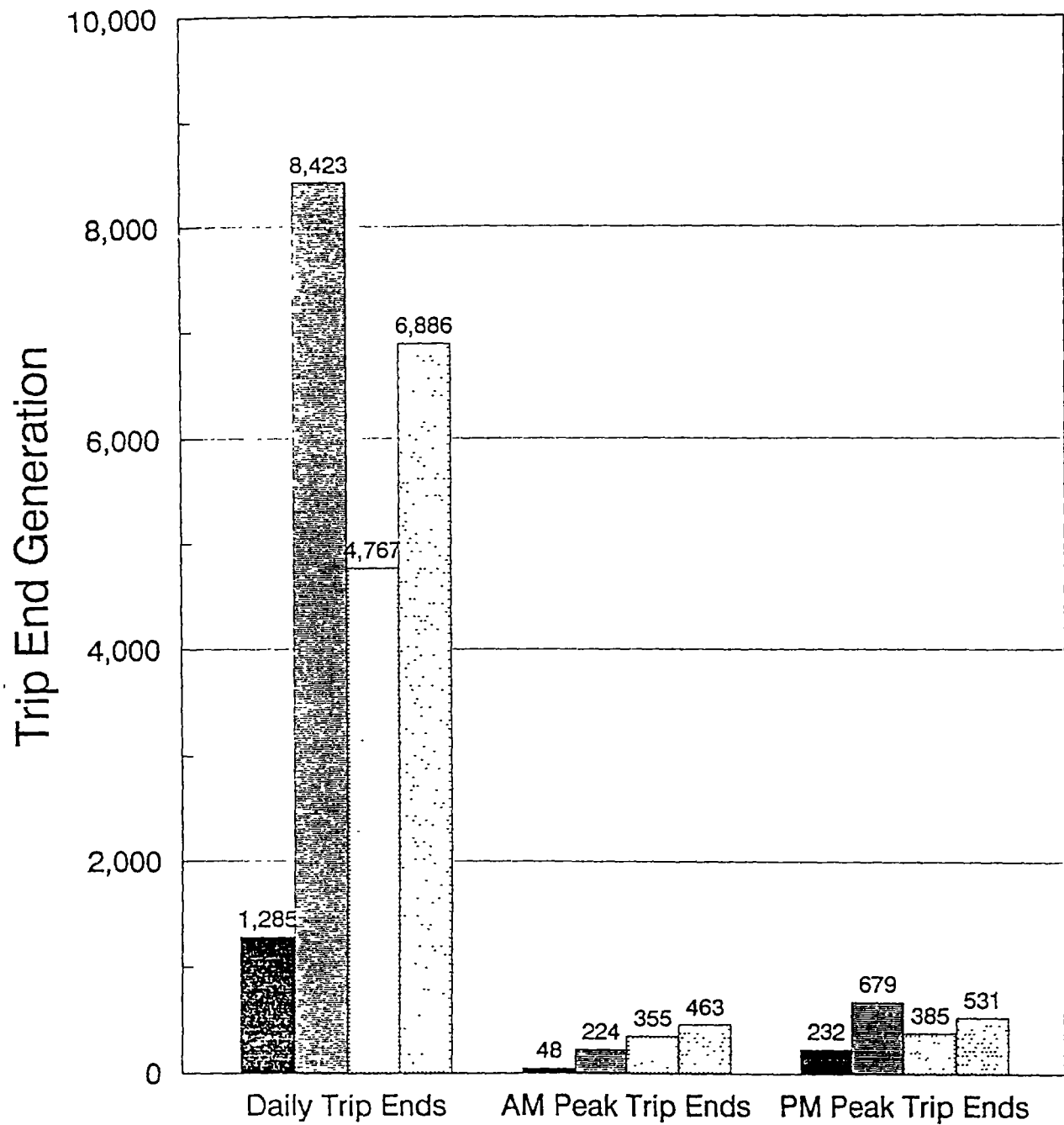




-  Old Mill Retail Vacant
-  Other Approved Projects Occupied
-  Old Mill Retail Occupied
-  Proposed Residential Project

PM PEAK HOUR V/C RATIO: AVERAGE OF 4 REPRESENTATIVE INTERSECTIONS

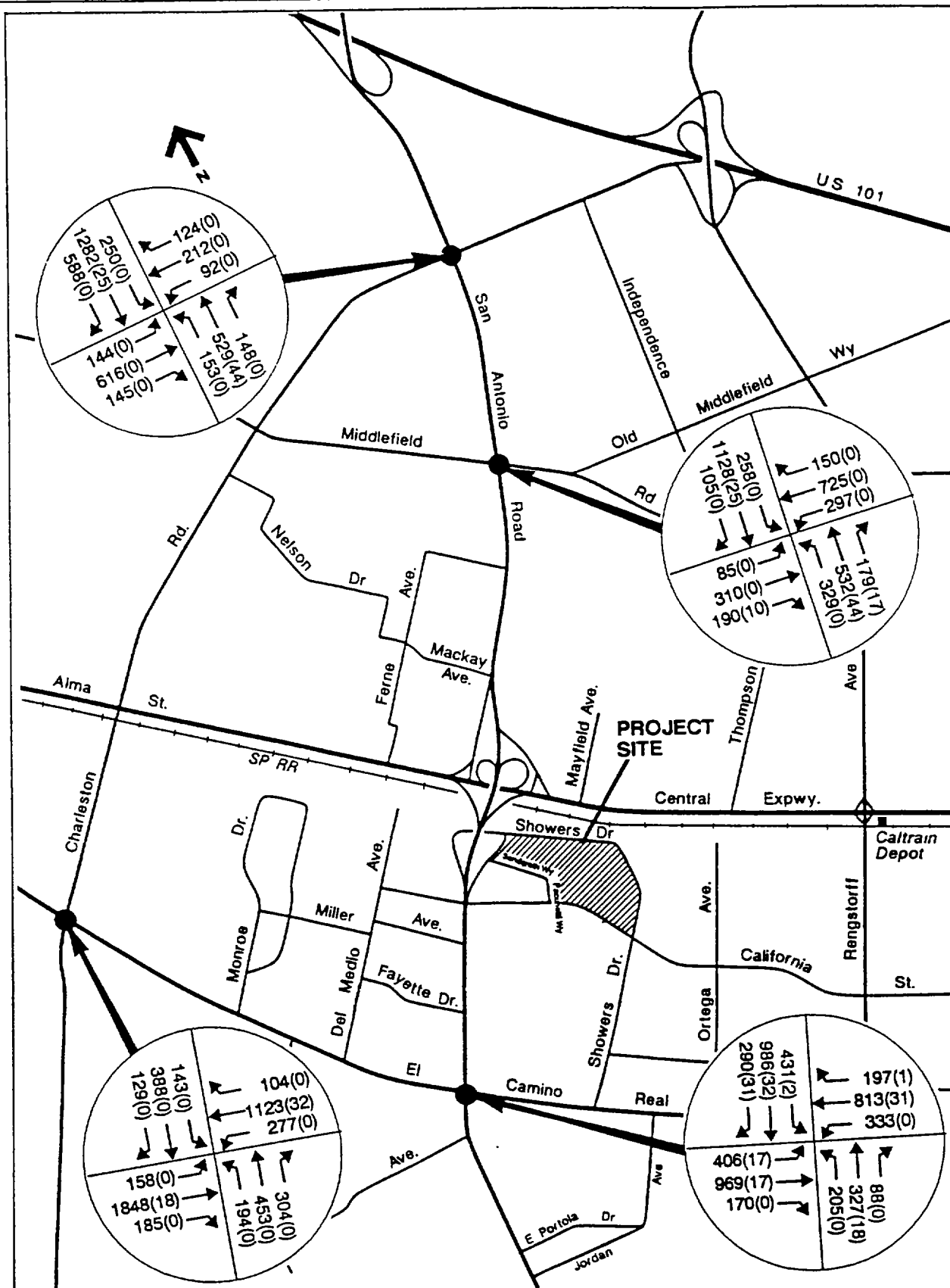
FIGURE 9



Source: Kolve Engineering, Inc.

VEHICULAR TRIP GENERATION SUMMARY

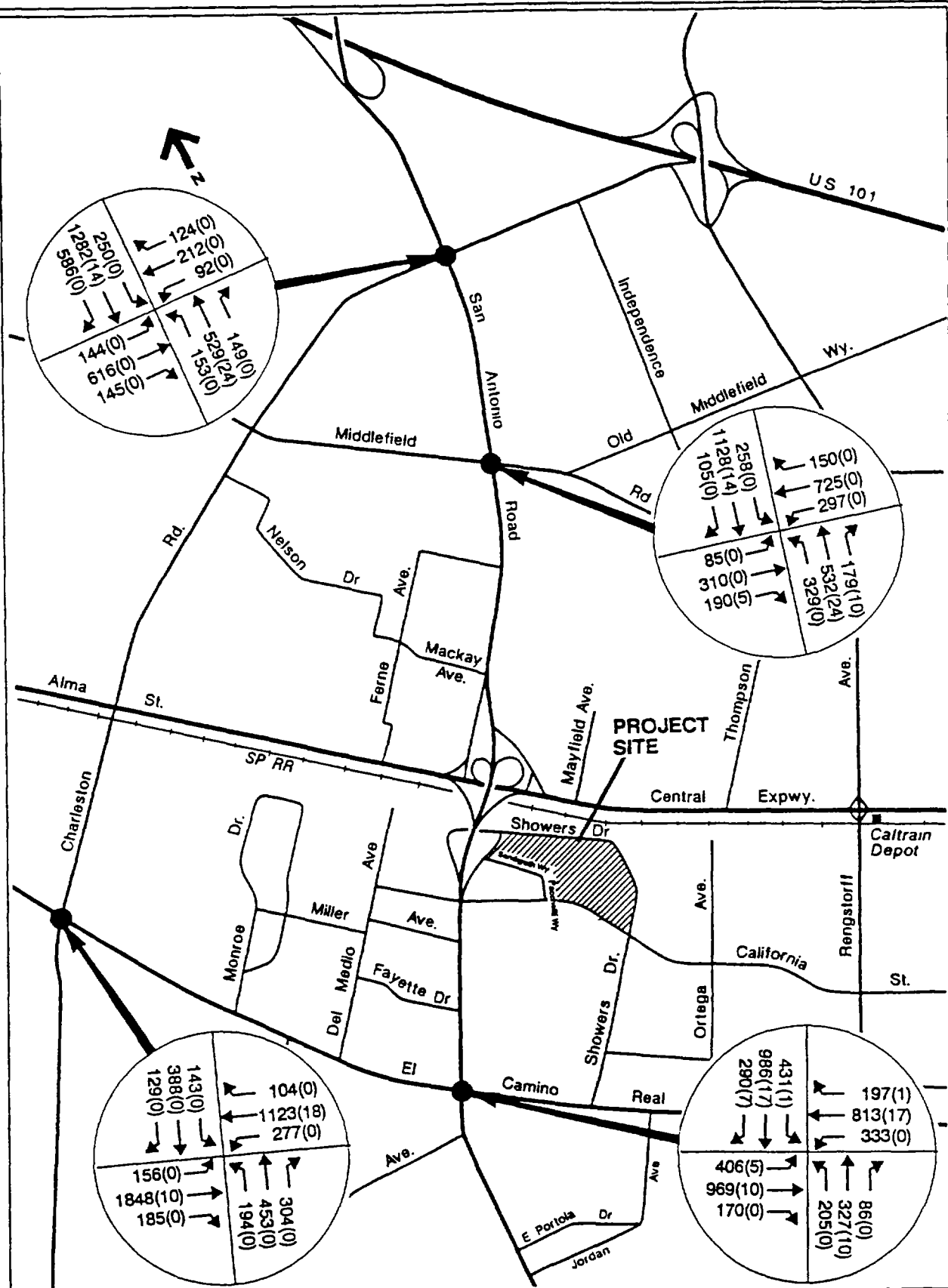
FIGURE 8



Korve Engineering, Inc.

0(0) = Existing (Project-Added Trips)

EXISTING AND PROJECT  
PM PEAK ONE-HOUR TRAFFIC VOLUMES AT FOUR STUDY INTERSECTIONS



Korve Engineering, Inc.

0(0) = Existing (Reduced Scale Project-Added Trips)

EXISTING AND REDUCED SCALE PROJECT  
PM PEAK ONE-HOUR TRAFFIC VOLUMES AT FOUR STUDY INTERSECTIONS

## ATTACHMENTS

1. California/Showers Precise Plan
2. Environmental Impact Report Summary & Mitigation Monitoring Program
- 3.\* Draft Environmental Impact Report & Administrative Draft Final Environmental Impact Report
4. Environmental Planning Commission Minutes  
Meetings of: April 24, 1991  
June 19, 1991  
June 26, 1991  
July 10, 1991
5. Minutes: Council Study Session April 2, 1991
6. Public Comment Letters

\* Copies available in Planning Department

THE CALIFORNIA/SHOWERS PRECISE PLAN  
JUNE 1990

**I. Property Description**

This Precise Plan covers the area generally bounded by California Street, Central Expressway, Ortega Avenue and the Showers Drive loop to San Antonio Road (Exhibit I). The area was substantially developed under the San Antonio-California Area Precise Plan adopted on May 8, 1972. This Plan was replaced by the Old Mill Area Precise Plan which was approved on January 29, 1985. The size of the entire area is approximately 38.3 acres. Under both of the previous Plans, the area was divided into three zones:

- Area A —Between Showers Drive and Ortega Avenue—9.2 acres: Fully developed with 279 condominiums in a combination of two-story townhomes and three-story buildings containing one-story condominium units.
- Area B — Bounded by California, Central Expressway, Showers and San Antonio Road—27.1 acres: Contains the Old Mill Specialty Center, a vacant 150,000 square foot commercial retail building; the 50,000 square foot Old Mill Office Center; a 50,000 square foot supermarket; a 20,000 square foot commercial retail/service center; a 10,000 square foot commercial retail/service center; a 5,000 square foot bank building; two vacant buildings formerly used for retail and recreational purposes; and approximately 0.6 acre of vacant property.
- Area C — Located northwest of the San Antonio Road overpass and includes the Showers Drive loop—2.0 acres: Contains a 15,000 square foot retail building and a vacant, 1.5-acre parcel owned by the City.

For the purpose of this Plan, a fourth planning area, designated as Area D, has been created. It is anticipated that most of the near-term redevelopment activity on the site will occur in Area D. The boundaries, uses and development guidelines of Area A and C generally remain the same as those in the previous plan. Area B in the previous plan is subdivided into two areas as follows:

- Area B — A 9.1-acre site generally bounded by California Street, San Antonio Road, Pachetti Way, and the Sondgroth Way boundary of the Old Mill Office Center. Area B is the site of the 50,000 square foot Old Mill Office Building, a 50,000 square foot supermarket, and a 20,000 square foot neighborhood retail center.
- Area D — An 18.0-acre site generally bounded by California Street, Central Expressway, Showers Drive, Pachetti Way and the Old Mill office building site. The Old Mill Specialty Center is currently located in Area D but is proposed to be redeveloped. Area D will be devoted primarily to housing, with a central area

committed to mixed-use residential. Area D will also contain specialty retail service buildings and a CalTrain transit station.

## **II. Purpose**

This Plan supersedes the Old Mill Area Precise Plan adopted in 1985. The previous Plan was designed primarily to guide development of a retail/office/hotel complex, with supportive transit facilities, adjacent to the Specialty Center in Area B. Area A and Area C uses and development standards were not modified significantly by the previous Plan.

Since 1985, the extent of the imbalance between jobs and housing located in Mountain View has grown substantially and the availability of moderately priced housing has declined significantly. To address these issues, the City Council and Environmental Planning Commission have established a goal of facilitating development of appropriately situated and planned residential communities, especially those integrated with existing transit networks. Area D offers a unique opportunity to combine housing, transit, and proximity to shopping services that makes it ideal for a higher-density residential development.

The new Plan provides density and land use criteria, design parameters and general guidelines to be used as the basis for design and development of a distinctive mixed-use community that achieves the following goals:

- A. Effectively coordinate existing and projected land uses within and outside of the Plan area in order to bind the area together as a neighborhood served by transit.
- B. Capitalize on significant opportunities to develop and utilize on-site, multimodal transit facilities.
- C. Create a high-quality living environment that provides effective transit-related density and is related to adjacent commercial, office and nearby residential areas.

## **III. Principles and Objectives**

The following principles and objectives provide the basis for the specific use and development criteria presented in this Plan. These principles are based on and derive from the policies of the adopted General Plan, including the 1990 Housing Element and the Zoning Ordinance.

- A. Areas A and B are substantially developed and are not expected to receive additional development. Area C, due to its current public ownership and access constraints, will need special design and development. Area D is the only area expected to receive significant near-term development.

B. The size of the property and its prominent and strategic location provide a selective, specialized opportunity for high-quality, medium- to high-density development. To coordinate the relationship of mixed uses in Area D, that site will be master planned as a single entity, not desegregated into separate development projects.

C. The majority of Area D should be devoted to residential use, accommodating a wide range of residents in terms of household size, family composition, income and age.

D. To make the intensity of development consistent with surrounding uses, residential densities in Area D will be generally higher on the northwestern portion of the area (near adjacent office and retail uses and the proposed CalTrain station) and lower on the southeastern portion of the site (adjacent to existing residential uses).

E. The redevelopment of Area D shall facilitate and be coordinated with improvement of transit facilities, including a train platform and station for CalTrain, and bus stop facilities for Santa Clara County. Strong visual and physical connections between the transit zone and the core of Area D will be established.

F. A primary goal for Area D shall be to establish a strong sense of neighborhood. The project shall be organized around public streets, with streets as public open space, buildings oriented to streets, and a neighborhood-serving retail center. The physical design of the project shall include: physical elements that provide places for casual interaction between neighbors; recreational facilities that give opportunities for residents to interact; and a quality of design that fosters pride of ownership.

G. A distinctive neighborhood center with publicly accessible green space, pedestrian oriented retail/commercial uses and good pedestrian connection to residential buildings shall be provided. The inclusion of a day-care center is also strongly encouraged.

H. Retail/service uses in the Plan area should be neighborhood-serving retail/service uses that complement rather than compete with the regional retailing and service activities in the adjacent San Antonio Shopping Center and other nearby shopping areas. Neighborhood-serving uses of this type would include restaurants, personal services uses, entertainment facilities and specialty retail stores.

I. Clear, convenient, safe and inviting pedestrian and vehicular access to and through the Plan area shall be provided. Vehicular access shall be coordinated with existing street intersections and major entryways into the San Antonio Shopping Center. Pedestrian and vehicular circulation between new Area B, which contains



primarily commercial retail and office uses, and Area D, the primary use of which will be residential, must be clear and coordinated.

J. The Plan emphasizes the review process, with early dialogue regarding alternative concepts, and relies upon qualitative performance criteria in order to allow and encourage design creativity.

At the same time, as it seeks to facilitate innovative approaches to design for purposes of enhancing functionality, the Plan will place equal emphasis on superior architectural form and site design excellence. Use of talented, experienced and recognized architects shall be encouraged. New structures shall be designed so as to complement the architecture of existing structures.

K. An Environmental Impact Report has been prepared regarding impacts of redevelopment of Area D. The report concludes that there are no significant impacts which cannot be mitigated. A summary of impacts, mitigation measures, and mitigation monitoring program is attached and incorporated by reference to this document. Any project submitted for Area D shall incorporate all mitigation measures at the appropriate review stages.

#### **IV. Uses**

##### **A. Area A**

###### **1. Permitted**

- a. Residential at a density of 30 units per acre.

###### **2. Provisional**

a. Accessory uses and buildings normally incidental to any of the above. This shall not be construed as permitting any commercial use or occupation other than those specifically listed.

b. Customary incidental home occupations subject to the provisions of Section 36.39.3.

c. Offices incidental and necessary to the conduct of a permitted use.

##### **B. Area B**

###### **1. Permitted**

a. A combination of eating, drinking, and entertainment facilities, retail stores, personal service uses, and offices.

b. If existing properties are redeveloped, (i.e., if existing improvements are to be demolished and new improvements to be constructed), it will be necessary to amend this Precise Plan to determine appropriate uses and development standards for the new development.

C. Area C

1. Permitted

a. Low-intensity retail or personal service uses which respect this area's limited access for both vehicular and pedestrian traffic.

b. Low-intensity office uses.

2. Provisional

a. Public and quasi-public buildings and uses of a recreational, educational, religious, cultural or public service type; but not including any open storage or heavy service use.

b. Parking to serve transit uses.

D. Area D

1. Permitted

a. Housing at densities set forth in Section V.

b. Neighborhood-serving retail and service uses such as food store, bakery, drugstore, barber and beauty shop, laundry pickup stations, launderette, restaurant, cafe, music/art schools and studios, personal service offices and the like, supplying commodities or performing services for residents of the neighborhood, but not including drive-up or drive-in services. Retail/commercial uses shall be integrated as part of a mixed-use development.

c. Small professional and administrative offices, such as lawyer, accountant, architect, dentist, or doctor offices, which are integrated as a part of a mixed-use development.

d. Special live/work residential units that incorporate a home office or other type of work space, when segregated in a separate floor or building from other residential units.

e. A train or other rail transit station/platform and/or a bus transfer facility.

f. Parking to serve transit uses.

g. Day-care center.

2. Provisional

a. Accessory uses appropriate to housing.

b. Customary incidental home occupations subject to the provisions of Section 36.39.3.

c. Above-ground parking structures.

**V. Development Criteria**

These criteria are set forth as standards to facilitate the appropriate design of the project. Deviation from these standards may be permitted if it can be demonstrated that the variation will: (1) substantially aid in meeting the principle of the Plan for a high-quality, mixed-use urban development; and (2) is consistent with the expressed intent of the City decision-makers—as expressed in the principles and objectives—when the Precise Plan was adopted.

**A. Area A**

No specific criteria are specified since this area is fully developed. Any reconstruction or minor additions must conform to the existing density level, building coverage ratio, floor area ratio, landscape coverage ratio, building height limits and setbacks established by the existing development.

**B. Area B**

Any reconstruction of or additions to existing buildings should generally conform to Zoning Ordinance restrictions for Arterial Commercial Districts (C3). If existing properties are redeveloped (i.e., if existing improvements are to be demolished and new improvements to be constructed), it will be necessary to amend this Precise Plan to determine appropriate uses and development standards for the new development.

**C. Area C**

It will be necessary to amend this Precise Plan to establish development standards for any new permanent development in Area C. Due to the site's visibility from the residential areas to the west and from traffic along San Antonio

Circle, high quality architecture and site layout will be required, with particular attention paid to the view from the adjacent overpass.

D. Area D

1. Development Intensity

a. A maximum overall residential density of 40 units per gross acre.

b. A minimum overall residential density of 30 units per gross acre.

c. An overall floor area ratio based on gross acreage not to exceed 1.2.

d. Public streets are required and shall be expected to occupy 20 to 25 percent of the gross site area.

e. Open green area (not including balconies) shall occupy no less than 50 percent of the net site area. Publicly visible open space shall occupy no less than 35 percent of the net site area.

f. Neighborhood retail/commercial and retail/services uses: A minimum of 12,000 square feet and a maximum of 35,000 square feet of building area.

g. Professional and administrative office uses not to exceed 20,000 square feet of building area. No single tenant space may exceed 10,000 square feet of building area.

2. Type of Housing

a. A variety of housing types shall be provided to serve a wide range of residents (defined in terms of family composition, income, age and household size).

b. Owner-Occupied Housing—A minimum of 70 percent of the units must be made available for sale as owner-occupied housing. The CC&Rs for these individually owned units shall be written so as to preclude owning a unit purely for rental purposes as an investment. The CC&Rs shall state that units shall be owner-occupied, with exceptions allowed for special circumstances such as: rental to an immediate family member; rental during the period when an owner has vacated the unit and is trying to sell it, up to a maximum of 18 months; etc.

The ownership-housing buildings shall be separated from any rental buildings in a separate area of the site so that the homeowners association has responsibility for a distinct, well-defined area.

### 3. Building Height

- a. A variety of building heights will be required.
- b. The predominant building height will be three and four stories. A minimum of 50 percent of the building coverage shall consist of buildings no taller than three stories.
- c. Building heights over the site will generally be stepped up to a central high point. For these purposes, "central" is defined to be the activity center, as opposed to the geographic center, of the area.
- d. Buildings located along Showers Drive, opposite the existing Old Mill condominiums, shall not exceed three stories in height. The closest point of any building above four stories shall be at least 300' away from the closest point of the Old Mill condominium site.
- e. The maximum building height of six stories will be permitted only in the north/northwestern portion of Area D, near the proposed train station. A maximum of two buildings taller than four stories are allowed. Commercial retail/service and office uses will generally be located in or near the tallest buildings. The tallest buildings will be designed to create a visual and activity focal point for the project. Architectural elements such as towers, roof structures, spires, etc. may be allowed to project above the six-story height limit for purposes of image and identifiability.
- f. Buildings with lower heights will be located toward the south/southeastern portion of Area D. A maximum building height of three stories shall be established for the intersection of California Street and Showers Drive.
- g. Building heights shall respect, through setbacks and/or graduated building heights, the relationship to adjoining uses, including open space areas. To the maximum extent feasible, buildings should minimize shadows cast onto open space areas.

### 4. Setbacks

- a. Building setbacks from right-of-way lines along Showers Drive shall be a minimum of 20'.
- b. Building setbacks from right-of-way lines from California Street shall be a minimum of a 25'.

c. Setbacks between buildings (not across a street) shall generally be equal to one-half the sum of the height of opposing walls. However, exceptions may be granted for short-end walls of buildings, walls without windows, setbacks in building design, modulation of pedestrian corridors/pathways and landscape areas between buildings, etc. The following guidelines shall generally be used for unit setbacks from building section to building section:

- i. Front (living room) window to front (living room) window—50'.
- ii. Front (living room) window to side (living room) window—35'.
- iii. Bedroom window to bedroom window—35'.

d. Building setbacks from right-of-way lines for new streets shall be an average of 10', with a minimum of 7.5'. An encroachment zone for stoops, porches, planting and other major entry features shall be allowed within the building setback from the right-of-way.

e. Buildings located in the neighborhood center that have commercial uses at the ground floor may be allowed to be build to the right-of-way line.

f. If buildings on opposite sides of the same street vary in height by more than one and one-half stories, some stepbacks or other architectural elements designed to reduce the mass of the taller building shall be incorporated in the design of the taller building.

g. Buildings above four stories should incorporate some stepbacks or other architectural elements designed to reduce building mass at upper levels.

## 5. Urban Design

a. The initial project submittal (for other than temporary uses) shall plan the entire Area D. This "Master Development Plan" shall define all uses, define phasing, detail parking, show pedestrian and vehicular linkages and, in general, demonstrate how the proposed project will contribute to the development of the neighborhood.

b. Site planning and building design shall emphasize a pedestrian-oriented medium/high-density neighborhood character, with convenient pedestrian access to on-site retail/service establishments, to office and retail uses in Area B, to adjacent transit connections, and to the San Antonio Center. The design of the project should create a strong neighborhood identity and image to distinguish

the project from surrounding commercial uses. This character should be created by development of attractive, memorable public spaces, including streets; provision of high-quality open space amenities; distinctive architecture; and establishment of a landmark/focal activity area.

c. The site plan shall lay out City blocks. The size of the blocks within the area shall be minimized to create a neighborhood of buildings oriented to streets. The length of any block face should generally be 200' to 250' long, and never longer than 350'. Blocks shall be delineated by either streets or major pedestrian separations.

d. Building walls fronting on streets shall typically follow street geometry.

e. Special effort shall be made to create a distinctive street character by having buildings across a street face each other (both within and outside of the area). It will be necessary to open buildings to the street, by introducing formal entries, stoops, and other devices to ground-floor units adjacent to the street.

f. If residential building types of different densities are developed, some architectural variety should be provided across and within each type.

g. The majority of parking for the project should be depressed at least partially below grade so that pedestrians do not walk along blank parking garage walls. For buildings with partially underground parking structures, the finished floor height of the podium (concrete slab between parking and living areas) should be no more than 3.5' above sidewalk grade (which may be averaged over a 200' length but never to a height greater than 5' above sidewalk grade).

h. Timely submission of alternative site and design studies shall be required to assist in the evaluation of appropriate site and building design options. Use of perspectives, massing models, and other graphic representations of the project may be required to fully evaluate opportunities. A scale model of the project will be required for site planning and architectural review.

i. In order to assist the City in reviewing the project design and ensuring that urban design goals are achieved, the applicant shall pay for an independent architectural professional selected by the City to work with the City or the applicant during the design review process.

## 6. Site Plan

a. Vehicular access to the site shall be via Showers Drive and California Street. Access from both Showers Drive and California Street shall be coordinated with existing street and circulation patterns and the proposed circulation plan for the San Antonio Shopping Center. Access from California

Street shall be confined to the existing Pachetti Way and one additional street. The site plan should discourage through traffic on residential streets. The circulation pattern shall provide a strong visual and physical orientation to the train station to be located adjacent to the site. The access and circulation pattern for the site shall be designed to minimize traffic impacts on nearby intersections that are Service Level C or below and to harmonize with the attractive pedestrian character of the site.

b. The circulation pattern for the site shall be planned to provide for convenient pedestrian traffic throughout the site and to encourage pedestrian traffic on public streets. Provision of well-defined, attractive pedestrian paths, via streets or public pedestrian walkways, shall be emphasized for the following on-site locations:

i. Between the existing train track undercrossing and the central commercial area.

ii. Between the existing undercrossing to Area A and the central commercial area.

iii. Between the proposed train station and the central commercial area.

c. Pedestrian access and circulation shall be coordinated with the existing pedestrian undercrossing to Area A and the pedestrian train track undercrossing to the adjacent Hewlett-Packard facility. Pedestrian access shall also be designed to provide strong connections, via streets or public pedestrian pathways, to the San Antonio Shopping Center and the commercial buildings in Area B.

d. A significant landscaped visual and/or physical separation between the residential buildings in Area D and the commercial/office building in Area B must be established.

e. The circulation pattern of the site should be planned so that the commercial/retail area may be reached from residential buildings in a reasonably direct manner by both streets and major pedestrian walkways.

f. Streets within the area shall be dedicated public rights-of-way and shall conform to minimum City standard design criteria and construction specifications for residential streets, with any exceptions to be approved by the Public Works Department. Streets shall be designed to address the following safety issues:

i. Safe distance between intersections.



ii. Safe travel on and turning to/from curved portions of streets.

iii. Safe sight distances at intersections and along horizontal, curved sections of streets.

iv. Safe sight distances at the driveway approaches entering streets, particularly at approaches to depressed driveways to underground garages.

v. Minimization of through traffic from California Street to Showers Drive.

g. Public street design for residential streets shall generally conform to the following:

i. Minimum 60' right-of-way width.

ii. Minimum 36' curb-to-curb width, except at approved pedestrian bowout and other facilities. In these instances, the curb-to-curb width must accommodate two-way vehicle and bicycle travel.

iii. Detached 5' wide sidewalk should be provided to provide level sidewalks consistent with City policy.

h. Private street design shall also address the following:

i. Street width must be consistent with fire and safety requirements and the functional usage of the street. Consideration must be given to traffic volume, parking needs and controls.

ii. At intersections of private streets to public streets, standard driveways shall be used to clearly delineate a transition between public and private streets.

i. Buildings should generally face primary streets. Backyard fences (e.g., for townhouses) will not be allowed at the California Street/Showers Drive intersection. Some exceptions may be granted where appropriate setbacks, landscape buffers, common recreation areas or other measures are provided.

j. Consideration will be given to extending the California Street median to Showers Drive to enhance the residential character of the area.

k. As a condition of development, the Plan requires the owner/subdivider to reimburse the City for 30 percent of the direct and indirect costs incurred for the design, construction, inspection, and administration of construction of the pedestrian undercrossing and appurtenances between the site and the Hewlett-Packard facility.

## 7. Landscaping and Open Space

a. A master landscape plan which presents a comprehensive, coordinated approach to the site shall be prepared.

b. Landscaping shall be designed to enhance the distinctive identity and image of the project as a whole.

c. Common open spaces that provide recreational amenities and visual relief shall be provided. There shall be 2.0 to 2.5 acres of common open space area. One to two central open spaces for active recreation shall be provided, one of which shall be at least one acre in size. Other smaller, passive open space areas, at least 6,000 square feet in size, shall be distributed throughout the project.

The open spaces shall create places for people to interact. The open spaces shall include planting; trees planted in dirt; quiet, private spaces; spaces for socializing, such as barbecues and picnic tables; children's facilities; and space for athletic activities, such as swimming, volleyball, etc.

d. Landscaping shall be used to accentuate the key pedestrian connections, especially pathways required in Sections 6(b) and 6(c).

e. Landscaping shall be used to buffer residential units from heavily trafficked streets, from the proposed bus stop facility and from surface parking lots.

f. Street trees shall be closely spaced, generally with no more than 20' to 30' (on center) between trees (depending on tree species).

g. Particular attention will be given to the texture, pattern and detailing of hard landscape surfaces, including those in public streets. Use of high-quality paving materials including brick, granite, interlocking pavers, etc. shall be used in appropriate portions of pedestrian and vehicular areas.

h. Surface parking to serve the transit use shall be screened from public streets with a heavy landscape buffer which provides at least 3' of vertical screening above paving of the parking area. A decorative masonry wall may be combined with landscaping and mounding to achieve the screening.

i. The existing site contains numerous Heritage trees. The site design shall attempt to accommodate the significant specimen trees adjacent to the existing Old Mill Specialty Center by orienting open space areas around the trees. The Plan recognizes that the need to create an effective site plan and efficient circulation pattern may make preservation of some of these trees very difficult.

Heritage trees lost shall be replaced with 24" box landscaping trees (or acceptable substitutes) at a ratio of three new trees for each Heritage tree lost.

j. Special effort shall be made to provide private open space, including decks, patios and private yards, in the amount of 10 percent of the net residential floor area. In general, private open space for flats and town houses on a podium will be provided in the form of balconies and private open space for "conventional" townhouses will be provided in the form of a fenced area at grade.

## 8. Building Design and Quality

a. The building materials and design of the project shall be of long-lasting quality in order to create a high quality living environment that holds its value over time. Building materials shall be high-quality, long-lasting, and durable, with a minimum lifespan of 50 years for siding and 30 years for roofing. Examples of such materials include brick, stone, or stucco for siding; tile or metal for roofs; metal for balconies; etc. Construction drawings and construction techniques shall demonstrate high-quality detailing and use of materials.

In order to ensure that these goals are achieved, the applicant shall pay for an independent architectural professional selected by the City to work with City staff in reviewing schematic design, design, development, and construction drawings. The applicant shall also pay for an independent architectural or construction professional to assist building inspectors in their review of building construction.

b. The Master Plan should provide for variety in building height and building design.

c. The design character of the buildings shall use classic, timeless, more traditional styles rather than modern, high-tech design styles that incorporate extensive amounts of hard and reflective surfaces.

d. The facades of the buildings shall be designed so as to give individual identity to each vertical module of units using techniques such as providing a deep notch (in plan) between the modules; varying architectural elements between units (e.g., window color, roof shape, window shape, stoop detail, railing type); varying the color of each individual module within a harmonious palette of colors, etc.

e. Building design must avoid large, blank or monotonous surfaces; rather, design should include sufficient detailing, texture, color differentiation and three-dimensional articulation to create appropriately scaled, interesting structures. Special architectural features that relieve flatness of facade such as recessed windows with authentic muntins, architectural trim with

substantial depth and detail, bay windows, window boxes, dormers, entry porches, etc., are necessary.

f. At regular intervals along the street which correspond to the vertical modules of units, there shall be stoops or entry porches facing the street. The stoops shall be wide enough for people to sit on and to make entries inviting. At least two of the following three items shall be incorporated at each entry point: address, doorbell, and mailbox.

g. The Master Plan should serve to integrate internal streetscapes. Typically, both sides of a street should have building of similar scale and building pattern. Changes in building type should generally occur at mid-block, not across a street. Stepback provisions will be used to mitigate impacts of building scale changes across a street.

h. In keeping with the prominent location of the site, special emphasis shall be given to architectural and site design excellence. Use of talented, experienced, recognized architects is essential.

## 9. Parking

a. Because of the overall intensity of use of the site, most of the parking shall be provided underground.

b. Open parking reserved for residential buildings (excluding on-street public parking) shall be limited to 10 percent of the total parking required.

c. Because of the Plan's focus on the improvement and utilization of transit facilities, and because of the mix of uses required, ordinance requirements for residential or commercial parking ratios may be reduced if warranted. A parking study prepared by an independent traffic engineering professional will be necessary to determine what, if any, reduction in parking requirements is warranted. Any such study shall be supervised by the City and paid for by the applicant.

d. The Zoning Administrator may consider (as a provisional use) above-ground parking structures. If utilized (for either residential or train station purposes), they shall be adequately screened from adjoining streets and uses and/or effectively integrated into the basic building design. These structures should:

i. Incorporate punched wall openings and building articulation/details.

ii. Have exterior materials that are painted or colored (not unfinished concrete).

iii. Be painted a light color inside.

iv. Be well-lighted and and inviting to use. They shall be consistent with the design of the rest of the development.

## 10. Transit

a. Integration of transit facilities with any major development of this site is required. These facilities should include provision of an intermodal transit station incorporating a train station and a multiple bus stop facility (a bus duckout facility). This requirement shall be waived if and only if the State Department of Transportation or successor agency decides not to proceed with construction of a train platform adjacent to the site.

b. A total of 200 parking spaces (or a lesser amount if required by CalTrain) shall be provided and reserved for use by CalTrain riders departing and/or arriving at the train station to be located on-site. The CalTrain parking requirement is in addition to residential parking requirements. Train station parking may be provided underground as part of a parking structure, through surface parking, or by a combination thereof. Long-term parking within the existing or planned Showers Drive right-of-way may be included in the CalTrain parking area requirement.

## 11. Public Works

a. All public service easements shall be provided under or immediately adjacent to new public rights-of-way, or within other public easements areas acceptable to the Public Works Director. Utility lines under buildings will not be allowed.

b. Modification to existing public and quasi-public infrastructure (sanitary sewer, storm sewer, water and power lines) shall be made if necessary to accommodate the proposed use without reducing the quality of services provided to surrounding properties. The section of deficient sanitary sewer pipe in Sondgroth Way shall be replaced with a larger pipe.

c. A preliminary grading plan shall be submitted with the project application to address the provisions of the City's minimum elevation ordinance; to evaluate the relationship between parking, landscaping and buildings; and to coordinate the projects with the grades of adjacent properties and streets.

d. Parking garage access ramps must be located beyond the back of the sidewalk.

e. Vertical curbs must be provided in street improvements; rolled curbs will not be permitted.

## 12. Noise

a. Noise-producing vents, fans and mechanical equipment shall be oriented away from residential uses and adjoining properties.

b. The interior of residential units shall be designed to achieve the desired noise levels specified in the General Plan (45 dB(A)<sub>L10</sub> daytime and 35 dB(A)<sub>L10</sub> nighttime). Exterior residential spaces shall be designed to achieve noise levels specified in the General Plan (55 dB(A)<sub>L10</sub> daytime and 45 dB(A)<sub>L10</sub> nighttime) to the maximum extent feasible. The special construction inspector shall field test for compliance prior to issuance of final occupancy certificates.

c. Special effort shall be made to mitigate the impacts of train station/train operation noise on residential units.

### 13. Miscellaneous

a. Incorporation of elements such as sculpture, plazas, fountains and other types of public art within the site design is required to emphasize the area's unique setting, to enhance the quality of the project and to activate publicly oriented open spaces.

b. A detailed sign program shall be submitted for approval as part of the Planned Community Permit. Signs shall be restrained in size, scale and design. Signs for the residential buildings shall generally be consistent with the provision of the City Code Section 36.11.13 (Multi-Family Residential District—Signs.) Signs for retail or personal service uses shall generally be consistent with the positions of City Code Section 36.14.7(b)(1) (Neighborhood Commercial District Identification Signs—Occupancies).

c. All roof equipment shall be screened on all sides and shall be integrated architecturally in the building design.

d. Recycling containers shall be included in the residential and commercial design plans.

## VI. Administration

The Master Plan and all major developments shall be subject to approval by the City Council per Sections 36.22.6 through 36.22.10 of the Zoning Ordinance. In addition to the detailed building and site design review by the Zoning Administrator specified in Sections 36.22.6 through 36.22.8, the Area D Master Plan and all major developments shall also be reviewed by the Environmental Planning Commission. The Environmental Planning Commission review shall emphasize the overall design character of the project and degree of compliance with the principles and objectives of this Precise Plan. Recommendations from the both the

Zoning Administrator and the Environmental Planning Commission shall be forwarded to the City Council for consideration.

Once a major project has been approved, uses which are identified as provisional uses within this Plan, building expansions and modifications and sign program changes may be granted by the Zoning Administrator after appropriate public hearings as per Sections 36.22.6 through 36.22.8.

Upon granting of the Planned Community Permit, the approval of minor sign program changes, the approval of specific signs, the approval of minor site changes and building alterations, including building material changes and changes in use which are in conformity with the Precise Plan, may be authorized through the Site Plan and Architectural Review (SPAR) process.

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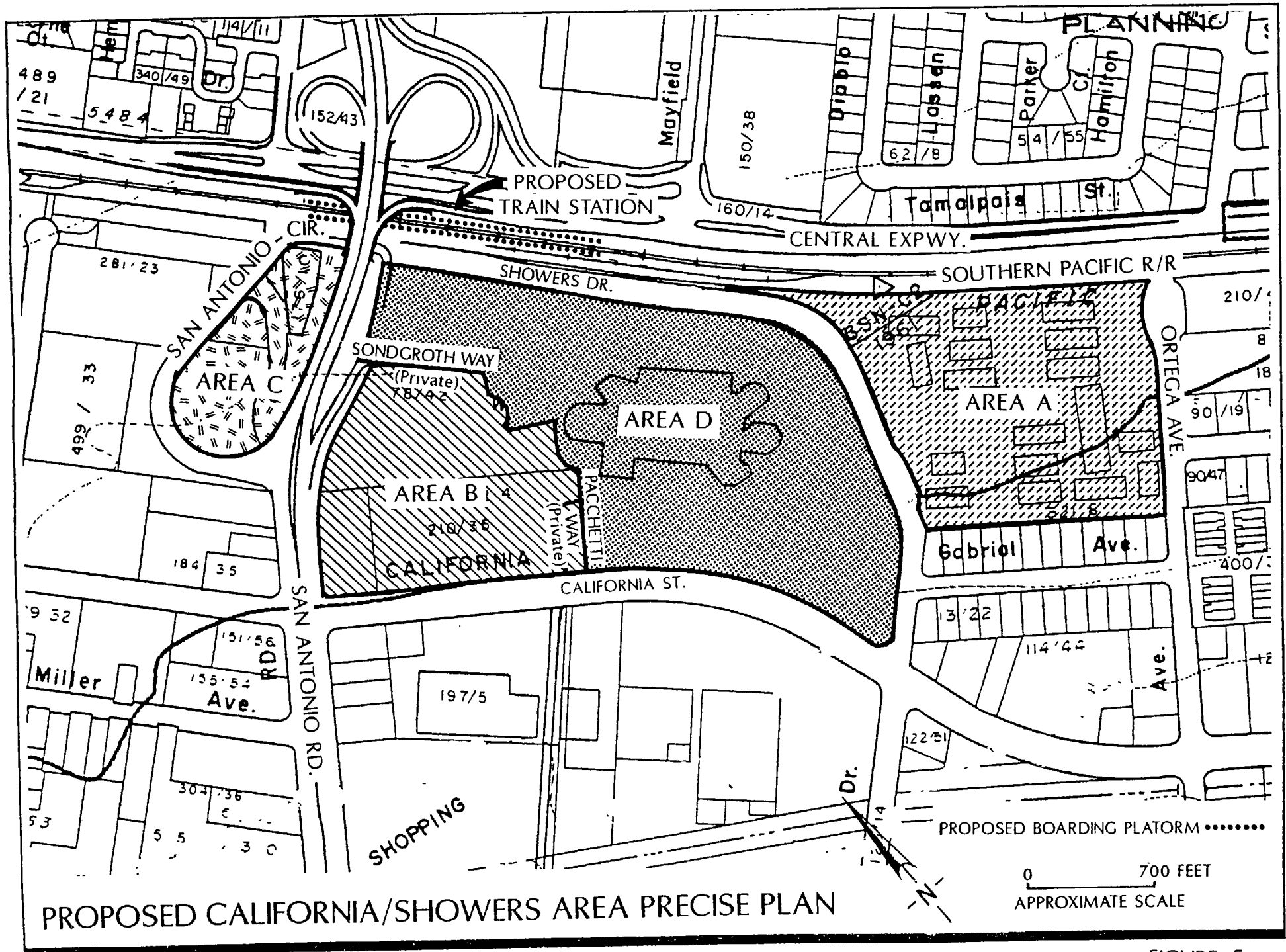


FIGURE 5



## OLD MILL AREA PRECISE PLAN REVISED SUMMARY

The project proposes to modify the Old Mill Area Precise Plan and General Plan to allow high density residential uses on 18 acres of the Old Mill site, located at California Street and Showers Drive in western, central Mountain View. The Old Mill Area Precise Plan currently divides the total 38.3 acre parcel into three areas, Areas A, B, and C. The project proposes to divide the existing Precise Plan Area B into two new areas: new Area B (9.1 acres) and Area D (18 acres). The project site, Area D, lies east of San Antonio Road, south and west of Showers Drive, and north of California Street. The project proposes to change the allowed uses on the project site from retail, office and hotel uses to primarily high density residential. The project does not propose a specific development. The Precise Plan provides guidelines for future development of the site, but is not a proposal for a specific development. The proposed Precise Plan would allow 650 to 775 residential units, up to 50,000 square feet of office use, and up to 35,000 square feet of retail use, and would eliminate hotel or lodging use on the site. Building heights within the proposed project would be a minimum of two stories and a maximum of eight stories.

CalTrain already has environmental clearance for a proposed CalTrain station to be located immediately north of the site. The project provides for integration with County bus service and the CalTrain station. A 200-space parking facility would be provided by the project and reserved for use by CalTrain riders departing and/or arriving at the station adjacent to the site.

### LAND USE

**Impact:** The project is compatible with the surrounding retail and high density residential land uses, except potential incompatibility could result from intrusion of transit patrons into the project's private residential spaces. **Significant Impact**

**Mitigation:** The potential impacts could be avoided through the formulation of a Master Development Plan that discourages transit patron intrusion into the private residential spaces. **Nonsignificant Impact with Mitigation**

### POPULATION AND HOUSING

The project would house between 1,350 and 1,650 persons and would improve Mountain View's Jobs/Housing balance. The project would provide between 23 and 78 Below Market Rate housing units. **No Negative Impact**

### GEOLOGY

**Impact:** Groundwater would be encountered during excavation for the two basement levels proposed beneath the 8-story towers. The basement levels of the project would be at or below groundwater level. **Significant Impact**

**Mitigation:** Potential impacts could be mitigated by dewatering during basement construction. The basements for the towers could be waterproofed and designed to resist hydrostatic uplift forces. **Nonsignificant Impact with Mitigation**

**Impact:** The project would be subject to severe ground shaking, in the event of an earthquake. **Significant Impact**

## GEOLOGY, con.

Mitigation: Seismic shaking hazards could be mitigated by designing and constructing all development on the site in conformance with the latest edition of the Uniform Building Code. **Nonsignificant Impact with Mitigation**

## HAZARDOUS MATERIALS

Impact: The presence of contaminated soil and groundwater on the project site may pose a potentially significant hazard to the future residents of the project. **Significant Impact**

Mitigation: Groundwater cleanup may be required by State regulations, regardless of the approval or denial of the proposed Precise Plan. Further testing and analysis is being conducted on the areas of the site that have been identified as being subject to a release or migration of hazardous materials. Once source areas have been evaluated and the lateral and vertical extent of groundwater and soil contamination is determined, potential hazards from on-site contamination should be mitigated by implementing a hazardous materials monitoring and clean-up program, in accordance with applicable regulatory agency requirements. The clean-up program will comply with all appropriate federal, state, and local agency requirements and regulations. Compliance with these regulations will assure that occupants of the site and workers will not be subjected to unacceptable health hazards. **Nonsignificant Impact with Mitigation**

## VEGETATION AND WILDLIFE

Impact: Grading and construction of the project would remove the majority of existing landscaping on the project site, which includes 50 Heritage trees. **Significant Impact**

Mitigation: Project impacts could be mitigated by attempting to preserve the existing 10 heritage trees that are in good condition, to the extent possible, and by landscaping the project with new 24-inch box landscaping trees (or acceptable substitutes), at a ratio of three new trees for each Heritage tree lost. **Nonsignificant Impact with Mitigation**

## CULTURAL RESOURCES

Impact: The project is located in area of the Castro Mound, where prehistoric cultural resources are present. Grading and excavation for the project could potentially impact previously undisturbed prehistoric resources. **Significant Impact**

Mitigation: Potential impacts could be reduced by the following measures: 1) monitoring by a qualified archaeologist during excavating and earth moving activities, and 2) if cultural resources are identified on the site, an archaeologist and Native American observer should conduct further subsurface testing, if warranted, and 3) the archaeologist and Native American observer should develop a mitigation and monitoring plan for the evaluation of the resources. The mitigation plan would be approved by the Mountain View City Council and made a condition of project approval. After implementation of the mitigation plan, the project would continue to be developed. **Potential Unavoidable Significant Impact**

## VISUAL AND AESTHETICS

**Impact:** Development of the project would significantly alter the existing visual character of the site by increasing the density and height of development on the site. **Significant Impact**

**Mitigation:** The visual effects of the project could be reduced by 1) planting screening landscaping around the perimeter of the site, 2) varying the height of the buildings and incorporating stepbacks to reduce building mass at upper levels, and 3) architectural and site would undergo Mountain View's Site Plan and Architectural Review (SPAR) process. **Nonsignificant Impact with Mitigation**

## TRANSPORTATION AND CIRCULATION

**Impact:** The project traffic study compared the traffic impact of the proposed residential development with: 1) the traffic currently generated by the existing, mostly vacant Old Mill Specialty Center; and 2) the traffic that would be generated by the existing Old Mill Specialty Center if the existing buildings were fully occupied. The City staff chose the comparison between the project and the approved existing Old Mill Specialty Center, fully occupied, in the principal EIR discussion of project impacts because that use could occur without any additional land use entitlements or approvals and thus reflects the existing approved uses and intensities.

The existing conditions on the site consist of a mostly vacant Specialty Center that generates approximately 1,285 daily vehicle trips. If the Old Mill Specialty Center were fully occupied (which could be done without any additional land use entitlements or approvals), the site would generate 8,400 daily vehicle trips. The proposed land uses are primarily residential, which generally produce less traffic than retail land uses. The proposed project would generate approximately 4,800 daily vehicle trips, which is a 43 percent decrease in daily trips compared to the 8,400 daily trips that would be generated if the existing approved Specialty Center was occupied.

In order to demonstrate the direct impact of the project on the roadway system and existing traffic conditions, traffic generated by the project was added to existing traffic volumes. It was determined that, at representative study intersections during the PM peak hour, the project would contribute 1% to the existing intersection volume to capacity ratio (V/C ratio), which is typically considered a nonsignificant traffic impact. Thus, looking at either base case, the project would not result in any significant traffic impacts. **Nonsignificant Impact**

**Mitigation:** No traffic mitigation measures are necessary, since the project does not result in significant traffic impacts.

## SERVICES AND UTILITIES

### Storm Drainage

**Impact:** The existing storm drain line serving the project site is located beneath the buildings of the Old Mill Specialty Center, which is not consistent with normal engineering practices and makes maintenance very difficult. **Significant Impact**

**Mitigation:** Potential impacts could be mitigated by not constructing any buildings over the storm line, or by constructing a new storm line in a location that eliminates conflicts with buildings and provides access for maintenance. (Proposed) **Nonsignificant Impact with Mitigation**

## Sanitary Sewer Service

**Impact:** Sanitary sewer service could be impacted by a sewer line in Sondgroth Way with insufficient capacity to accommodate flows from future development of the site. **Significant Impact**

**Mitigation:** Impacts could be mitigated by replacing the deficient pipe section with a larger pipe, sufficient to serve the project as well as future growth in the surrounding area. (Proposed) **Nonsignificant Impact with Mitigation**

## Water

**Impact:** The residents of the proposed project would use between 131,000 and 156,000 gallons of water per day in a time of prolonged drought and reductions in water supply from the Mountain View's water source, the San Francisco Water Department. **Significant Impact**

**Mitigation:** The project would abide by the City's Water Conservation Ordinance and Water-Conserving Landscape Guidelines. To further reduce water requirements, the project could install water-saving appliances and utilize reclaimed wastewater for watering landscape. The Mountain View Municipal Code incorporates relevant sections of the Uniform Building Code, Title 24, and other numerous State, Regional, and Local regulations regarding water and energy consumption, and solid waste generation. All of these regulations would be applied to the project, as appropriate, to conserve resources. **Nonsignificant Impact with Mitigation**

## Gas and Electric Power and Energy

**Impact:** The residents of the proposed project would consume between 11.8 and 14 million kilowatt hours of electricity per year and also consume natural gas and other fuels. The location of high density housing adjacent to a train station, other public transportation and shopping will reduce vehicular traffic and save fuel. **Nonsignificant Impact**

**Mitigation:** The project could incorporate the energy conservation measures of Title 24 of the latest Uniform Building Code and promote recycling and conservation efforts. The Mountain View Municipal Code incorporates relevant sections of the Uniform Building Code, Title 24, and other numerous State, Regional, and Local regulations regarding water and energy consumption, and solid waste generation. All of these regulations would be applied to the project, as appropriate, to conserve resources. **Nonsignificant Impact with Mitigation**

## Solid Waste

**Impact:** The residents of the project would generate 9,000 cubic yards of solid waste per year (about 57 3-cubic yard dumpsters per week). **Significant Impact**

**Mitigation:** The project could promote Mountain View's curbside recycling program by including recycling containers in the residential design plans. The Mountain View Municipal Code incorporates relevant sections of the Uniform Building Code, Title 24, and other numerous State, Regional, and Local regulations regarding water and energy consumption, and solid waste generation. All of these regulations would be applied to the project, as appropriate, to conserve resources. **Nonsignificant Impact with Mitigation**

## **Schools**

**Impact:** The project would result in increased demands on local schools, some of which are currently at capacity. **Significant Impact**

**Mitigation:** Impacts to School District facilities would be mitigated through the payment of school impact fees, as required by State law. Increased operational costs would be mitigated through a local parcel tax and State property taxes. (Proposed) **Nonsignificant Impact with Mitigation**

## **Parks and Recreation**

**Impact:** Residents of the proposed project would increase demands on the existing parks and recreation facilities surrounding the site. **Significant Impact**

**Mitigation:** Project impacts could be mitigated through the developer either dedicating land for park or recreational purposes or paying the City in-lieu fees, pursuant to Section 66479 of the California Government Code (the Quimby Act). **Nonsignificant Impact with Mitigation**

## **FISCAL IMPACTS**

**Impact:** The project would result in a net positive fiscal impact. Operating and Maintenance revenues would show a \$6,240,139 dollar net surplus and the project would generate \$8,369,500 dollars in capital revenues over a 30-year period. **Positive Impact**

## **CUMULATIVE IMPACTS**

**Impact:** The project would not result in short-term cumulative traffic impacts.

**Mitigation:** Since the project does not result in cumulative traffic impacts, no mitigation measures are required.

**Impact:** The project would increase demands on police and fire protection services. **Significant Impact**

**Mitigation:** Urban service impacts would be mitigated by the payment of developer fees and the tax revenues generated by the project. **Nonsignificant Impact with Mitigation**

**Impact:** The project plus other approved projects in the area will exacerbate existing needs for school facilities in the Los Altos Elementary School District. **Significant Impact**

**Mitigation:** The project and other approved projects will pay school impact fees to offset the costs of new school facilities and property taxes, a portion of which goes towards on-going school operational costs. **Nonsignificant Impact with Mitigation**

## ALTERNATIVES TO THE PROPOSED PROJECT

The EIR analyzed the environmental effects of several project alternatives, three of which are summarized below.

***Existing Precise Plan Alternative:*** The Existing Precise Plan Alternative includes the buildout of the site under the existing Precise Plan. Permitted uses include: retaining 110,000 square feet of the Old Mill Specialty Center retail space, a four-story, 88,500 square foot office building, and a 240 room, 150,000 square foot hotel. This alternative would generate 31 percent more daily vehicular trips than would the proposed residential project. This alternative would not include the 200-space parking facility, so the CalTrain station may not be relocated to the site. Under this alternative, the benefits of locating housing adjacent to public transit facilities and the project's contribution to the local housing supply would be lost.

***Alternative Use:*** The alternative use analyzed is a 275,000 square foot Research and Development office building. This alternative would generate 65% fewer vehicular trips per day than the proposed project and would have fewer demands on municipal utilities and services. The development of an alternative use on the site would eliminate the proposed 650 to 775 residential units adjacent to the train station and their contribution to the local housing supply. The jobs/housing balance within Mountain View would be increased, since the Research and Development would add jobs to the City of Mountain View at the same time it displaced potential housing.

***Reduced Scale Alternative:*** The Reduced Scale alternative consists of developing the site with approximately two-thirds of the proposed units, or 490 multiple family residential units. The amount of retail and office use would also be reduced by approximately 64 percent, which would result in 32,000 square feet of office use and 22,400 square feet of retail use. A reduced scale alternative would result in fewer visual impacts, especially if the project consisted entirely of two and three story buildings. Fewer residential units would generate fewer vehicular trips, therefore slightly reducing the traffic impacts of the project. The Reduced Scale Alternative would generate 2,588 daily vehicular trips or 162 PM peak hour trips. A lower-density development would also result in a corresponding reduction in project demands on utilities, school facilities, and urban services. The Reduced Scale Alternative would achieve only two-thirds of the benefits of the proposed project, since only two-thirds the number of homes would be provided immediately adjacent to rail and bus transit facilities. This would have a corresponding reduction in the use of public transit and the benefits of reduced vehicular air pollution emissions from public transit use. Additionally, with only two-thirds the number of homes on the site, many more employees that work in Mountain View would be forced to live in more remote locations and drive farther to work in Mountain View.

***Open Space Alternative:*** The Open Space Alternative consists of the City of Mountain View purchasing the project site for park and recreation use. This alternative would cost the City approximately \$26 million dollars for land and improvements, and ongoing maintenance costs would be incurred as well. The Open Space Alternative would avoid many of the negative impacts of the project; it would generate fewer vehicular trips and greatly reduce impacts on utilities and services. Visual impacts would be avoided as well as impacts on school facilities. This alternative would lessen demands on existing parks in Mountain View. The Open Space Alternative would also avoid the beneficial impacts of the project. It would eliminate 650 to 775 residential units adjacent to a train station and their contribution to the local housing supply. The Open Space Alternative does not include the 200 space CalTrain parking facility, and therefore,

the CalTrain station may not be relocated adjacent to the project site. This alternative is also not consistent with many goals of the City General Plan which call for high density housing adjacent to public transportation and regional shopping centers.

***Environmentally Preferable Alternative:*** The proposed project is considered the environmentally preferable alternative because it reduces the traffic by the site development and has a corresponding reduction in vehicular air pollution emissions, when compared to the existing approved uses on the site. The project also has a positive impact on the jobs/housing imbalance in the City of Mountain View, and creates a high density, pedestrian-oriented residential development adjacent to a future CalTrain station, other public transportation, and regional retail and service land uses.

## OLD MILL AREA PRECISE PLAN

### FINAL SUMMARY OF IMPACTS, MITIGATION MEASURES AND MITIGATION MONITORING PROGRAM

A mitigation monitoring program has been designed for mitigation measures that would reduce the significant impacts resulting from the proposed project to a less than significant effect. Monitoring procedures and the individuals or agencies responsible for their implementation are identified on the following pages for each impact and mitigation measure. Monitoring procedures are not applicable to significant unavoidable impacts, nor for those impacts that are less than significant.

ENVIRONMENTAL IMPACTS	MITIGATION MEASURES	MONITORING PROGRAM
<b><u>Land Use</u></b>		
A.1. Potential impacts could result from the intrusion of transit facility patrons into the project private residential spaces.	Proper design of a Master Development Plan could discourage transit patron intrusion into the private residential spaces. (Included in the Project)	The City's Site Plan and Architectural Review process shall review and approve the project's Master Development Plan.
<b><u>Geology</u></b>		
B.1. Groundwater would be encountered during excavation for the two basement levels proposed beneath the 8-story towers. The basement levels of the project would be at or below groundwater level.	Potential problems from encountering groundwater during excavation could be mitigated by standard engineering dewatering during construction. The basements for the towers could be waterproofed and designed to resist hydrostatic uplift forces. (Included in the Project)	The City Building Official will review and approve construction documents prior to issuing building permits and will inspect construction activity.
B.2. The project would be subject to severe ground shaking, in the event of an earthquake.	Seismic shaking hazards to the proposed project could be mitigated by designing and constructing all development on the site in conformance with the latest edition of the Uniform Building Code. (Included in the Project)	The City Building Official will review and approve construction documents prior to issuing building permits and will inspect construction activity.



ENVIRONMENTAL IMPACTS	MITIGATION MEASURES	MONITORING PROGRAM
<b><u>Hydrology &amp; Drainage</u></b>		
C.1. The existing drain line serving the site is located beneath the buildings of the Old Mill Specialty Center, which is not consistent with normal engineering practices and makes maintenance very difficult.	Potential impacts resulting from the storm line traversing the center of the site could be mitigated by not constructing any buildings over the storm line, or by constructing a new storm line to serve the project in a location that eliminates conflicts with buildings and provides access for maintenance. (Included in the Project)	The Mountain View Utilities Department will review and approve project utility plans prior to issuance of the building permits.
<b><u>Hazardous Materials</u></b>		
D.1. The presence of contaminated soil and groundwater on the project site may pose a potentially significant hazard to the future residents of the project.	Groundwater cleanup may be required by State regulations, regardless of the approval or denial of the proposed Precise Plan. Further testing and analysis is being conducted on the areas of the site that were identified as being subject to a release or migration of hazardous materials. Once such areas have been evaluated, and the lateral and vertical extent of groundwater and soil contamination is determined, potential hazards from on-site contamination should be mitigated by implementing a hazardous materials monitoring and clean-up program in accordance with applicable regulatory agency requirements. (Included in the Project)	The hazardous materials clean-up program will be regulated by the State Department of Health Services, the Regional Water Quality Control Board, the Santa Clara Valley Water District, and the Mountain View Fire Department. The clean-up program will comply with all federal, state, and local agency requirements and regulations. Compliance with these regulations will assure that occupants of the site and workers will not be subjected to unacceptable health hazards.
D.2. Improper disposal of contaminated groundwater from the site could result in significant hazardous material impacts to the sanitary sewer system.	The method and location of contaminated groundwater disposal would be included in the site's hazardous materials clean-up program. (Included in the Project)	The Mountain View Utilities Department will review and approve all methods of contaminated water disposal prior to issuance of an Industrial Water Discharge permit allowing discharge into the sanitary sewer system.

ENVIRONMENTAL IMPACTS	MITIGATION MEASURES	MONITORING PROGRAM
<b><u>Vegetation &amp; Wildlife</u></b>		
E.1. Grading and construction of the project would remove the majority of existing landscaping on the project site, which includes 50 Heritage trees.	Project impacts to existing landscaping could be mitigated by attempting to preserve the existing 10 Heritage trees that are in good condition, to the extent possible, and by landscaping the project with 24-inch box landscaping trees (or acceptable substitutes) at a ratio of three new trees for each Heritage tree lost. (Included in the Project)	The project's detailed landscaping plan would undergo Mountain View's Site Plan and Architectural Review (SPAR) process, in addition to review and approval by the Parks Superintendent, prior to issuance of zoning and building permits. Required trees would be replaced, if they did not survive initial planting.
<b><u>Cultural Resources</u></b>		
F.1. The project is located in the area of the Castro Mound, where prehistoric resources are present. Grading and excavation for the project could potentially impact previously undisturbed prehistoric resources.	Potential impacts to cultural resources could be reduced by the following measures: 1) monitoring by a qualified archaeologist during excavating and earthmoving activities, and 2) if cultural resources are identified on the site, the archaeologist and a Native American observer should conduct further subsurface testing, if warranted, and 3) the archaeologist and Native American observer should develop a mitigation and monitoring plan for the evaluation of the resources. (Included in the Project)	The Planning Department will condition approval of the grading permit to the assurance that an archaeological monitor will be present during all earthmoving activities. The Building Official shall verify that the archaeological monitor is present as required. If cultural materials are discovered on-site, the City Council will review and approve all provisions of the mitigation and monitoring plan.
<b><u>Visual &amp; Aesthetics</u></b>		
G.1. Development of the project would significantly alter the existing visual character of the site by increasing the density of development on the site.	The visual effects of the project could be reduced by 1) planting screening landscaping around the perimeter of the site, 2) varying the height of the buildings and incorporating some setbacks to reduce building mass at upper levels, and 3) architectural and site review of the project plans. (Included in the Project)	The Planning Department will review and approve (under Design Review) landscaping plans, and architectural plans to assure visual impacts are adequately mitigated, prior to issuance of any zoning, grading or building permit. The Building Official will inspect and approve grading, landscaping and architecture prior to occupancy.

ENVIRONMENTAL IMPACTS	MITIGATION MEASURES	MONITORING PROGRAM
<b><u>Services &amp; Utilities</u></b>		
H.1. Sanitary sewer service could be impacted by a sewer line in Sondgroth Way with insufficient capacity to accommodate flows from future development of the site.	Impacts to the sanitary sewer line could be mitigated by replacing the deficient pipe section with a larger pipe, sufficient to serve the project as well as future growth in the surrounding area. (Included in the Project)	The Mountain View Public Works and Utilities Departments will review and approve the project site's sanitary sewer service plans prior to issuance of a building permit. The Building Official will inspect and approve improvements prior to project occupancy.
H.2. The project would result in increased demands on local schools in the Los Altos Elementary School District, some of which are currently are at or very near capacity. Once all existing capacity is used, a new elementary school would be required or the Covington School would need to be reopened. The project will also contribute to cumulative school impacts.	State law (Government code 65996) specifies a method of mitigating impacts related to the adequacy of school facilities. On-going school operational costs are paid for by property taxes. (Included in the Project)  The City may take school impacts into account in approving or denying the project, as part of the evaluation of all other issues and goals of the community.	The Planning Department will condition issuance of a building permit to proof of the payment of school impact fees by the applicant.  The Planning Commission and City Council will take school impacts into account as part of their evaluation of the proposed Precise Plan.
H.3 Residents of the proposed project would increase demands on the existing parks and recreation facilities surrounding the site.	Impacts to parks and recreation facilities could be mitigated through the developer either dedicating land for park or recreational purposes, or paying the City in-lieu fees, pursuant to Section 66479 of the California Government Code (the Quimby Act). (Included in the Project)	The applicant shall pay the City in-lieu fees for parks and recreation purposes, or work with the Planning Department, Public Works Department, and Community Services Department to develop an acceptable alternative plan that combines fees and land dedication. The Planning Department will condition issuance of building permits to the applicant's compliance with the approved mitigation plan.

ENVIRONMENTAL IMPACTS	MITIGATION MEASURES	MONITORING PROGRAM
<b><u>Services &amp; Utilities, con.</u></b>		
H.4 The project will increase the demand for water service in the area. The project would also cumulatively increase the water demand.	<p>The Mountain View Municipal Code incorporates relevant sections of the Uniform Building Code, Title 24, and other numerous State, Regional, and Local regulations regarding water and energy consumption, and sewer and solid waste generation. All of these regulations would be applied to the project, as appropriate, to conserve resource. (Included in the Project)</p> <p>The project could use drought resistant plants in landscaping to minimize water consumption for irrigation. (Included in the Project)</p> <p>The project could install water-saving appliances and fixtures in all proposed residential units to minimize domestic water demand. (Included in the Project)</p> <p>Reclaimed wastewater could be utilized during construction for dust control and during the life of the project for landscape irrigation. (Included in the Project)</p>	<p>Through the development review process, the City will ensure that Title 24 and the latest Uniform Plumbing Code guidelines are implemented with regards to the installation of water-saving appliances and fixtures in all new residential units.</p> <p>The Director of Utilities for the City will ensure that the project abides by the requirements of the City's Water Conservation Ordinance (Sec. 35.28.1 - 35.28.10).</p>
H.5 It is estimated that the residents of the project would consume between 11.8 and 14 million kilowatts of electricity per year, as well as natural gas and other fuels.	<p>The project design could incorporate active and passive solar energy, to the extent feasible.</p> <p>The project could promote recycling and conservation efforts by providing convenient recycling bins throughout the project. (Included in the Project)</p> <p>The project promotes public transit use by providing high-density residential development adjacent to a future train station and bus transit, and further reduces the need</p>	<p>Through the development review process, the City Planning Department can ensure that Title 24 and the latest Uniform Plumbing and Building Code guidelines are implemented with regards to energy conservation measures.</p>

ENVIRONMENTAL IMPACTS	MITIGATION MEASURES	MONITORING PROGRAM
<b><u>Services &amp; Utilities, con.</u></b>		
H.5, con.	for vehicular trips by locating the project nearby shopping centers and jobs (Included in the Project)	
H.6 The residents of the project would generate approximately 25 cubic yards of solid waste per day. Since landfill space is quickly being consumed, the project could result in a cumulative solid waste impact.	To minimize the amount of solid waste going into landfills, recycling and reduction efforts could be incorporated into the project. (Included in the project)  Insulation and other products made of recycled materials could be used in the construction of the project. (Included in the Project)	The Planning Department will review the project site plans and ensure that recycling bins are located conveniently throughout the project.
H.7 Grading and construction for the project could potentially discharge non-point source pollutants into the storm drain system.	The project would be required to obtain a general National Pollutant Elimination System (NPDES) permit, since it involves the grading and construction of an area larger than 5 acres. (Included in the Project).	The Planning Department will condition issuance of a grading permit to proof of the project obtaining a NPDES permit from the State Regional Water Quality Control Board.
<b><u>Noise</u></b>		
I.1 Over much of the project site, noise levels presently exceed the City's L <sub>10</sub> outdoor guideline level of 55 decibels for residences.	If exterior CNEL exceeds 60 decibels, the State noise standard requires that an acoustical evaluation of all building designs to ensure that interior noise levels will not exceed 45 decibels. At the project approval level, a detailed noise analysis would be required to determine specific construction features necessary to reduce noise inside and outside the residential structures to acceptable levels. (Included in the Project)	The Planning Department will condition issuance of project building permits to the compliance with the City's indoor and outdoor noise level guidelines. The State noise standard is implemented like a building code.

ENVIRONMENTAL IMPACTS	MITIGATION MEASURES	MONITORING PROGRAM
<b><u>Construction</u></b>		
J.1 Construction of the project would result in temporary noise impacts in the project area. Construction-related noise impacts would be short-term, occurring primarily during grading and construction on the site.	Construction-related noise impacts could be mitigated by allowing construction activities only Monday through Friday, between 7:00 AM and 6:00 PM. (Included in the Project)	Project construction activities will be monitored by the Mountain View Building Official.
	All construction equipment should have properly maintained mufflers. (Included in the Project)	Project construction activities will be monitored by the Mountain View Building Official.

#### 4.1 Continued Consideration of General Plan Amendment and Precise Plan Amendments for the Old Mill Area

Mr. Percy stated that this has been reviewed by the Commission over three public hearings, and the Commission has taken a tour of comparable housing projects. Mr. Percy added that the proposed precise plan implements many action programs of the Housing Element of the General Plan. The Council specifically added an action program to the Housing Element to study higher density housing near Caltrain stations. Mr. Percy mentioned that staff feels this project accomplishes a number of goals it set forth, explaining the Precise Plan will go a long way in attaining the General Plan goals. He recommends approval to the City Council.

Commissioner MILLER presented, for the Commission's information, information for locating the train station in Area C, the City-owned land in the San Antonio Road off-ramp loop. He compared parking on this site to parking on the Old Mill site, as well as presented information on traffic to and from the area. He noted that:

- The train station parking impacts the quality of the neighborhood to be created on the Old Mill site.
- Funding for parking in Area C seems to be a problem. Alternatives for funding are:
  - parking in-lieu fees.
  - daily parking fees.
  - intermobile transfer point

#### Motion:

M/S KLEITMAN/LENHARD  
Carried 7-0

That the City Council endorse the proposed General Plan Land Use Map amendments, designating the Old Mill site, Area D, for High Density Residential.

Before a motion was introduced to recommend adoption of the Old Mill Precise Plan amendments, the Commission proceeded to discuss density and height. Two Commissioners declared they would not be supporting this motion due to the provisions regarding density and the height. It was asked of staff if a draft letter could accompany their recommendation to the Commission, noting their concerns. Staff commented that they needed to act as a group, and that their recommendation will be forwarded in their report to the City Council as a commission. A Commissioner commented that a lot of time and planning has gone into this project and sees this as the best way to go for this piece of property and sees it as an opportunity to make things better. Another Commissioner mentioned that it reflects a best effort, and wants to move towards the goals that are set forth by the City. It was further noted that the residential development allowed by the Precise Plan will enhance the surrounding areas.

#### Motion:

M/S KLEITMAN/LENHARD  
Carried 5-2; SCHERBER, WRIGHT, no

Recommend adoption of the Old Mill Precise Plan amendments.

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Motion:

M/S KLEITMAN/LENHARD  
Carried 5-2; SCHERBER, WRIGHT, no

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Motion:

M/S KLEITMAN/LENHARD  
Carried 5-2; SCHERBER, WRIGHT, no

Recommend adoption of the Old Mill Precise Plan amendments.

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Motion:

M/S KLEITMAN/LENHARD  
Carried 5-2; SCHERBER, WRIGHT, no

Recommend adoption of the Old Mill Precise Plan amendments.

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Carried 7-0

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Motion:

M/S KLEITMAN/LENHARD  
Carried 5-2; SCHERBER, WRIGHT, no

Recommend adoption of the Old Mill Precise Plan amendments.

#### 4.1 Continued Consideration of a New Precise Plan for the Old Mill Area

Mr. Percy told the Commission that the Planning Department had received a letter from Diana Draper, 212 Lassen Avenue, supporting the idea of locating dense housing near transits and shopping, but objecting to the scale of this project. She felt the proposed number of units will increase traffic and related problems resulting in adverse impacts on existing residents.

Leslie Gould, Project Manager, introduced the staff report, stating that this was the third public hearing on this item, and there were several issues that should be resolved at this time. A major item of concern is the proposed project's impact on the schools. The draft EIR estimated 50 children would be entering the school district while the Los Altos School District estimated there would be 465. Staff and the EIR consultant have researched other districts and comparable developments and their impact on schools. The Park Place development in the downtown generated .07 students per unit; the existing Old Mill Condominiums have generated .08 to .10 student, and multi-family developments in the Castro School area estimate .10 student per unit. Other school districts have rates of approximately one child per multiple-family dwelling unit. Therefore, the consultants have determined that a .10 student per unit is a reasonable projected generation rate for this development and is, in fact, a conservative estimate at the high end of the spectrum. Therefore, it is expected that 72 students will be generated. Ms. Gould continued that this is really a capacity issue. The School District has indicated it has room for only 30 more students; therefore, to make room for the 72 expected students, new classrooms must be built. It is expected that the impact fee paid by the developers would be \$700,000, which would build four new classrooms which would easily house 72 new students. In conclusion, Ms. Gould stated that while there will be an impact on the schools and the school districts may have to redo attendance boundaries, the consultants have not found that it would be necessary to require extraordinary measures. Traffic issues and other environmental issues were previously discussed by the Commission. The staff report also contains additional responses to a letter from Thomas Reid regarding the EIR. Staff recommends that the entire list of mitigation measures be attached to the Precise Plan for monitoring purposes.

Ms. Gould continued that in the Precise Plan discussion at this meeting, decisions must be made on four key items:

1. *Ownership.* Staff is recommending a requirement of at least 70 percent of the units be for-sale housing and is against requiring 100 percent ownership housing. The developer needs, for financing purposes, at least 200 units to be rental. There are parts of the site where rental units would be appropriately placed (for example, over the retail in the noisier areas of the site). Ms. Gould told the Commission there are good reasons related to the quality and feasibility of this project to have a variety of ownership and rental housing.

2. *Open Space Within the Project.* The Commission has directed that 50 percent of the net site area be open space with 35 percent of the net site area be publicly visible open space. The staff report presents three options for how that open space, especially the publicly visible open space, can be distributed. Ms. Gould noted there is some interrelationship between the size of the common open space and building heights for a given number of units and floor area. Taller buildings leave more room for open space. Staff has presented a last-minute hybrid suggestion that there be a total of at least 2.5 acres of common open space areas, one to two central open spaces for active recreation, one of which should be at least one acre in size. Other smaller passive open space areas distributed throughout the project should be at least 6,000 square feet in size.
  3. *Moderate-Priced Ownership.* Based on discussion at previous hearings, staff has deleted this requirement from the Precise Plan. Ms. Gould did point out, however, that with moderate-price estimated at 120 percent of County median income, this would price the units at \$230,000 per each, which is not that far off the targeted market range. Staff feels that a requirement of 10 percent moderate-priced housing would not be an onerous requirement. She indicated that the developers had no objection to that requirement.
  4. *Project Review.* The Commissioners have indicated they specifically want to be involved in design review of the overall design concept, not the specifics. Staff is suggesting that design review be done in the normal way by the Zoning Administrator, Site Plan and Architectural Review Committee and other departments on an informal level and then plans brought to the Planning Commission as a public hearing at an early stage. After review by the Commission, the plans would go back to the Zoning Administrator with Commission and public direction. After the Zoning Administrator hearing, it would go to the City Council.
- Ms. Gould concluded, stating that the Commission has previously taken positions on other key aspects of the plan, which have been reflected in the current draft Precise Plan. On these remaining four issues, staff has prepared alternative plan wording for the Commission's approval.
- Mr. Percy added that the Commission also needs to adopt a recommendation on the Environmental Impact Report. He stated it was within the purview and discretion of the City to determine the extent of research on environmental aspects, and staff is very comfortable that all issues have been integrated properly. As to the Precise Plan itself, Mr. Percy indicated that what is needed is a review of detailed language to ensure it would yield a high-quality residential development that fits into the neighborhood and binds the neighborhood together with a strong tie to transportation. The Commission also needs to reaffirm its previous direction in the Housing Element, which would designate this site as residential. He reminded the Commission that the application is for both a Precise Plan amendment and also an amendment to the General Plan.

Acting Chairman FARAVELLI opened the public comment portion of the public hearing.

Curt Thiem, 238 Hamilton Avenue, Mountain View, stated he lived in the Monta Loma neighborhood and was concerned with building heights and density blocking the view of the mountains from which the City derived its name. He showed some slides taken from Mayfield Avenue illustrating how the height of the Old Mill currently obscures the mountain view.

Livia Dodds, 49 Showers Drive, expressed concerns with the density proposed by this project. She told the Commission she needs to know about Safeway parking, residential parking, traffic on the three blind curves on Showers Drive and how schoolchildren could safely cross Showers Drive.

Godfrey Baumgartner, 2467 Betlo Avenue, asked if the Commission had studied projections of the school impact based on the economy. He told the Commission that this project would have minorities living there, and minorities tend to have large families and, therefore, the development would be overcrowded.

Margaret Gratiot, Superintendent of the Los Altos School District, expressed concern with the impact on the School District and told the Commission that they not agree with the consultant's impact figures. She asked the Commission to delay consideration of this until more research is completed.

Doug Aitkins, 400 Hamilton Avenue, Palo Alto, introduced himself as the lawyer representing The Plymouth Group. In response to the School District's concern, he told the Commission that CEQA does not require mitigation on effects of classrooms, safety or school programs, only on environment—e.g., traffic impacts. All the research done by the consultant provides a clearly defensible documentation of the proposed project, and the estimate of .10 student impact is conservative. He pointed out that the school sites themselves are physically capable of adding more classrooms. The Los Altos School District projects an excess of 400 students in the future without this project. In his opinion, their needs have nothing to do with this project. The School District impact fees that would be paid by the developer would pay for additional classrooms to house the estimated number of additional students. However, the School District needs to add another school, which should not be a responsibility of the project. As to safety of the children, the site design itself will mitigate this.

Scott Ward of The Plymouth Group, 1616 North Shoreline Boulevard, said the goal of the Precise Plan is to establish rigorous standards to produce a high-quality, transit-related, retail/housing/commercial development. The Precise Plan before the Commission would accomplish this. Some concessions which the developers have made they are willing to live with. They would like to have retained, for instance, their proposal of eight-story buildings, a density of 45 units per acre, and they would like to have had more flexibility in the parking and in the quality and design issues. As to the percentage of owner-occupied units, he asked the Commission to limit this to a requirement of 60 percent as they do need 200 rental units as a financial anchor for the project. He pointed out that they plan to develop an upscale rental housing development which Mountain View needs. As regards the open space, the developers really would like more flexibility to provide open space areas throughout the site.

The Plymouth Group has no objection to the staff recommendation of below-market units as long as a reasonable density is allowed. As to the review process, they are open to Environmental Planning Commission project review and are looking forward to making a presentation. With regard to a previous speaker's concern with the height blocking the view of the mountains, he pointed out that the existing Old Mill building is 50' tall, and the majority of this development will be three stories, which would be less than 50'.

In response to a Commissioner's question, Mr. Ward confirmed that because this development is located next to shopping, Hewlett-Packard and the train station, there would be less cars generated. Ms. Gould added that the Precise Plan calls for a parking study to be done at the time of plan submittal if the developers desire to vary from the standard parking requirements.

Chris Kelly, 161 Palmer Drive, said he had lived in the Monta Loma area for nine years, and while he understands that many of his neighbors object to this development, he said that several high-density developments have gone up in the area that do look good and that, in his opinion, high density does not

necessarily mean tacky construction. This project could be a real asset to the community.

David Silverman from Adams & Broadwell, attorneys representing the Building Trades Council, said that they had reviewed the draft and final EIR and its addendum, and it remains legally inadequate. Mitigation for hazardous material cleanups were previously recommended to be done prior to building permits, and in the final draft, the requirement was changed to prior to occupancy permits. He expressed concern for workers as they excavated the site. He asked for a toxic cleanup prior to building permits issuance. Mr. Silverman read from the CEQA guidelines and said he needed response in writing to his concerns expressed in a letter which had been previously presented to the Commission, and he expressed dissatisfaction with the noise mitigations. He stated that failure to respond under the CEQA guidelines could be grounds to set aside the project.

Acting Chairman FARAVELLI reminded Mr. Silverman that his time was up and that he was welcome to submit the rest of his presentation in a written document which would be added to the record of the meeting.

In response to Mr. Silverman, Mr. Percy stated that staff and the EIR consultants have carefully reviewed all the questions and comments submitted during the comment period and the responses to those questions and issues, and are comfortable that the environmental impact was legally adequate. The Noise Element of the General Plan had been sent to the State, and while it did not have to be filed formally, no negative remarks had been sent back to the City. Mr. Percy commented that the purpose of an Environmental Impact Report is to present the information. It is at the discretion of the City to determine the appropriate level of mitigation of identified impacts. It is staff's opinion that this document is completely adequate.

In response to a question to Judy Shanley of Powers & Associates, EIR consultant, as to why the requirement on the toxics issue was changed, Ms. Shanley stated that in discussions with the Water Quality Control Board, it has been determined that due to the minor level of on-site hazardous materials, contamination cleanup is left to the property owner and there would be no agency approval of the clean-up plan. Ms. Shanley noted that the clean-up plan was still recommended to be submitted prior to the issuance of building permits. Mr. Percy added that this site has a low level of contaminants. Test results have shown a residue of petroleum from trucks from an old plant in one corner, a former dry cleaning establishment had left some solvents and there was a possible plume from an old gas station, but preliminary assessments did not find great quantities of contaminants on this site. Ms. Gould added that State agencies regulate contamination, and the City cannot sign off on a project without State approval.

When asked by a Commissioner if, in her opinion, the final Environmental Impact Report adequately addressed these issues, Ms. Shanley stated that it did.

No one else wishing to speak, Acting Chairman FARAVELLI closed the public comment portion of the public hearing.

It was determined that the Commission would first consider the Environmental Impact Report.

Motion:

M/S LENHARD/WRIGHT  
Passed 5-0; KLEITMAN, SCHERBER  
absent

That the City Council adopt the Environmental Impact Report regarding the Old Mill Precise Plan amendment, including the second addendum.

The Commission proceeded to discuss the following issues of the Precise Plan:

– NEIGHBORHOOD CHARACTER

Comments, questions and concerns followed on the following points:

- *Do streets count as open space?* No.
- *Percentage of underground parking?* 90 percent of total parking will be undergrounded; 10 percent will be surface parking.
- *Heritage Trees.* It has been determined that there are few Heritage trees worth saving, and replacement for all Heritage trees being removed is outlined in the Plan.
- *Building Height.* A long discussion ensued with one Commissioner expressing concern on the number of four-story buildings which would be allowed. He requested that the language of the Precise Plan be clarified to limit to a maximum of two buildings which would be taller than four stories. He expressed concern that four-story buildings would result in buildings with elevators and double-loaded



corridors, which would not be conducive to a neighborhood feeling. Mr. Percy pointed out that there are lots of tools in the Precise Plan to deal with the issue of neighborhoods, namely setbacks, design and neighborhood quality.

Motion:

M/S SCHURZ/LENHARD

Passed 4-1; WRIGHT no; SCHERBER,  
KLEITMAN absent

Accept the Precise Plan height limitations as written.

- OWNERSHIP

Staff recommends including language in the Precise Plan requiring 70 percent ownership with CC&Rs required which would limit the rental of ownership units. For example, a unit could not be owned purely for rental purposes, but a previous owner may rent the unit for up to one year.

Commissioners' comments, questions and concerns centered on the following point:

- A Commissioner stated that the purpose of the Commission discussion was to approve a Precise Plan, not a Plymouth Group project. The Housing Element identifies ownership housing as a need for citizens, and this the Commission should provide. Just because The Plymouth Group needed 200 rental units for financing purposes, the allowance for rental units should not be approved as a part of this particular plan. This Commissioner expressed the wish to require 100 percent owner-occupied housing.
- Another Commissioner expressed the opinion that 30 percent rental units would provide an opportunity for those who wanted to live there but could not afford it; 100 percent ownership housing would limit people of lower income levels from living in the project. While The Plymouth Group is expressing concern with financial constraints in the need for 200 rental units, any developer would have the same financial constraints.
- The CC&Rs would run through the course of the project. There was a discussion at this point regarding the restriction of sales.
- Speaking in favor of having rental units on the project, a Commissioner stated that seniors may want to rent and not buy; 70 percent is a good step in the right direction; the entire concept of the project was based on the transit center, which would be good for renters.

Motion:

M/S MILLER/SCHURZ

Passed 4-1; WRIGHT no; SCHERBER,  
KLEITMAN absent

Require that a minimum of 70 percent of the units must be made available for sale as owner-occupied housing with CC&R limits on renting owner-occupied units, details of which should be refined at a later date.

- *RETAIL AND OFFICE SPACE*

Commissioners' comments and concerns centered on the following points:

- The public had expressed great concern with the parking and congestion at the Safeway store, and Commissioners were interested in the possibility of another market. Staff responded that the San Antonio Center remodeling did not presently include a supermarket but did include a "Trader Joe's," which does carry a wide range of foods.
- Commissioners expressed concern with traffic generation as they would like to ensure that this development has primarily a residential character.

Motion:

M/S WRIGHT/LENHARD

Passed 5-0; SCHERBER, KLEITMAN  
absent

Permit neighborhood retail/service uses with a minimum of 12,000 square feet and a maximum of 35,000 square feet of building area, with no set tenant size, and permit up to 20,000 square feet of office space.

- *OPEN SPACE*

Ms. Gould reminded the Commission of the latest staff recommendation that there be a total of at least 2.5 acres of common open space areas and one or two central open spaces for active recreation, one of which would

be at least 1 acre in size. Other smaller, passive open space areas at least 6,000 square feet in size to be distributed throughout the project. After some discussion, the Commission agreed that they liked this option best.

Motion:

M/S WRIGHT/LENHARD

Passed 5-0; SCHERBER, KLEITMAN  
absent

Move to accept the new option as stated above.

- *MODERATE-PRICE HOUSING*

Commissioners' comments and concerns centered on the following:

- A Commissioner expressed concern that this was potentially a very dense project which would be saved by high quality. He expressed opposition to taking away from the quality which he feels would happen if moderate-income housing was built.
- Another Commissioner stated that in the Goals and Action Programs throughout the Housing Element it had been stated that public sector workers, such as police and teachers, could not afford to live in the City. As it is, these people could not afford a unit in this project because they do not make enough money. The developers could amortize the price over a large number of the units and the quality will, therefore, not suffer. He stated there are many compelling reasons to include this requirement in the project.
- A Commissioner stated that the CC&Rs would protect the quality of the project and particularly the exterior image which is of concern to the City and, therefore, he was also in favor of moderate-price housing.

Motion:

M/S SCHURZ/FARAVELLI  
FAILED 2-3; LENHARD, MILLER and  
WRIGHT no; SCHERBER, KLEITMAN  
absent

Include 5 percent of the units at below-market rate.

In response to a Commissioner's question, the developer stated that the allowed economic impact of this requirement was lower than originally calculated because of the change in the economy but they could not accept more than a 5 percent requirement. The Commission took no action to make a recommendation that moderate-income housing be included.

- *RESIDENTIAL DENSITY*

Again, a Commissioner requested to eliminate the train station parking requirement and lower the density. He asked to move the train station to parking to Area C (San Antonio Circle) in order to segregate the parking from the residential area.

Ms. Gould responded that this was City-owned property, and the City was not willing to give it up for train parking. The whole rationale for this development is to put the transit next to residential. Staff and the developers did not advise moving the train or the parking.

Motion:

M/S LENHARD/FARAVELLI  
Passed 4-1; MILLER no; SCHERBER,  
KLEITMAN absent

Recommend a maximum overall residential density of 40 units per gross acre. .

- *PROJECT REVIEW*

Ms. Gould told the Commission they would be reviewing the project after the Zoning Administrator and Site Plan and Architectural Review Committee had reviewed the schematic drawings as the Commission had expressed the desire to not micro-manage this project. ..

Motion:

M/S WRIGHT/LENHARD  
Passed 5-0; SCHERBER, KLEITMAN  
absent

Motion to accept the staff recommendation as outlined in the Administration Section of the Precise Plan.

Motion:

M/S LENHARD/FARAVELLI  
FAILED 2-3; WRIGHT, MILLER,  
SCHURZ no; SCHERBER, KLEITMAN  
absent

Recommend that the City Council adopt the Old Mill Precise Plan amendment dated July 19, 1991.

Commissioner WRIGHT stated he could not support recommending the Precise Plan to the Council as he did not agree with the height, ownership or density allowances. Commissioner MILLER stated he could not support this motion as he did not agree with the density allowance.

Commissioner SCHURZ stated he could not support this motion as he did not agree with the moderate-income housing requirement.

Mr. Percy pointed out that in any project of this complexity, there are always debatable points; however, at the end, the Commission should determine if the plan, taken as a whole, maximizes the quality of the final project and the accomplishment of a maximum number of City goals.

Failure to reach a majority recommendation on the plan would mean continuing this to another meeting or forward it on to the City Council without recommendation. Staff would not recommend forwarding no recommendation on a Precise Plan of this magnitude. Mr. Percy continued it is the duty of the Environmental Planning Commission to look at the entire Precise Plan and the quality of the whole now that the Commission has recorded its positions on the parts.

A Commissioner suggested that a cover letter explaining the concerns of the Commissioners accompany the recommendation of no support to the Council. Mr. Percy pointed out that all dissenting opinions would be reflected in the minutes.

After much discussion, it was determined that this item would be continued to the meeting of July 31, 1991, when the entire Commission can be present.

#### 4.1 Continued Consideration of a New Precise Plan for the Old Mill Area

Mr. Percy introduced this item, which was continued from the meeting of June 19. He noted the relationship of this housing plan to the adopted Housing Element and that the Commission has held a study session, been on a tour of various sites relevant to the proposed project and held a public hearing on June 19. Mr. Percy requested that the Commission give direction to staff to prepare Precise Plan language on the remaining three issues:

1. Moderate-price ownership housing.
2. Residential density.
3. Project review.

##### **Moderate-Price Housing**

One Commissioner expressed concern that the greater density and height plus the addition of below-market housing would affect the quality of the development. Mr. Percy told the Commission that staff was trying to state that they were not requiring a subsidy here but requiring units that would be affordable.

A Commissioner asked if staff had received any figures on the utilization of the Mountain View Elementary School District. Mr. Percy responded that staff was still in the process of collecting data. Staff has learned that there are 2.24 persons per household in the Mountain View School District; however, no data is available as to how many of these are children. The Palo Alto School District has determined that there are .24 students per household. However, Palo Alto has 66 percent single-family homes, which is the exact opposite of Mountain View, which has 66 percent multiple-family units. He continued that the Housing Element of the General Plan identified the need for housing as being: 20 percent very-low-income housing; 17 percent low-income housing; 22 percent moderate-income housing; and 41 percent above-average-income housing.

A Commissioner said that there should be a commitment to high-quality development in the City and the City of Mountain View has done a great deal to provide moderate-income housing. He suggested that this plan have no moderate-priced housing requirement as he feels the greater need is for above-average housing. High-quality housing will last longer and be a source of pride to the community.

Another Commissioner stated that while he agrees that this development should be of the highest quality, he feels that most housing prices are out of the range of many citizens of Mountain View. He is not willing to sacrifice low- and moderate-income housing to get the highest quality as he is concerned about people who may get priced out of this project.

One Commissioner expressed the opinion that there is not enough of the higher-quality housing in Mountain View for people to move up to.

The Commission took straw votes on the staff report alternatives.

Applicant's proposal for 3 percent to 10 percent below-market-rate housing received no support.

Option 1, to require moderate-priced units for ownership only, received no support.

Option 2, to require 5 percent of the ownership units be moderately priced, received no support.

Option 3 required no moderate-price housing and allowed consideration of reducing residential densities since this removes a costly requirement. A straw vote on this option received 3 yes, 2 no, with 2 absent. It was changed to read: "No moderate-price housing requirement."

### Residential Density

There was a brief discussion regarding the difference between gross and net units per acre. A 55-dwelling-unit-per-acre net of area dedicated for streets was proposed. This is equivalent to 43 units per gross acre over the entire site. It was determined that the Commission would consider residential density in the gross rather than as net units per acre since this project area density was most comparable to other projects. The Commission expressed the opinion that while they were interested in lowering the density, they wanted to make sure that the project remained economically viable. In response to a question as to whether or not the developer was buying density with the train station, Mr. Percy explained that this development had a definite nexus to transit and that the General Plan had singled out this area as conducive to high-density housing because of its proximity to the train station.

One Commissioner did not see the connection of this development with the train station and asked if staff could estimate the potential number of users. Mr. Percy responded that staff studies indicate that use would be in the 20 percent to 30 percent range. BART studies show that high-density development in proximity to the stations have a 35 percent user range. He continued that the developers see proximity to the train station as a marketing advantage, and it would also support the commercial element of the project. Staff has identified proximity to the train as an opportunity which would add vitality to the development.

In response to a question from a Commissioner as to how the plan intends to move 200 cars in and out of the area, Mr. Percy said that most of the parking would be underground in an area on the Showers Drive loop.

A Commissioner stated that he felt that CalTrain can only improve, and now is the time to plan for this improvement and its accompanying parking needs. The parking lot could be used as a buffer between the train tracks and the housing units themselves, and he pointed out that the developer had indicated that the train station costs were not that great.

A Commissioner expressed dismay with the parking structure being built on the site, stating that, in his opinion, it would add a burden of density, take away from the open space feeling and destroy the neighborhood feeling which the developer was attempting to create. He could not visualize a quality neighborhood with a parking garage in it.

Another Commissioner expressed the opinion that this was a great opportunity to build a quality project which will have a long life in the City. If there is no parking provided, Caltrans will not move the station. He suggested an intense meeting between staff and the developer to decide how low the density could go and then come back to the Planning Commission with a recommendation.

At this time, the Commission decided to take a straw vote on staff proposals and options in the staff report.

The proposal of the residential density received 1 vote; 1 vote was cast in support of the proposal; 1 vote was cast in favor of Option 1; 1 vote was cast in favor of Option 2.

A Commissioner recommended a proposal that staff and the developer meet, make their recommendations as to density and come back to the Commission.

A long discussion ensued as to the merit of this proposal.

Mr. Percy pointed out to the Commission that this Precise Plan was not for this particular development per se. The Commission should determine what is appropriate for that area and what the City would like to create in that area. He pointed out that there are developments at 38 units per acre on California Street, higher-density apartments on Del Medio Avenue and newer high-density development in downtown. This density is not foreign to Mountain View. He continued that the City has an excellent opportunity here for a landmark development created by its proximity to the transit. High density does not necessarily destroy the quality. A Commissioner agreed that there were not that many sites in the City which are connected to transit. Another Commissioner agreed, stating that the street setbacks and landscaping will all combine to make this a good-quality project.

There was a brief discussion as to the tradeoff between paving versus landscaping, with Mr. Percy explaining that this is not a straight tradeoff, although the type of landscaping is affected by underground parking garages.

The Commissioners finally decided that they had given the developers all of the tools in requirements of landscaping, setbacks, etc., and development should be successful. One Commissioner suggested that since they had dropped the moderate-price requirement, they should be firmer with their density requirements. It was decided to take one more vote on the staff-presented options.

Option 1: Reduce the density to 40 units per gross acre (51 units per net acre)—Passed by straw vote of 3 to 2 votes. Option 2 (38 units per gross acre) received 1 vote. The Commission requested staff to go forward, stating that they felt they had enough direction at this time.

### **Project Review**

Mr. Percy told the Commission that in the early 1960s, the Planning Commission did indeed do design review. It was recognized in the 1970s that the Commission did not have time for big policy issues because they were overwhelmed by looking at design issues such as signs. The Zoning Administrator position was created to provide the City with a more detailed, technical review, utilizing the necessary design expertise. From that point on, staff has provided detailed design review of projects with the City Council having final approval. It is now felt that some of these landmark projects have an impact beyond their technical details and, therefore, the Commission may want to be more involved in their review. He pointed out, however, that the Commission has achieved a lot in the last few years by being able to focus on policy issues and still has a very full plate with the General Plan, rezonings, etc.

The Commission expressed the opinion that in that this was a unique and unusual development, they would like to have some input on the project design. They expressed interest in examining plans only after staff had worked through the technical details in order to get an overview of broad points that relate to what is required by the Precise Plan. This way, they hoped to ensure that their intent in the writing of the Precise Plan was being followed.

The Commission voted unanimously by straw vote to have the project reviewed by the Zoning Administrator and then by the Planning Commission in a public hearing. The project would then go to the City Council for final determination. The Commission asked staff to add wording to the Precise Plan which would express this wish.

Direction was given to staff to bring back the expressed wording as directed in this meeting to the meeting of July 10 for approval.



#### 4.2 Continued Consideration of a New Precise Plan for the Old Mill Area

Leslie Gould, Program Manager, gave a brief recap of the staff report. She outlined the key provisions proposed by The Plymouth Group for the Old Mill amendment. A major concern has been traffic, and she reiterated that the EIR had found that this proposal would generate fewer trips than the development currently existing or currently allowed under the Precise Plan.

Ms. Gould went over the special concerns which had been raised at the previous meeting: density, traffic, school impact and building heights. She also discussed additional environmental issues which had been raised:

1. *School Impacts.* At the previous meeting, the elementary school district had expressed strong concerns about the effect of additional students on the school district facilities. They did not agree with the number of students predicted by the consultants. Ms. Gould continued that there were three different figures predicted for students per unit: .046, which was the low estimate; .070, a moderate estimate and considered most likely by staff; and .600, an estimate given by the Los Altos Elementary School District and considered high by staff since it is based on single-family homes and not multi-family units. Whatever the actual student generation rate, the approximately \$730,000 in funds generated by this facility will more than cover the cost of providing classroom space for the additional students in the elementary school districts, even if the number of new students exceeds the 50-student prediction. The EIR concludes that the impact is not significant, assuming impact fees and property taxes are paid.
2. *Traffic.* The traffic from the proposed development is about one-fourth of the traffic that would be generated by full development under the existing Precise Plan. It would be about one-seventh of the traffic that could be generated by the existing specialty center if fully occupied. Full occupancy of the center could occur without any additional City approvals. The proposed office and retail development under this proposed Precise Plan generates about one-half of the predicted peak-hour traffic and about one-quarter each for the office and the retail sections. The developers are willing to reduce or eliminate all or some of the retail and office space in order to reduce traffic impacts.
3. *Water Usage.* Ms. Gould addressed the concerns raised at the previous meeting about high water usage in additional residential units, stating that single-family homes use more water than multi-family units. The proposed residential project will use more water than the existing specialty center complex, but the City has adequate water capacity to supply the need. The developers would incorporate landscape guidelines and water-saving requirements such as installing water-saving appliances and low-flow toilets and showers into the Precise Plan.

4. *Open Space Alternatives.* It has been suggested that the City buy the entire area and turn it into a park, and Ms. Gould stated that the City could not afford to do this as the estimated cost would be \$26 million. Staff has concluded that the best use of the estimated \$3 million in recreation fees would be to buy a different piece of property in the North Mountain View area. A park on the site, Ms. Gould continued, would feel like it belonged only to the site. It is agreed that the recreational fee should be spent in the area and not go elsewhere in the City.

Ms. Gould continued that 30 letters had been received by the Planning Department by June 5, and many of them expressed interest in a new super-market being built in the area. A resident survey which had been turned in to the department, seemed to favor low-density housing at the site.

Ms. Gould suggested that the Planning Commission should focus on and direct staff on the following issues:

1. Neighborhood character.
2. Building design and quality.
3. Building height.
4. Ownership.
5. Retail and office space.
6. Open space within the project.
7. Moderate-priced ownership housing.
8. Residential density.
9. Project review process.

Ms. Gould concluded the staff report by stating that this is a unique site which presents the Commission with challenging and exciting opportunities.

Commissioners' comments, questions and concerns centered on the following points:

- *Does the Precise Plan use net or gross acre figures?* Figures are gross, and Ms. Gould recommended that the Commissioners continue with that figure so as not to be a disincentive for the designing of public streets.
- *What is the median income for Santa Clara County?* Ms. Gould responded \$57,700 for a family of four.
- *How much land could the City buy with money available from the recreation fees?* The City could buy and improve approximately 2 acres of land with the \$3 million available.
- *Is there any day care data available?* Ms. Gould responded that she would try to get the EIR consultant to get this data.
- *Were the Parks and Recreation Commission's recommendations made at a regularly agendized meeting?* Yes.

Chairman SCHERBER opened the public comment portion of the public hearing.

Godfrey Baumgartner, 2467 Betlo Avenue, stated that the City was under the influence of a kind of "python effect," being squeezed by traffic and air pollution. He objected to staff using words such as "underutilized" and "underdeveloped" since the City is so overdeveloped and overutilized. He expressed concerns with the schools being able to accommodate extra students and the serious effects of high densities. He told the Commission that they should be concerned about what would happen in case of a disaster, that the City is already too crowded and that we should not accommodate additional people by developing high-density units.

Livia Dodds, 49 Showers Drive, No. N259, expressed concern about the growth of the City of Mountain View as compared to neighboring cities and stated that the identities of each city was beginning to blend together. She asked that the Commission keep a density limit of 35 units per acre.

Janet Long, 168 Thompson Avenue, told the Commission that her first choice for the site was still open space. Her second choice would be to stay with the commercial retail uses already allowed under the existing Precise Plan as she does not feel that a successful residential development will really happen there. She would welcome a small retail development on the site. Ms. Long's third choice would be for low-density, single-family housing. She asked that the Commission give the San Antonio area some relief from development, stating that, in her opinion, this is a very different development than Park Place.

Judy Faulhaber, Cornish & Carey Realtors, 590 El Camino Real, said that Cornish & Carey has been impressed with the work done by The Plymouth Group, they have an excellent architect, and she is looking forward to the development of this site.

Olga Hallgrimson, 49 Showers Drive, No. 426, stated that she has lived in the Old Mill area since it was first developed in 1974. She has seen three owners at the retail/commercial property, and none have been successful for very long. She has seen all of the developments done by The Plymouth Group and spoke in favor of them developing the site. The Old Mill Condominiums now has 279 units, 80 of them rentals, and she stated that lots of the renters would like to buy them.

Muriel Leurey, 191 El Camino Real East, No. 113, expressed dismay with the number of units proposed, and she found the proposed height of eight stories appalling. She asked the Commission when the people will finally rise up and say they have been blocked in and cannot see the sky.

Nancy Schaefer, 49 Showers Drive, No. A142, said she also lives at the Old Mill Condominiums development and is all for this proposal. She understood that the developer had dropped the eight-story idea and was willing to go with only six. She called the Commission's attention to and handed them a newspaper article which uses the Park Place development as an example of high density done in good taste. She continued that the Old Mill had been an eyesore for years, and she would welcome something as useful as housing.

Martha Elderon, 2482 Dell Avenue, spoke in favor of the development and stated that she likes the emphasis of ownership over rental. She was in favor of the planter strip and the required open space. She told the Commission there was a big difference between the Old Mill and the Park Place site, which is really two stories and a lot lower density, and she suggested that the area by Franciscan Glass could be used for a new park.

M'Lou Peck, 49 Showers Drive, No. 214, said that she looks at the abandoned Old Mill property buildings every night and is thrilled with the development proposal. The traffic on Showers Drive, she continued, has never been bad except for an occasional speeder who guns around the corner.

Scott Ward, The Plymouth Group, 1616 North Shoreline Boulevard, said that they are intent on providing a true community in the San Antonio area. Its proximity to transit sites makes it an ideal place for development of this nature. He continued that the Planning Department is holding the developers to very rigorous standards. At the last hearing, a question had been raised as to the cost of the units, and Mr. Ward responded that a one-bedroom unit would cost \$189,000; a two-bedroom unit would cost \$249,000; and a three-bedroom unit would cost \$299,000. This is only an increase of 20 percent from the condominiums for sale in the Old Mill area now. The gross density would be 43 units per acre as opposed to the existing 33 units per acre. This is because of the bonus allowed because of the train station parking.

Mr. Ward said there has been a lot of progress made since the previous meeting on the following items which had concerned the Commission:

1. The Environmental Impact Report had made its recommendation for residential housing as an environmentally preferable use of the site.
2. At the June 12 meeting of the Parks and Recreation Commission, the Commission voted against having a park on this site and recommended the collection of a recreation fee.
3. The Chamber of Commerce has endorsed this proposal.
4. Census data shows that the number of units in the San Antonio area has actually declined since 1980.
5. Areas of high-density housing in the local area do not depress property values. He specifically cited Park Place, which improved values.
6. The Plymouth Group has met with superintendents of all the school districts, Safeway Store and the Santa Clara County Building Trades Council. Progress is being made with all of these groups.
7. Housing prices have started to escalate again, so this is a good time to build.
8. When The Plymouth Group gets to the project review stage, it would be happy to come to the Planning Commission to make a full presentation. In the meantime, the Plymouth Group assured the Commission that they would be holding to only the highest-quality design standards.

9. The Plymouth Group is not comfortable with a recommendation of 70 percent for-sale units. The number of rental units cannot drop below 250 without losing project viability. The Plymouth Group could go to 60 percent for-sale units.
10. The Plymouth Group is not happy with the number requested for below-market units. Mr. Ward urged the Commission not to approve the staff recommendation of 10 percent moderate-priced ownership housing, noting the tradeoff between these units and the overall project density and the desire for a high-quality project, including high-quality materials.

Harry Fox, 333 Nita Avenue, stated that, in his opinion, this looks like a nice addition to the neighborhood. He remembered L. B. Nelson originally wanted an all-residential development for this area. He has lots of friends who cannot afford to move to Mountain View and would be pleased with the moderate prices of these units. He also said that most people would be happy to use the train station.

Randy Kenyon, Business Manager for the Los Altos Elementary School District, stated that the District was close to capacity. Almond School, which is closest to the Old Mill site, is now full. Covington School could take some more, but not too many, as the Los Altos School District has small schools which only have a capacity for 450 students. The District had no real experience with developments of this size, and the District is concerned about the negative impacts. He stated that he would be preparing more information for the staff in time for the July 10 meeting.

In response to a question from a Commissioner, Mr. Kenyon stated that the School District is legally bound to provide space for all students residing in the District. The up-front development fees would create a revenue of 92 cents per square foot per resident. However, it costs \$1.50 per square foot to build a classroom. In response to a question from another Commissioner, Mr. Kenyon said he was not making any recommendations at this time, simply stating his concerns.

Martha Layseca, 49 Showers Drive, No. 409, expressed concern about the potential for high-density housing, stating that it would change the quality of life for the residents.

Chairman SCHERBER closed the public comment portion of the public hearing.

Mr. Percy identified the purpose of this meeting is for the Commission to direct staff to prepare specific Precise Plan language for the site. This language would come back to the Commission for further review. He suggested that the Commissioners follow the key issues list.

Commissioners' concerns, questions and comments centered on the following points:

- *What is the need for a high percentage of rentals?* Mr. Ward explained that the primary financial sources for large-scale rental housing are institutional funds. These institutional investors generally will not consider investing in a development of less than 250 units.
- *Could The Plymouth Group build at 35 units per acre and still have an economically viable product?* Mr. Ward answered yes.
- A Commissioner asked staff to get the children per housing unit rate for Castro School.
- *If the units are 60 percent owner-occupied, how would this be broken down? Would there be two separate buildings, one with apartments only?* Mr. Ward responded they would separate the units into separate blocks: owner-occupied and rentals.
- *What is the existing proportion of ownership versus rental at the existing Old Mill Condominiums?* Mr. Percy responded that he does not have exact statistics, but most condominium projects are about 40 percent rented.
- *Does the Housing Element express a need for rental units?* Mr. Percy responded that the General Plan had discussed housing need in two separate ways: cost of housing and type of occupancy, rental versus ownership. The Housing Element establishes levels of need at four cost levels. An overall objective of increasing the number of ownership properties is provided, with no percentage needed.
- *How many parking spaces would the City-owned property on San Antonio Circle hold?* Mr. Percy responded that this 3-acre site would hold at least 200 cars.
- A Commissioner stated that in the developer providing the parking for the train station, the City may be asking the developer to do what the City was not willing to do itself and may be imposing public service on a private developer. He expressed discomfort with this. The Commissioner felt that parking and below-market housing may be creating the high density, and maybe the Commission should find a creative way to recommend to the Council a way around this.
- Mr. Percy responded that the integration of train station and parking was making a vital link between the proposed commercial and residential parts of the project and transit. The developers felt that this was important enough to offer the train station parking to the City as part of the project.

The Commission proceeded to give staff direction on each of the key issues listed in the staff report:

- *Neighborhood Character.* By a straw vote of 6 to 1, the Commission agreed to accept staff recommendations for the proposal and an option adding the recommendation that there be larger setbacks on three-, four- and five-story buildings.
- *Building Design and Quality.* It was agreed by the Commission that quality was the key to this development. There was some concern expressed of the use of color as a separator. Durable materials, giving a feeling of permanence, were considered important. After a discussion regarding the independent inspector, the Commission voted in a straw vote 7 to 0 to accept the proposal and all options.
- *Building Height.* There was a long discussion regarding this issue between the Commissioners and Bob Deering of Fischer-Freedman, the architects. Most Commissioners were against the height, with one Commissioner stating that he was very much in favor of height when done well as it can give a good neighborhood feeling and increase open space. After considerable discussion, the Commission, in a straw vote of 4 to 3, accepted Option 2 (two buildings of a maximum of six stories) but excluded penthouses.
- *Ownership.* There was a long discussion, with some Commissioners wanting a requirement of 100 percent ownership and others recommending that staff work out the amount of ownership with the developer. Mr. Ward pointed out that a 100 percent ownership requirement would make the financing very difficult as financiers do not like to invest in large projects without a diversity of market types. A straw vote recommending 100 percent ownership was defeated. After more discussion, the Commission directed staff to prepare several alternative percentages within the draft Precise Plan.
- *Retail and Office Space.* The Commission approved Options 1, reducing or eliminating the office area (4-3); Option 2, requiring a minimum amount of retail space (7-0); and Option 3, regarding a special home/office category (5-2).
- *Open Space Within the Project.* On a straw vote, the Commission unanimously accepted the developer's proposal as written plus Staff Options 1 (open space amenities) and 2 (50 percent net site area in open space).

Motion:

M/S WRIGHT/KLEITMAN  
Passed 7-0

At 11:55 p.m., it was moved to continue this item to a special meeting on June 26, 1991.

#### 4.1 Proposed Residential/Mixed-Use Precise Plan for Old Mill Site, California Street and Showers Drive

Mr. Percy introduced this item by reminding the Commissioners that the Housing Element of the General Plan identified the need for housing in Mountain View. The 1980 Census identified that two-thirds of the workers in Mountain View live outside of the City. When the City Council considered the Housing Element, it specifically added an action program which encouraged concentration of housing near transit areas. The 1982 General Plan identified the San Antonio area as appropriate for intensive development, concentrating housing on San Antonio Road and El Camino Real. The current General Plan proposes adding needed houses in limited expansion areas within the City. The Old Mill site was identified as one of these 18 expansion areas. He concluded by stating that there are many contexts within the existing General Plan and the current rewrite which support this proposal.

Leslie Gould, Project Manager, went over the key provisions of this proposal. She described aspects of the site plan, the building design and a neighborhood center. She acknowledged that this Precise Plan differs from most of the City character of Mountain View as it exists today. Most of the City buildings are two to three stories high, and this Plan permits buildings up to eight stories high. However, she continued, there are several reasons why this Precise Plan will fit into the character of the City: (1) it concentrates density in an area which had been specifically called out for high density in order to preserve the character of other lower-density areas of the City; (2) it is connected to the train station and shops; and (3) it provides a new type of housing choice for people who cannot afford a single-family residence. Ms. Gould cited Park Place as a successful development which now has a waiting list as people wanting to live there. The proposed neighborhood center for the Old Mill site would help pull together the surrounding neighborhoods.

Ms. Gould went over previous Commission concerns:

- *Creating a neighborhood as opposed to a housing project.* Ms. Gould noted that in typical suburban projects, a premium was placed on open space and privacy, at the expense of neighborhood character. She stated that a strong sense of neighborhood is created when buildings face other buildings of the same scale across the street. She explained the importance of each unit or group of units having an individual identity, and of streets and sidewalks connecting to the rest of the neighborhood. Ms. Gould then
- *Building height.* Ms. Gould stated that the proposed Precise Plan did give permission for eight-story buildings to be built in the northwest corner of the site. This is indeed different from the rest of Mountain View. Also, taller buildings allow greater total square footage and building mass. However, taller buildings can also relieve the monotony of the site plan. When a development is all the same height, the impression is boxier as the developer is trying to increase the number of units. With more height, more open space can be left. Also, the eight-story buildings will create a focal point. At this time, the Old Mill is not visible and, therefore, is difficult to find. These high buildings will signal the site. She emphasized that height is separate from density. Height is a City character issue where density is a density issue. For the above reasons, staff strongly recommends the Commission not limit this plan to three stories.



- *Traffic.* With the development changing from commercial to residential, there would be a significant reduction in potential allowed traffic. In addition, placing housing next to the train station would encourage 20 percent to 30 percent of the residents to use transit. However, this development will generate 4,000 new trips a day (380 at the peak hour), and some intersections in the area are close to capacity. The County Congestion Management Plan is looking at this. The existing traffic study was very conservative and assumes very high-intensity retail and office buildings. Decreasing the residential density will not make that much of a difference to the intersections in the area.

Ms. Gould pointed out other alternatives which should be considered:

- The existing Precise Plan uses—commercial, office or hotel—generate more traffic while not helping meet housing needs.
- Office, research and development generates less traffic, but creates an isolated complex surrounded by parking, and also does not address housing needs.
- Open space—staff does not believe this is a good site for a large park and the land would be extraordinarily expensive. This area of the City is deficient in open space, however.
- A final alternative would be for lower-density residential, which would have less building bulk and less traffic. Ms. Gould pointed out that while this is an alternative, it would create lots of surface parking, making it feel more like a project. There would also be a loss of the neighborhood center, it would not make a dent in the City's housing need and the City would lose an opportunity for a new housing type.
- The last alternative is that the developer could decide to keep the commercial zoning and develop it as permitted under the existing Precise Plan.

In conclusion, Ms. Gould said that staff feels that, overall, the proposed concept makes sense and while the details need work, the overall advantages outweigh the disadvantages.

Mr. Percy told the Commission that the City had received 11 letters and phone messages on this subject. Four letters and two phone messages were against the project, and five letters thought the project was acceptable, expressing some concern with the height.

Commission comments and questions centered on the following points:

- *How large a population would a minipark in the Del Medio area serve?* Ms. Gould answered that she did not have this figure, but she said a minipark is usually about one acre, consisting of a tot lot and about 3/4 acre of grass.

- *What would the neighborhood center contain?* Ms. Gould responded it would contain a central area with open space, retail, office in the first floors of the eight-story buildings. She continued that the Commission could go further to define this neighborhood center.
- *On Page 17, describing the density as 25 to 40 units, a Commissioner asked why there would be surface parking there.* Ms. Gould responded that this is a matter of economics. Underground parking costs at least \$10,000 per space. The developer needs to build enough units to pay for the parking. The City could try to require underground parking with a lower density, but it may not be feasible.

Chairman SCHERBER opened the public comment portion of the public hearing.

Janet Long, 168 Thompson Avenue in the Monta Loma area, stated that she supported rezoning, but not to residential. The City needs more parks and open space, and overbuilding in the area now leaves no room for open space. The San Antonio planning area, without Rengstorff Park, has 4 square feet of park area per person. She suggested that there are 9 acres of City land near Cuesta Park which the City could swap in order to have open space in this area, and she asked if the Commission would be willing to have staff do a study on park needs in this area.

Scott Ward of The Plymouth Group, the applicant for this project, said that their goal was to have a high-quality living environment and that this precise plan was the product of careful research. He said The Plymouth Group had tried to balance public and private interests over the years and had supported the Townhouse Guidelines in spite of the fact that they are not in their best economic interest. The Plymouth Group has worked closely with staff over a long period of time on this, and this is, in his opinion, the most comprehensive Precise Plan ever written in the City of Mountain View.

Mr. Ward went through the approved General Plan Housing Element's Action Programs and showed how this precise plan answers Action Plan Nos. 2, 3, 8, 13 and 14. He felt that this plan advances a neighborhood character with reasonable density. Because this site is unique, it will not set a precedent for

height or density as other sites within the City. Mr. Ward went over some concerns of the Commission at the previous meeting and said that the level of service (LOS) at key intersections would be limited by the development's proximity to the train station; the City goal to build 500 housing units per year would be helped by this development; the height of the buildings would define the site, provide an opportunity for design variety and would give an opportunity for more open space.

- *Open Space Concerns.* The developer will be paying from \$3 million to \$3.5 million in parks and recreation fees, which would be the largest fee ever paid in Mountain View. He told the Commission that imposing unreasonable open space requirements could destroy this project. There is City-owned property in Area C of the Precise Plan, two acres of which could easily be used for open space.

Bob Geering of Fisher-Freedman Architects, the lead architect on the project, showed slides of sketches illustrating the park plan, scale and character of this project. He told the Commission that this project had been endorsed by the Greenbelt Alliance, Hewlett-Packard, San Antonio Center, Mountain View Housing Council the local board of realtors and the City of Palo Alto, and they expect the Chamber of Commerce to endorse it.

David Lipton, 49 Showers Drive, asked the Commission what was considered to be a moderate price and what was considered a below-market price.

Godfrey Baumgartner, 2467 Betlo Avenue, told the Commission that he could not possibly express in the four minutes allowed all his complaints to the Commission. In his opinion, planning should be for the future, and while 50 years ago the California Street apartments were considered models, they are now a police problem. High-density developments deteriorate in a shorter time than areas in the downtown. Underground parking lots become a crime problem. This development will create air pollution as well as water and traffic problems. Things in Mountain View get worse every year. Now, his company has a TDM program because of so many commuters. He feels it is the Commission's responsibility to keep zoning in that area that will not overload the environment. The City of Mountain View cannot support the world's population.

Gerri Carlton, 970 Gest Drive, Vice President of the Los Altos School District, said that while the Los Altos School District is pleased with housing assistance for families, they have four concerns:

1. The EIR did not use a proper ratio of children per unit and seriously underestimated the impact on the Castro and Almond Schools. The Almond School is now almost full, Santa Rita School is almost filled, and there is no money in the building fund to build or add more buildings. There is no way the School District could accommodate the School District's estimate of 400 students from this project.
2. Crossing El Camino Real and San Antonio Road to go to Almond School is dangerous for students.
3. The Los Altos School District feels that this site would be a good place to build a school. It would give a good neighborhood feeling to the development.
4. The *Mira Development* decision states that the General Plan can be denied when schools are inadequate to meet the demands.

A Commissioner asked Ms. Carlton if the schools are adequate at this time, and she responded that there is adequate room for no more than 70 students. By the School District's estimation, the development of the Old Mill in accordance with this precise plan would create a need for 300 to 400 new students.

In response to questioning from Commissioners, Mr. Percy replied that staff had contacted all the school districts, and Mountain View and Whisman Elementary and the high school district indicated that they could handle the additional population proposed in the Housing Element. No response was received from the Los Altos District at that time.

Judy Shandley, the project manager of the Environmental Impact Report from David Powers & Associates, told the Commission that they spoke to the Mountain View School District to get demographics for their school impacts determination. Los Altos had no generation rate for multi-family housing; they agreed with using the Mountain View District demographics. These demographics applied to the proposed number of units showed that 70 students would be an adequate base number.

Gina Wulff, 136 Waverly Place, said that she agreed with the previous speaker and that the count of 70 students was very unrealistic as this kind of development (moderate-priced), combined with the fact that Los Altos is rated one of the best school districts in the Bay Area, would attract families. There is a great need to build another school to support this development. Also, children who have to ride buses to schools are cut out of after-school activities. She urged the Commission to take a realistic look at this problem.

Livia Dodds, 49 Showers Drive, No. N259, expressed shock at the proposal. Los Altos has four homes per square acre, and this proposal would not create a healthy environment. The City of Mountain View must limit its overcrowding. Traffic is already intolerable. We should upgrade the Old Mill as it exists today.

Laurie D'Alessandro from Safeway Stores, 47400 Kato Road, Fremont, speaking for the store at 2580 California Street and the owner of the property, Ron Marazzo, stated they had not been contacted by the developer and were concerned about the impact of this development on customer parking for the Safeway store. She also expressed concern over any rights of expansion that the Safeway store may have. She further stated there are reciprocal agreements and covenants between Safeway's and the Old Mill site.

Curt Thiem, 238 Hamilton Avenue, Mountain View, said he felt the development looked fine and he agreed with the multi-family development idea, but he was concerned with the density and also expressed concern over Safeway's parking and felt that the higher density would change the good quality of life in that area. He figured that the higher density would give the developers a \$200 million profit and felt that the developer should be able to settle for a \$100 million profit and still be okay.

David Silverman of Adams-Broadwell, Attorneys-At-Law, representing the Building Trades Union, expressed his concerns over the development in written comments which had previously been submitted. He had no additional comments. The developer had called him, and they will be meeting.

A Commissioner asked Mr. Silverman why the comments of the Union were so negative. It would be his understanding that the Building Trades Union should be in favor of development, and he could not understand why they would be against development of the site. Mr. Silverman's only response was that union workers do the best work.

Shirley Lipton, 49 Showers Drive, asked if the new project on Latham Street and Ortega Avenue was considered a high-density project. The combination of that project and this proposal for the Old Mill will have a huge impact on the environment, especially water and traffic.

David Lipton, 49 Showers Drive, took issue with the General Plan statement that the City character should be preserved by limiting density to certain neighborhoods. He said he lived in a neighborhood singled out for density, and he feels that density should be spread out; otherwise, the City would be creating ghettos.

Dr. Lewis Johnson, 49 Showers Drive, stated that he was in the mental health field, and he protested this development in the name of sanity. He felt that the development of the Old Mill property would be the rape of a beautiful spot, and he appealed to the Commission's common sense.

Chairman SCHERBER closed the public input portion of the public hearing.

Mr. Percy told the Commission to remember that even though there is a specific development in the proposal, the focus of the Commission should be on the broad range of objectives. The purpose of the General Plan and Precise Plan amendment before the Commission is to create the correct framework for the future design of a project. He urged them and to concentrate on establishing the proper guidelines in the General Plan amendment and the Precise Plan to achieve the broad outlook.

Questions and concerns of the Commission regarding the public input centered on the following points:

- A Commissioner expressed concern that this really did not reflect the true character of Mountain View, and he did not feel he was ready to refer this back to staff for refinement of details as proposed in the staff report.
- Another Commissioner also expressed concern that he was not ready to vote and that this question of a high-rise building is really philosophical.

- Another Commissioner asked what hypothetically could be built out if the current zoning were retained. Ms. Gould answered that the current retail would remain, 100,000 square feet of office could be added, a 250-room hotel could be added with deck and surface parking. There is no height limit in the existing Precise Plan.

After some discussion, the conclusion reached by the Commission was that they could not decide on this issue at this meeting. The Commissioners felt that several legitimate questions had been raised by the public: the school question, the Safeway parking, the water resource impact and the density level. Commissioners agreed that while the City needs this type of housing, there is a concern of neighborhood character, street access and the transit question. The largest issue is density. All Commissioners agreed that a tour of sites comparable to what is being proposed is needed. This tour should be done before this item is referred back to staff.

Motion:

M/S WRIGHT/KLEITMAN

Passed 7-0

Schedule a tour and get the density issues resolved before proceeding with this question.

After some discussion, it was agreed that the staff would arrange a date.

Motion:

M/S WRIGHT/SCHURZ

Passed 7-0

Continue consideration of the Old Mill site to the meeting of June 19, 1991.

*Copies to Council, CM, CA, PCDD*

RECEIVED  
CITY OF MOUNTAIN VIEW

216 Thompson Square  
Mountain View, CA 94043  
September 17, 1991

91 SEP 23 10:16

OFFICE OF  
CITY CLERK

Mountain View City Council  
P.O. Box 7540  
Mountain View, CA 94039-7540

To Whom It May Concern:

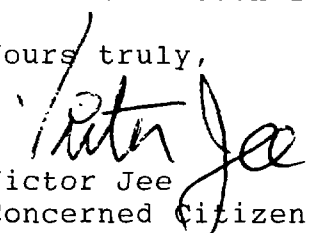
I would like to express my concerns about the possible construction of high density housing at the present Old Mill shopping center site. I am opposed to this project because after living in the Monta Loma neighborhood for the past seven years, I have a growing concern about the over saturation for this north Mountain View area.

My observation of the traffic patterns on the roadways, Central Expressway, Rengstorff Avenue, California Avenue, San Antonio Avenue and Middlefield Road have worried me. The fact is that 90% of all vehicles on these streets, especially Central Expressway, drive 10 to 30 mph above the posted speed limits.

I am also very concerned about the impact upon city services, water conservation, social services, increase in crime and taxes, added pollution and general affect upon the area's quality of life.

I am not opposed to progress but I feel a high density housing project is not the optimum one for this area. I urge you to reconsider your ideas, even if it upsets a few timetables. I do support the construction of a new train station across from the site. I feel it will be beneficial even if there are some negative efforts.

Yours truly,

  
Victor Jee  
Concerned Citizen



## Midpeninsula Citizens for Fair Housing

457 KINGSLEY AVENUE

(415) 327-1718

PALO ALTO, CA 94301

Mayor Takahara and City Council  
City of Mountain View  
P.O. Box 10  
Mountain View, CA 94042

September 9, 1991

Dear Councilmembers,

The City of Mountain View has a good record of supporting the work of non-profit developers who have produced a variety of attractive and comfortable housing affordable to people of modest means. In the instance of the plans for the Old Mill site, you are fortunate in having a for-profit developer who has offered to provide up to 10% of his units at below market prices.

The Mountain View Council, having worked with other developers of affordable housing, is experienced enough to know that below market rate apartments are substantially of the same high quality as the market rate units offered and are no different in appearance. The only difference would be that they would be more likely to be bought by the citizens of Mountain View that the city needs - teachers, fire fighters, police officers, and others earning less than \$57,700 for a family of four.

In Mountain View's admirable Housing Element of the General Plan, it is reported that by 1995, another 160 units need to be built for moderate income families. Here is the opportunity to provide 70 of those in this forward thinking project.

We ask you to include the 10% below market rate apartments originally proposed for the Old Mill precise plan.

Sincerely,

Beverly Lawrence  
Executive Director

RECEIVED AT THE COUNCIL MEETING 9/10/91



*ALL COUNCIL RECEIVED*

Janet Long  
168 Thompson Ave  
MV, CA 94043  
(415)961-5892

Sept. 10, 1991

Dear City Councilmembers:

Please vote no on the proposed residential development at the Old Mill site. Please support balanced growth in all regions of the city rather than overdeveloping one area (North Mtn. View) until the quality of life is seriously undermined.

Reasons.

=====

1. North MV already has enough high-density housing! Assuming MV needs more housing, will North MV be sacrificed to overcrowding so the rest of MV does not have to change?
2. The San Antonio planning area has only 4.36 square feet of open space per resident as compared to 470.45 square feet per resident of the Grant planning area. (These numbers exclude both Kengstorff and Cuesta Parks as they are citywide parks.) Please review my memo of April 24, 1991 for a complete analysis of open space by planning area.
3. We do not need more residents to use the planned train station. Between the San Antonio and Thompson planning areas there are 12000 residents, several thousand within close walking distance. When the train goes where people want to go, when they want to go, they will use the station. We do not need more residents near the train, there are plenty already. If you need high-density near trains, you already have it!
4. This is not a desirable location for housing! Especially "high-quantity" housing. It is next to the train station, Central Exp, nestled into the armpit of the unsightly San Antonio overpass, and plagued by circuitous and difficult access roads. The noise levels "cannot be brought down to acceptable MV standards outside" to quote the MV Planning Dept. and the developer has already cautioned at EPC hearings that even though materials for interior noise abatement exist, they would be too costly to use in this development.
5. This will not be affordable housing either! The prices quoted have been similar to single family homes in the Thompson area for shared wall structures. No one who cannot afford a home now will be able to buy one of these.
6. We are overbuilding the site leaving no options for future growth or changes. Over 700 housing units, a new train station with parking for 200, and next door a renovation of the San Antonio Shopping Center. Three major concurrent projects with a combined impact that is unknown in an area with intersections already at E and F traffic loads. Nearby local train stations all use more than 200 spaces daily and have from 250

*RECEIVED AT THE MEETING ON 9/10/91*

to 364 spaces available. Where will all the cars go? See my memo of April 24, 1991 for more development of the train parking data.

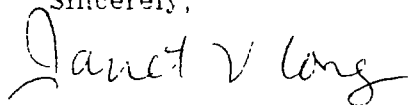
6. The planned use must be compared to the current use not the approved use to evaluate the impact. Current use is zero! This development will have a major impact on the area. The approved use of a large hotel etc. is just the boogie man being used to try to scare the city and local residents into allowing this project.

7. This project cannot be compared to Park Place downtown. It has been subtly brought up as a model however this new project will be very different. Park Place is sitting on a major new park, quite set back from the road and across the street from another park and the library. It is near the city center and new city facilities, not nestled into a major expressway and most crowded area of the city. There is no comparison between the two projects.

Please consider these areas and vote no to rezoning this site. The density is too high and North Mtn. View is overdeveloped already. Please help us improve North Mtn. View rather than sacrificing our part of town so no where else has to change to absorb continued growth. I really believe North Mtn. view has done its part in high-density housing and it is time to look to South Mtn. View in particular where there is excess road capacity, shopping, services, large lot sizes and open space to fill the need for additional housing if it is so needed.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Janet V Long".

Janet Long

ALL COUNCIL RECEIVED

5.1

September 10, 1991

Mayor Art Takahara &  
Members of the City Council  
City of Mountain View  
City Hall  
Mountain View, CA 94041

**Re: Public Hearing/Old Mill Precise Plan**

Dear Mayor Takahara and Members of the City Council:

I would like to ask that you kindly carry over the Public Hearing dealing with the Old Mill Precise Plan to a future meeting. I have had no time whatsoever to look at the staff report since it became publicly available and am only superficially acquainted with its contents. Such an important land use decision requires the full attention of the city's citizens which unfortunately, in my case, I was unable to give due to other commitments some of which included writing a script for "Before the Council," hosting/producing "BTC," a short visit to the Mtn. View Art & Wine Festival, plus four hours in my office Sunday, and last by not least, attendance at the North of Bayshore Committee meeting last night. Even for those of us who are truly committed to our city, there are limits!

I would so appreciate it if you would please extend the opportunity for public comment to another meeting.

Sincerely,



Cecilia J. Keehan  
967-5587

RECEIVED AT THE MEETING ON 9/10/91

ALL COUNCIL RECEIVED

5.1

325 Chatham Way  
Mountain View, CA 94040  
September 10, 1991

Mayor Art Takahara/  
& City Council Members  
Mountain View, CA

Dear Mayor Takahara and Members of the City Council:

Matt and I would like to attend tonight's City Council meeting to speak on the proposed new California/Showers Precise Plan. However, in Matt's case this is impossible as he is in Washington, D.C. and I have had several other commitments which have prevented me from reading the Staff Report. (As you may know, besides maintaining an interest in the North of Bayshore area - I attended last night's meeting - I am also president of *The American Association of University Women* as well as *The Morning Forum of Los Altos*.) Despite the fact that we both try to be good Mountain View citizens, real life sometimes interferes!

Would you please consider opening the Public Hearing as I know you must, and after taking public comment, keeping it open for another meeting so that those of us who wish to speak will be given the opportunity to do so? This is often done and I hope you will seek the widest possible citizen input before taking action on this important matter.

Yours very truly,

*Marcia Allen*

Marcia Allen  
Matt Allen

RECEIVED AT THE MEETING ON 9/10/91

*All Council received; Copies to CM, CA, PEDD, M. Percy 5.1*

MARK N AARONSON  
THOMAS R ADAMS  
ANN BROADWELL  
DANIEL L CARDOZO  
MARC D JOSEPH  
JANIS A LAROCHE  
  
OF COUNSEL  
CARL L McCONNELL  
PACKARD, MELLBERG  
& McCONNELL

ADAMS & BROADWELL

A PROFESSIONAL CORPORATION

ATTORNEYS AT LAW

P O BOX 5049

1875 SOUTH GRANT STREET, SUITE 600

SAN MATEO, CALIFORNIA 94402

TELEPHONE  
(415) 573-1660

FACSIMILE  
(415) 573-5559



September 9, 1991

VIA FEDERAL EXPRESS

Mayor Arthur Takahara  
and Members of the City Council  
Office of the City Clerk  
500 Castro Street, P.O. Box 7540  
Mountain View, CA 94039-7540

RECEIVED  
CITY OF MOUNTAIN VIEW  
91 SEP 10 AM 11:11  
OFFICE OF  
CITY CLERK

Re: Old Mill Precise Plan - September 10, 1991 Hearing

Dear Mayor Takahara and Council Members:

This letter is written on behalf of the Santa Clara and San Benito Counties Building and Construction Trades Council ("Council"). The Council submitted extensive comments on the Draft Environmental Impact Report ("Draft EIR") for the Old Mill project on April 18, 1991, and appeared before the Planning Commission on April 24, 1991, regarding the project. The Council also submitted written comments on the Final EIR and July 2, 1991, Second Amendment to the DEIR on July 10, 1991.

In responding to the Council's comments, the City's environmental consultant has significantly expanded the analysis and evaluation of the potential impacts of the project and has further developed and refined the recommended mitigation and monitoring program. For example, the Final EIR included substantial revisions in the Draft EIR text to expand the discussion and analysis of potential impacts from hazardous materials contamination (P. 12 and P. 29), drought impacts and mitigation (P. 17), traffic impacts and associated air emissions (P. 19), energy impacts and mitigation measures (P. 19), cumulative water and sanitary sewer impacts (P. 23), school impacts (P. 24), fiscal impacts (P. 26), noise impacts and mitigation measures (P. 34) and construction-related air emissions (P.37).

The July 2, 1991, Second Amendment to the DEIR included additional discussion of the potential noise impact issues raised in the Council's comments. (See Second Amendment, p. 2.) The Second Amendment also contained specific changes in the proposed mitigation of noise impacts to address concerns identified by the Council, including imposing a requirement that a detailed noise analysis be prepared at the development approval stage to

determine the specific construction features necessary to reduce interior noise to acceptable levels. The mandatory study requirement replaced the permissive language included in the Draft and Final EIRs.

The Council has been particularly concerned about the potential hazards from the soil and groundwater contamination found at the project site to the construction workers who will be building the project. The Draft and Final EIRs included a mitigation measure requiring completion of hazardous waste clean-up prior to the issuance of building permits for the project. (Draft EIR, pp. 25-26 and Final EIR, p. 56.) However, the Second Amendment to the DEIR revised this proposed mitigation measure without explanation to require clean-up prior to occupancy of the site. (Second Amendment, p. ii.)

The Council's July 10, 1991, letter commenting on the Final EIR and Second Amendment expressed concerns about the effect of the revised mitigation proposal on the protection of workers during the construction of the project. The Third Amendment to the DEIR provided further responses to the Council's comments and again revised the hazardous materials mitigation without any explanation for the revisions. The revisions deleted the requirement for clean-up prior to occupancy and now simply requires compliance with applicable regulations.

In the typical case, the development and design of necessary mitigation measures becomes more specific and refined as the environmental review process progresses. In this case, however, the proposed hazardous materials mitigation has become more general and less detailed. Because of a concern that the proposed mitigation measure would not assure adequate worker protection, the Council negotiated an agreement directly with the Applicant to address the issue of hazardous material remediation. The parties have reached final agreement on the terms of the worker safety measures to be undertaken with respect to the project. The agreement is currently being executed and is attached as Exhibit A.

Under the terms of the agreement, the Plymouth Group agrees that all measures required by law to protect construction workers, including the provision of protective clothing, will be provided to workers performing the site clean-up work. The Plymouth Group also agrees to require that all contractors and sub-contractors agree with and implement these legal requirements as a condition of their contracts. The agreement also requires that prior to the issuance of building permits for any phase of the project, the Plymouth Group will obtain and comply with all regulatory approvals required prior to the commencement of

Mayor Arthur Takahara  
September 9, 1991  
Page 3

construction for that phase of the project. Finally, the agreement requires that the Plymouth Group provide information regarding its building and construction plans to all agencies required by law to review or approve the remediation plan should a remediation plan be approved which permits construction prior to completion of the plan. This will enable the regulatory agencies to develop a plan which adequately protects construction workers present on the site. The agreement is also made binding on any successors and assigns of the Plymouth Group.

The substantial additional analysis and evaluation of impacts performed in response to the Council's comments, and the corresponding revisions in the proposed mitigation measures made as a result of this additional analysis, address the most significant concerns raised by the Council regarding the adequacy of the environmental assessment of the project. The Council also believes that the additional analysis and information provided in response to its comments, and the revisions made to the EIR, provide the public and the City with a much improved record upon which to base decisions regarding the project.

On the basis of the revisions to the EIR and the agreement with the Plymouth Group regarding the protection of construction workers from exposure to hazardous materials, the Council would not object to approval of the General Plan and Old Mill Precise Plan amendments, or to certification of the EIR.

The Council wishes to thank the City of Mountain View for this opportunity to participate in the City's consideration of the Old Mill Project.

Sincerely,

A handwritten signature in black ink, appearing to read "Daniel L. Cardozo", is written over a horizontal line.

Daniel L. Cardozo

cc: City Clerk  
Walter Cohen, Planning Director  
Chris Wuthmann, Plymouth Group  
John Neece

**AGREEMENT FOR THE PROTECTION OF WORKERS**

**OLD MILL PROJECT**

**MOUNTAIN VIEW, CALIFORNIA**

The Plymouth Group and the Santa Clara and San Benito Counties Building and Construction Trades Council ("Council") hereby enter into this Agreement in order to address concerns raised by the Council with regard to the potential hazards to workers engaged in the construction of the proposed Old Mill Project resulting from the presence of contaminated soil and groundwater at the project site identified in the Environmental Impact Report on the project. This Agreement shall be binding upon the Plymouth Group and its successors and assigns.

The Plymouth Group hereby agrees that all measures required by law to protect construction workers, including the provision of protective clothing, will be afforded construction workers performing work which may expose them to hazardous materials in the soil and groundwater at the project site during construction. The Plymouth Group additionally agrees to require all contractors and sub-contractors to agree with and implement such legal requirement(s) as a condition of their contracts.

The Plymouth Group hereby agrees that prior to the issuance of building permits for the construction of any phase of the project, it will obtain and comply with all regulatory approvals and requirements required by law prior to commencement of



construction for the portion of the site that is the subject of that phase of the project.

The Plymouth Group hereby agrees that should a remediation plan be approved which permits construction on the site prior to completion of the remediation plan, it will provide information regarding its building and construction plans to all agencies required by law to review or approve the remediation plan in order to ensure that the plan adequately protects construction workers who will be present on the site.

In witness whereof, the parties have caused this Agreement to be executed and effective as of \_\_\_\_\_, 1991.

SANTA CLARA & SAN BENITO  
COUNTIES BUILDING &  
CONSTRUCTION TRADES COUNCIL

PLYMOUTH GROUP

By: \_\_\_\_\_  
John E. Neece

By: \_\_\_\_\_

Its: Business Manager

Its:

Copies to Council, CM, CA, PCDD, M. Percy 9/9/91

5.1

Dear Mt View City Council Members-

I want to voice my concern over the development of the Old Mill Complex. I feel that the size of the planned development is too large. With 700 condominium units and office space this will create tremendous traffic problems in the area. The space available at the Old Mill is appropriate for multi use - office/shop/condominium on a smaller scale say 300 units or less.

Sincerely,

Lisa Moulthrop  
838 Sevely Dr  
Mt View CA  
94041

*Copies to Council, CM, CA, PCDD, M. Rucy*

2467 Betlo Ave.  
Mountain View, CA  
94043

5.1

RECEIVED

CITY OF MOUNTAIN VIEW

Sept. 9, 1991

City of Mountain View  
500 Castro St.  
Mountain View, CA  
91 SEP 10 83:52

Dear ~~Council~~ OFFICE OF  
CITY CLERK

I strongly oppose the Old Mill Precise Plan Amendment. The following issues have not been resolved by the planning Commission's and city staff.

To keep open the legal challenges to the issues and objections, I am submitting the following items for your consideration and information:

1. Traffic is now backing up on San Antonio Ave. (California to Nita & Middlefield to Nita) and an additional 10 auto trips per household will add over 7000 auto trips to the area per day.
2. Multi story parking garages at the San Antonio Shopping Center will further congest and overload Showers Drive and the San Antonio overpass.
3. The train station will add traffic and parking problems while the residents' projected use of transit is grossly exaggerated.
4. Smog levels will increase. Pollution in the area is not measured for still air conditions by the nearest air pollution station at Cuesta Park.
5. School population will increase beyond the L.A. district's available space.
6. High school population in the future will exceed available space. (The class sizes are now turning upward drastically. Apartments have replaced the old Mountain View High School site and there is no land available to build a new school.)
7. Crime, drugs, gangs, and other problems of high density sites have not been addressed for future conditions. (The city was unable to keep trees alive on the site during the last year of the Old Mill. How can the city manage people problems?)
8. Water shortages, sewer overload, roadway congestion, waste disposal problems and other impacts caused by this development and coupled with other developments in the region will result.
9. Disaster management required for an earth quake caused fire in a dense complex (with out functioning water mains) is increased.

The project will provide little benefit to the present citizens. The broadened tax base will go for an expanded city staff to manage new project-created problems. It will become a problem area in the future to the entire city and especially to the citizens who live in the surrounding the high density area.

Sincerely,

*G. Baumgartner*  
G. Baumgartner

*Copier to Council, CM, CA, PCDD, M. Percy*

5.1

September 7, 1991

Dear City Councilmembers:

I urge you to reconsider the proposed Old Mill Precise Plan. In many ways it will add beauty to Mountain View, by cleaning up and modernizing the abandoned Old Mill area. Unfortunately, there is one aspect of the plan that will drastically deteriorate the quality of residential life in north Mountain View: the high density.

By allowing 50-70 units per acre you will be contributing to

\*traffic congestion

\*school overcrowding

\*overuse of water & sewers

and many other deleterious effects which result from high-density housing.

Why not accept the plan, but lower the residential density? High density benefits only developers and landlords, not each residential citizen of Mountain View.

Please help out those of us whose lives will be worsened by living next door to a crowded housing project.

Please lower the residential density of the Old Mill Plan.

Thank you for your time.

Sincerely yours,

*Martha Elderon*

Martha Elderon  
2482 Dell Ave.  
Mtn. View, CA 94043

RECEIVED  
CITY OF MOUNTAIN VIEW

'91 SEP -9 AM 10:53

OFFICE OF  
CITY CLERK

ALL COUNCIL RECEIVED, CM, CA, P&CDD

5.1

RECEIVED  
CITY OF MOUNTAIN VIEW

238 Hamilton Avenue  
Mountain View, CA 94043  
September 6, 1991

91 SEP -6 P1:55

OFFICE OF  
CITY CLERK

City Council  
City of Mountain View  
P.O. Box 7540  
Mountain View, CA 94039

Subject: Please Oppose the Old Mill Precise Plan

Dear City Councilpersons:

As a resident of Mountain View and its Monta Loma neighborhood, I wish to voice my STRONG OPPOSITION TO THE OLD MILL PRECISE PLAN that you will consider on September 10, 1991. This plan threatens Mountain View's future well-being and is inconsistent with the character of the city. PLEASE DO NOT APPROVE THIS PLAN. INSTEAD, PLEASE LOWER THE DENSITY SUBSTANTIALLY.

The proposed density is the root of my concern. Residential development is fine; 50+ units per net acre is NOT. Such density is not consistent with the suburban character of the city and surrounding area. The Monta Loma neighborhood has a density of eight (8) units per net area and is immediately adjacent to the Old Mill, just across Central Expressway.

The plan's traffic impact IS significant. The Environmental Impact Report's claim to the contrary is not credible. The affected intersections are now at E and F levels of service. Continually allowing additional 1% impacts has a compounding negative effect. We need to mitigate the already unacceptable situation, not exacerbate it. To say that the existing traffic problem is a regional issue is not acceptable. Also, related to traffic, how can we talk about creating a "high-quality project" when, at the same time, the Central Expressway ramps at San Antonio are supported by wooden props?

The plan raises safety issues. It proposes an underground parking garage. How will this be policed? How many auto break-ins will occur? How many people may be robbed or mugged?

Even though the name of our city is Mountain View, this plan allows further obstruction of our mountain views. With each high-rise that is allowed to be built, a bit more of the mountain view is obscured forever. Already, three or four 12-story buildings are approved along El Camino Real in our part of the city. Each takes away yet another piece of our mountain view.

Lastly, your approval of this Precise Plan will erode support for the city's water conservation measures. This city's (current) residents are being told to let their lawns, trees, and plants wither, to bathe less regularly and less enjoyably, and to avoid flushing their toilets. Why? So that projects may be built that will only further erode the quality of their already compromised way of life?

Mountain View is a beautiful place to live. We all want it to still be beautiful in fifteen to twenty years, and so, to this end, I ask you to OPPOSE THE PRECISE PLAN as currently proposed.

Thank you for hearing my concerns.

Sincerely,

A handwritten signature in cursive script, appearing to read "Curt G. Thiem", with a long horizontal flourish extending to the right.

Curt G. Thiem

Cc: Monta Loma Neighborhood Association Executive Board

# WARE & FREIDENRICH

a professional corporation

Attorneys at Law

400 Hamilton Avenue  
Palo Alto  
California 94301-1825  
(415) 328 6561

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(415) 327-3699  
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Voice Mail  
(415) 328 1983

September 5, 1991

P0468-900700

**BY MESSENGER**

Mountain View City Council  
CITY OF MOUNTAIN VIEW  
500 Castro Street  
Mountain View, CA 94309-7540

**RE: Response to Opposition to Environmental Impact Report ("EIR"):  
Old Mill Area Precise Plan Amendment ("Project")**

**TO THE HONORABLE MAYOR AND COUNCILMEMBERS:**

This letter is intended to summarize and respond to the issues raised in correspondence opposing certification of the Project EIR. The following summary includes those arguments submitted by attorneys representing the Santa Clara and San Benito Building and Construction Council ("Union") and the Los Altos School District ("LASD").

On behalf of my client, the Plymouth Group, owner of the Old Mill Specialty Center and the applicant for Project approvals, we believe that the following legal issues have been fully addressed in the structure and content of the EIR, and that the Final EIR is complete, objective and capable of certification pursuant to the California Environmental Quality Act ("CEQA"), as was recommended by the Mountain View Planning Commission.

**ISSUES SUMMARY**

1. **Worker Safety.** The Union alleges that the proposed Mitigation Plan could affect worker safety, basing its comment on an "unexplained" staff clarification of a portion of the Final EIR dealing with hazardous materials removal.

The clarification that appeared in the Final EIR resulted from a more complete explanation by the Regional Water Quality Control Board ("Board") of their regulatory authority and practices. The Board is not empowered to, and does not in fact, "approve completion of the

MOUNTAIN VIEW CITY COUNCIL

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hazardous materials cleanup program prior to issuance of building permits." Instead, the Board's own explanation of its role is set forth in the Final EIR. The Board necessarily will approve a removal program and methodology before removal begins, and the removal work will be completed quickly for some materials and more slowly for others. The Board's direct involvement ends upon approval of the cleanup methods to be used.

The EIR's Mitigation Plan proposes that the City of Mountain View ("City") help enforce compliance with the approved cleanup program by withholding occupancy permits as an additional means of ensuring that existing state and federal regulatory requirements are met. This enforcement policy is completely optional for the City, and is not legally required. While the Union wants the EIR to commit to additional actions that the City could take to guarantee worker safety, the City is free to rely entirely or partially upon existing independent state and federal occupational safety and hazardous materials regulations, such as the federal and state OSHA programs, etc. The Mitigation Plan nevertheless fully complies with CEQA on this issue.

2. Completeness of Final EIR Response. The Union complained that the Final EIR did not respond fully or completely enough to Union comments received during the Public Review period.

The final EIR goes to great lengths to set forth the detailed comments received from all of those who commented during the public review period. The final EIR text devoted to summarizing and responding to the comments submitted by the Union alone occupies thirty-two (32) pages of the Final EIR, and the Union's twenty-six (26) page comment letter is included in its entirety. The revisions to the EIR text that were prompted partly by citizen input totalled twenty-three (23) pages. There can be no serious issue of whether the responses were complete and conscientious. The responses greatly exceeded minimum CEQA requirements.

The Union's complaint that its separate technical consultant analysis must be included in the Final EIR document as well is without legal merit. CEQA Guidelines give the City broad discretion to incorporate lengthy materials by reference, noting where they can be reviewed by the public. See Guidelines Sections 15132, 15143, 15145, 15146, 15147, and 15148. This "judgment call" by the City is not only sound legally, but it makes particular sense where, as here, the Union's own correspondence already incorporates the full text of the technical analysis and fully summarizes main points, as does the Final EIR itself.

The Union further characterizes the EIR's responses to comments as "cursory" or "conclusory". The only responses that could be considered cursory are those which address the lengthy legal arguments and broad public policy proposals contained in the Union's comment letter. The statutory purpose of the EIR is not to debate legalities, or even statewide policy issues such as agricultural water supplies or employment trends, but rather to provide the public with a full factual



picture of the Project's potential environmental effects. See Guidelines Sections 15088(b), 15151. The Final EIR fully accomplishes this purpose.

3. Completeness of EIR. The Union asserts that the EIR is incomplete because it defers analysis of some subjects, such as excavation for buildings, interior noise levels, etc., until actual site plans and building plans are submitted.

The process criticized by the Union is not a legal defect at all, but rather is the well-accepted CEQA concept of the "Program EIR." The CEQA Guidelines encourage agencies to use program EIR's in circumstances involving implementation of a series of related land use decisions. See Guidelines Section 15168. The original EIR addresses the anticipated range of environmental issues raised by broad policy options, and avoids speculation, wasted time and duplicated effort by analyzing later decisions in the series only when they have been posed in concrete terms. See Guidelines Section 15168(d)(3). Subsequent EIR's and negative declarations can incorporate by reference the materials from the program EIR that analyze regional influences, secondary effects, cumulative impacts, broad alternatives and other factors.

The EIR in this instance contains a full treatment of on-site alternative development scenarios, alternative locations elsewhere for similar residential projects, cumulative traffic and similar "regional" issues. It does not, since it cannot credibly, analyze architectural details, placement of structures in precise locations, interior habitability issues or construction and excavation details. Those smaller-scale physical details are not part of the City's anticipated Project approvals at this stage, and they await City decisions on the broad land use policies to be carried out by the Project. As soon as the City settles these general issues by adopting the Precise Plan Amendment, the property owner can prepare and submit a site design for further analysis.

The Union's reliance on the case of Sundstrom v. County of Mendocino (1988) 202 Cal Apt 3rd 296, 248 Cal Rptr 352, is inappropriate. In that case, the County completed a negative declaration, presuming without adequate analysis that no significant environmental effects would result from construction of a wastewater treatment facility,, and relying on a future study to validate that presumption. In the present instance, the EIR contains a full and objective appraisal of all environmental effects of the proposed Precise Plan Amendment and several alternatives to it. The City simply is not yet capable of analyzing precise building locations, foundation excavations, architectural details and similar issues that must await preparation and submittal of actual development plans. The City here does not presume that there will be no environmental issues raised by site development plans when they are proposed, as was the problem in Sundstrom. Instead, the City legitimately defers analysis of those issues until the facts to be analyzed have been presented. The City clearly intends, as it must, to complete environmental assessments of subsequent approvals in its sequence of "program" decisions that implement the proposed precise Plan Amendment. This is fully consistent with the use of a program EIR, and fully consistent with

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the concept envisioned and used routinely under the CEQA authorities cited above. If after analysis no potentially significant environmental effects can be anticipated, a negative declaration would be a sufficient level of formality on which to base a subsequent approval. On the other hand, if potentially significant environmental effects can be identified, subsequent environmental studies would be undertaken.

4. Air Quality. The Union asserts, without any factual support, that Project traffic increases will worsen air quality levels, both in the immediate vicinity and generally within the Bay Area Air Quality Management District ("BAAQMD").

The EIR plainly states the traffic levels that are projected to result from the Project, and compares those levels both to current traffic counts and to the baseline levels of traffic that the existing Old Mill Specialty Center can be expected to generate. The EIR does not commit the error complained of in Kings County Farm Bureau v. Hanford (1990), 221 Cal App 3d 692, 270 Cal Rptr 650. Instead, it explicitly addresses "whether any additional amounts of precursor emissions should be considered significant in these circumstances"; the test posed by the Hanford court. As noted in the EIR, the project's effect on nearby intersections' air quality will be negligible because by 1995 average per-vehicle source emissions will have decreased as much as the total increase in Project traffic. The Project's regional ROG, NOX and PM-10 emissions are considered insignificant in the EIR because they are well below the accepted standards of significance used by the BAAQMD, the agency with enforcement and monitoring jurisdiction. If the Union has some objection to use of these industry-wide standards of significance, it should say so. The objections raised, however, do not address the actual reasons for considering air quality impacts to be insignificant.

The Union's assertion that federal ozone precursor and PM-10 standards are exceeded in Mountain View is inaccurate and is not factually supported, either by the EIR's data or by the Union's own technical consultant report (the Thomas Reid Associates letter dated April 17, 1991). The EIR's air quality analysis is complete, factual, and fully consistent with applicable legal interpretations of CEQA.

5. Alternatives. The Union complains that the EIR should have considered additional offsite alternative locations for the project, in addition to the three other sites and several alternative onsite land uses evaluated in the EIR.

Since theoretical alternatives could be endless, CEQA requires that a "rule of reason" must apply. Recent appellate opinions underscore this principle, authorizing cities to use existing general plan and zoning policy criteria to eliminate theoretical but infeasible or unattractive alternative offsite locations. See Citizens of Goleta Valley v. Board of Supervisors (1990) 276 Cal Rptr 410. The City's policy objectives, expressed in the Mountain View General Plan and zoning ordinances, eliminate from consideration most of the sites proposed by the Union. Physical

criteria, ownership, proximity to transportation hubs, location, surrounding uses, parcel shape and size eliminate the rest. Even if further sites could be identified, the EIR considers enough sites, in sufficient detail, to assure the public that the Project site was objectively compared against competing feasible alternatives.

6. Cumulative Impacts. The Union complains that the traffic analysis affects cumulative impact calculations. This point is refuted in Paragraph 9 below.

7. School Impacts. Both the Union and LASD raise lengthy objections to the EIR's analysis of impacts on school facilities. These objections, particularly those by LASD, are motivated not by any technical or legal merit, but rather by the LASD's apparent economic plight.

The LASD notes candidly that existing school facilities may well become oversubscribed by approximately 400 students by 1995, entirely disregarding students contributed by potential new residential developments within the district. The LASD admits that the recent trend is for families with school-age children to occupy the large, single-family housing stock comprising the Los Altos School District. The demographic reasons are evident; as the original occupants' children have matured and left the school system, a new generation of school-age families is occupying the large houses. Some years ago, when attendance had declined, LASD closed one of its school sites. That is an internal managerial decision that LASD may regret, but the district goes much further. The LASD has provided no budget for new school acquisition or operations, and is in a budget crisis irrespective of new residential projects within the district. Having failed to anticipate demographic trends and to balance its facilities with capacity needs, the LASD now wants the Old Mill residential development alone to fund the purchase and furnishing of an entire new school. The legalistic objections raised concerning the Project's EIR are no more than arguments toward this end. As noted below, these objections are unfounded.

The LASD and the Union complain that the EIR underestimates the number of students to be generated by the project. This allegation is factually unsupported, in the face of the full empirical study, additional staff survey, and conservative assumptions employed in the EIR. The facts simply show that compact, urban-style multi-family housing types, like the Project, generate far fewer students per dwelling unit than does the large, 1960's and '70's-style detached housing that predominates elsewhere in the Los Altos School District. The EIR solidly documents that finding, and the LASD and Union have not credibly contradicted the EIR's evidence with evidence of their own.

Based on the facts, the EIR calculates that the Project's statutory school impact fees alone would produce \$1,159,750 for the affected school districts, of which \$761,400 would go to LASD for new classrooms. The district simply wants more money. Its argument, however, is facially absurd. It complains that because the existing school sites physically have no space for three or four new classrooms, purchasing a complete new school site is the only solution.

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Somewhere among the many acres of school grounds, however, among all of the schools, the extra classrooms could be squeezed. The remaining arguments about how expensive Los Altos and Mountain View real estate is, and where a new school could be located, are off the point.

The critical fact remains that at most only 78 students would come from the Project. The only environmental impacts required to be addressed in the EIR are those pertaining to physical changes such as new construction, student traffic, etc. Based on the EIR's well documented and conservative student generation rates, the EIR has amply addressed the environmental impacts associated with construction of new classrooms. The rest of the LASD and Union arguments are political in nature, addressed not to compliance with CEQA, but to convincing the City to exact unfair and unjustifiable economic penalties from a new residential development for the sake of a short-sighted, economically improvident local agency. The real problem faced by LASD is stated in their objections; state school funding has been cut back, and operating costs have risen. However sympathetic its plight, the district has more managerial and economic resources than most school districts, and it cannot avoid solving its preexisting budget challenges simply by extorting millions from a badly needed housing development.

8. Visual Impacts. The Union objects to the potential visibility of the Project. This point is not a legal issue, but one addressed to the planning and policy discretion of the City Council in approving the Project. The EIR treatment of the issue at this stage is complete and factual. Further aesthetic and visibility discussion will be focussed upon the Project when a design has been prepared and submitted to the City for approval.

9. Traffic Impacts. The Union objects that the EIR's traffic analysis understates the Project's effect on local intersections. This objection is insupportable, both legally and factually.

The EIR based its methodology on the principle set forth in the case of Environmental Council v. County of El Dorado (1982), 131 Cal App 3d 350, 182 Cal Reprtr 317, the same case cited by the Union in opposition. El Dorado requires simply that EIR's compare conditions resulting from the project to existing facts and conditions, rather than to theoretical conditions that could exist if development was fully built out to exploit current land use regulations. The EIR here does compare Project effects to existing facts and conditions, by not ignoring the existence of the fully approved, built and occupiable Old Mill Specialty Center as a potential traffic generator. In El Dorado, the court disapproved a different problem; the practice of comparing the project to a hypothetical environmental "baseline" condition, which was inferred from maximum theoretical buildout under the zoning regulations, and which disregarded the actual structures, businesses and improvements on the site. This principle was further explained in the case of Benton, et al. v. Napa County, (1991) 226 Cal App. 3d 1467, 277 Cal Rptr 481, where the court allowed use of a zoning baseline when it was founded on a vested, approved land use entitlement, even though the approved new use (a winery) had not yet been built. The present instance has parallels to both the El Dorado and Benton cases. The Old Mill Center is built, approved, vested,

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partially occupied and capable of complete occupancy on short notice. As such it comprises part of the physical and legal "facts and conditions" that must be included in the environmental baseline. The EIR does not use hypothetical maximum general plan and zoning regulatory parameters as its baseline for traffic comparisons, as the Union alleges. Instead, the EIR recognizes, as was required in the El Dorado case, that the existing, lawfully used and partly occupied Old Mill Specialty Center, together with its parking areas, intersection improvements and similar physical characteristics, comprises a baseline of facts and conditions that cannot be ignored in calculating traffic conditions.

The existing buildings, fully approved, vested and capable of generating traffic, nevertheless would generate traffic well below the hypothetical maximum traffic potential for the site that is inferable from general plan and zoning regulations. The error committed in the El Dorado case therefore was not committed in this instance. The additional factor of variable occupancy levels was addressed conservatively in the EIR, and allowance was made for the likelihood of increased occupancies. Without the need for any discretionary City approvals, the site owners can lease all or any part of the unoccupied retail and other structures on short notice. The entire site therefore represents a substantial latent traffic generator capable of being activated at any time. The site's current low occupancy rate, even though protracted, is temporary and always subject to rapid change. As a matter of professional prudence, the City's consultants and staff concluded that presuming continued high vacancies indefinitely is empirically indefensible, and factored into baseline calculations an occupancy rate that more conservatively represents the site's actual current traffic generation potential. This approach, rather than evading the rule of El Dorado, exemplifies it, by taking account explicitly of the existing facts and conditions. The EIR contains all information required by CEQA, and the methodology used follows existing caselaw.

10. Noise Impacts. The Union complains that analysis of noise impacts, both inside the proposed residential units and nearby, should occur now. Such a study is obviously premature.

As noted above, the "project" studied by the EIR is a broad legislative effort to establish General Plan-level land use policies for the project site. Site design, location of driveways, parking, play areas, balconies and similar issues affecting exterior noise levels have not been proposed or designed. Detailed exterior noise level analysis, therefore, must be deferred until specific details exist that can be analyzed. Interior noise level analysis similarly must await design and specifications for the residential units. Since the present EIR is studying a change in land use regulations, and not a "development" in the sense of physical details, the caselaw cited by the Union does not apply and further analysis properly can be deferred to the appropriate design stage. See CEQA Guidelines § 15168.

11. General Plan Noise Element. The Union alleges that the Noise Element of the General Plan is inadequate. This subjective judgement is not supported by the facts.

**MOUNTAIN VIEW CITY COUNCIL**

**September 5, 1991**

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The Union's specific criticisms of the General Plan Noise Element are not new. The City staff previously had identified areas of the Noise Element that should be strengthened or updated to account for changes in the community and planning practices since the Noise Element and its incorporated Background Report were written. To characterize the Noise Element as legally inadequate, however, exaggerates the issue beyond credibility. The Union's criticisms, and the rebuttals to each, are summarized as follows:

a. The noise Element text, at Page 60, fully identifies the potential noise problems that should be the focus of noise reduction efforts; health and safety of employees in industrial areas, and peaceful enjoyment of residential properties.

b. Contrary to the Union's assertion, the text, also at Page 60, also describes, analyzes and quantifies current and projected noise levels, describes the freeways as the major noise source, and states in the Background Report that future noise projections should be equal to current levels, based on the similarity of future traffic volumes.

c. Caltrans noise is represented on the Noise Element contour maps, but since the levels shown represent long-term measurements, trains do not affect the CNEL or L10 noise contours, as is explained in the Background Report.

d. Aircraft noise is not separately identified as a noise problem because the City lies outside of the closest Moffett Field noise contours. As with trains, aircraft noise is a background noise represented in ambient sound measurements. References to Moffett Field sound contour maps are included in the Background Report.

e. Noise contour maps (showing CNEL and L-10 levels) are in fact used in the Noise Element (Page 60), and are further referred to in the Background Report. Use of incorporated materials is explicitly authorized by CEQA. The contour maps also show the site of the measurements taken.

f. The text of the Noise Element does include noise as a guiding criterion in land use decisions. At Pages 60,61, avoidance of "adverse effects on occupants" is stated to be necessary when determining land uses.

g. The policy guidelines governing noise mitigation are explicit in the City's Stationary Noise Ordinance, Building Code construction standards and in the text of the General Plan, and implicit in the policies embodied in recent land use approvals, applied on a case-by-case basis. The pending amendments to the Noise Element specify further concrete guidelines that render this criticism academic. In the meanwhile, the Noise Element poses no threat to the legal validity of the EIR or the Project approval.

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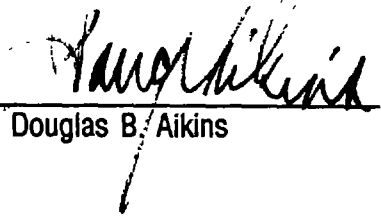
I hope that the foregoing comments provide the Council with useful information and additional perspective on the issues raised by Project opponents. On behalf of the Project owners, we have been constantly impressed by the professionalism and resourcefulness of the City staff and consultants charged with analysis of the Project. The issues listed above have been identified and critiqued independently long before being raised by opponents, and have been satisfactorily resolved. The remaining issues are not of this legalistic nature, but are straightforward land use policy matters properly entrusted to the Planning Commission and City Council's discretion.

If we may respond further to any questions that you have, please feel free to contact Mr. Scott Ward, Mr. Chris Wuthmann or me directly.

Respectfully submitted,

WARE & FREIDENRICH  
A Professional Corporation

By

  
Douglas B. Aikins

DBA:kc

cc: Mr. Scott Ward  
Mr. Christopher Wuthmann

5.1

COPIES TO COUNCIL, CM, CA, P4CDD, M. PERCY

2/5/91

City Clerk

RECEIVED

P.O. Box 1540 CITY OF SAN ANTONIO

Mt. View 24039 '91 31 -9 AIO:53

Re. Old Mill Pk OFFICE OF  
CITY CLERK

I have some serious concerns about the Plunkett Group proposal. These concerns include increased density, traffic, potential for crime & vandalism, noise, & inadequate services (e.g., safety already too crowded). In addition, a train station at Old Mill will also increase noise, & potential for crime & violence. Trains need to know their whistle at every stop, & that makes soundback louder. I am very worried about this proposal.

Jackie Hamilton  
47 Shovelers Trl, # 250  
Mt. View 24040



*COPIES TO COUNCIL, CM, CA, Percy CDD*

Craig M. Acosta  
49 Showers Drive  
Unit T-409  
Mountain View, CA 94040

RECEIVED  
CITY OF MOUNTAIN VIEW

'91 JUL 19 AM 11:10

July 14, 1991

OFFICE OF  
CITY CLERK

Mayor Art Takahara  
City of Mountain View  
500 Castro Street  
P.O. Box 7540  
Mountain View, CA 94039

Dear Mayor Takahara:

I believe it is time to write you again regarding my concerns over the development at the Old Mill Retail Complex in North Mountain View. I have spoken with Michael Percy regarding the progress of the development, and it appears as though the following is the direction the development will take:

- 40 units per acre
- At least 50% in three-story or less buildings
- No more than two six-story buildings
- Setbacks from the highway of 20 feet
- One acre of the development set aside for neighborhood use (probably a set of shops related to the train station)

I would like to address each point:

Although **40 units per acre** is reduced from the initial estimate, I believe any development over 30 units per acre is a mistake and yet another blight on the landscape of Mountain View. This is a real concern in our area where there are no open spaces.

The **height of the buildings** should be no taller than 4 stories throughout the entire development. Any buildings over this height will give the area a commercial/industrial feel and would again add more congestion and crowding in our neighborhood. And all parking for the complex must be housed under the buildings out of sight as has been done at Park Place.

The **setbacks from the highway** are inadequate. Twenty feet is no more than a curb and a small sidewalk. We need to feel as though there is some openness in the area. The setbacks should be no less than 30 feet - and ideally the setbacks should be 50 feet.

The **amount of space in the development for neighborhood use** is inadequate. The development will pump a large amount of cash into the parks and recreation fund. Michael Percy says this money has been earmarked for a park "in our neighborhood", which is

Mayor Art Takahara  
City of Mountain View  
Page 2

defined to extend from Escuela to the Palo Alto border from Central Expressway to El Camino. I cannot believe that the city would use the last open property in our area for a huge development and not insist on some space being set aside for park area adjacent to the development. It is essential that some open space be included in the development. The park needs to be near California and Showers Drive.

One additional piece of information was shared by Mr. Percy. Apparently the new railroad station at San Antonio Road will use the existing underpass from Showers to Central Expressway. You must fight with CalTrain and SamTrans that the underpass must demarcate the lower boundary of the station and the station must run up to San Antonio away from the residences at the Old Mill. The train station must be required to install noise abatement walls for the Old Mill and must have its own parking lot to get cars off the street on Showers Drive. If the train will not provide a parking lot, then Plymouth Development should build one as part of its development. Cars on the street will give the neighborhood a cheap, unsafe look.

I am not encouraged by the Plymouth Development Group. R and R has been a bad neighbor to the Old Mill Complex. They have let numerous plants and trees wither and die. They have allowed graffiti to remain on their buildings and tunnel. This has cheapened the look of our neighborhood. I am tired of explaining the miserable conditions of the medians and trees near the Old Mill. Apparently, Plymouth has been offered to clean up the medians as a goodwill gesture to the neighbors. They have chosen not to do so. The City has also chosen to let our medians and local trees and plants become unkempt and unsightly. I believe something should be done immediately - either R and R must hold up its end of the contract or the City must step in to make up for R and R's neglect.

I hope you will take the proper actions to make North Mountain View a fine place to live. Please remember my concerns when you must cast your vote on the development.

Sincerely,



Craig M. Acosta

cc: Michael J. Percy, Principal Planner  
Julie Barnes, Association Property Management

*Copies to Council, CM, CA, PCDD, M. Perry*

*5.1*

Diana Draper  
212 Lassen Ave.  
Mountain View 94043

Mountain View City Council  
P.O. Box 7540  
Mountain View, CA 94039-7540

Dear Councilmembers,

I am writing about the proposal to build a huge residential/office complex at the Old Mill site.

Although I support the concept of more housing clustered near mass transit, workplaces, and services, this project is much too large! The addition of offices, retail stores and 700 residential units WILL GREATLY INCREASE traffic, air pollution, and noise in that area.

I urge you to scale down the project to a maximum of half the proposed housing units. Congestion, air pollution, and noise do not make a good quality of life in Mountain View.

Thank you for considering my opinion.

*Diana Draper*

Diana Draper

5.1

# Number of births up dramatically

## California alone had 11% jump — ethnic, immigrant population cited

By Marilyn Lewis  
Mercury News Staff Writer

The number of births in the United States increased so dramatically in the first seven months of 1990 that even scientists and social planners who expected an increase are being caught by surprise.

"The magnitude of the increase is greater than we've seen in recent years," said Richard Klein, a statistician at the National Center for Health Statistics. Birth rates jumped 4 percent over the same period in 1989.

The birth rate rose 2 percent in 1989, which was considered quite an increase at the time.

Demographers are hard pressed to make sense of the jump, which was revealed in preliminary statistics from every region of the country, although not in every state.

Ronald Rindfuss, a South Carolina sociologist who specializes in fertility rates, suggested that childbearing at opposite ends of the mammoth baby-boom generation — women in their 20s, and in their late 30s and early 40s — may be

**"That is a striking increase. It sounds beyond belief."**

— Peter Morrison, demographic analyst

overlapping. At the same time as more women are deciding to have children, some women may be deciding to have more children.

It is impossible, demographers said, to know if this signals the start of a new trend.

The recent change, while impressive, does not approach the famous baby boom of 1946 to 1964. From 1945 to 1947, births jumped 30 or 35 percent.

"I don't think any demographers expect a sustained and dramatic baby boom of that magnitude," said demographer Michael Teitelbaum of the Alfred P. Sloan Institute in New Rochelle, N.Y.

At the height of the boom in the 1950s, women of child-bearing age bore an average of 3.7 children. Some say the average now is about

2.1 children.

Still, the jump in birth rate is the most stable since a postwar low in the mid-1970s.

In some states, such as California and Texas, the increase may be influenced, demographers say, by large and varied ethnic and immigrant populations, some with traditionally higher fertility than the U.S. population as a whole.

In Texas, births for the first seven months of 1990 were up 17 percent from 1989. In California, they were up 11 percent. That's fast, even for the fast-growing West.

But several social scientists said that differences in the fertility among ethnic groups can't account for startling increases in states with less dynamic populations.

✓ In Maryland, births were up

13 percent from 1989.

- ✓ In Michigan, 16 percent.
- ✓ In Connecticut, 10 percent.
- ✓ In Ohio, 6 percent.

"That is a striking increase. It sounds beyond belief," said Peter Morrison, a demographic analyst at the Rand Corp. "You don't see percentage increases like that in a one-year period. Maybe a three- or four-year period."

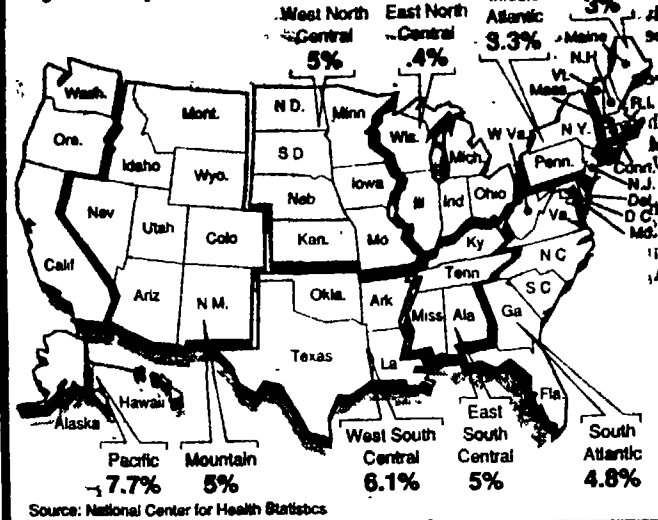
Like Morrison, other analysts said they wished they could get their hands on the accompanying details — the mothers' race, ethnicity, marital status, age and income — that could explain the change but won't be available from the health statistics center for another year and a half.

Rindfuss, of the University of South Carolina, said he has faith in the numbers. "My guess is, it's probably real," he said. "The NCHS has a very good reputation for many years... they tend to be accurate."

There can be — he and other demographers said — only two possible causes: either fertility

### Births climb

The number of births took off in all regions of the country in 1990. The map below shows the percentage increase by region in one year.



Ron Coddington — Mercury News

## Unexpected baby boom worries school planners

By Marilyn Lewis  
Mercury News Staff Writer

State predictions of births, used in planning schools, hospitals, roads and day care, are going to fall short this year. Way short. By an estimated 64,000 babies.

School planners rely on the state Department of Finance's Demographic Research Unit, which predicted 556,000 babies in 1990.

But the National Center for Health Statistics found that 310,000 children arrived in the first six months of 1990, with no reason to expect the rate would slow.

"That's horrible, if that's true," gasped Susie Lange, spokeswoman for Bill Honig, state superintendent of schools. "If that's true, that

could really be pretty disastrous for districts that are just cramming kids into cubbyholes as it is."

The new numbers will mean more overcrowding, more schools whose playgrounds have been given up to portables, and more schools running year round.

James Fulton, manager of the state educational demographics unit, said planners like him can only stand by and try to help as local districts try to cope.

"You look at some of these districts. ... It must be horrendously frustrating because the faster they build it seems like the faster the population grows."

The new figures just "compound the prob-

lem," said Duwayne Brooks, assistant state superintendent for school facilities planning. "In terms of our planning, we're \$6 billion in the hole already. ... There are people that, halfway serious, halfway facetiously, are talking about tents."

Dr. Gary Richwald, an authority on Los Angeles County's crisis in delivery services, predicted an increase in illness and in deaths among newborns and also in resulting lawsuits against the county.

Births in the county shot up 9 percent from 1989 to 1990. Richard was critical of the numbers supplied by the state. "Everybody wondered why the hell we could be so far off the mark."

rates have taken off; or more women are becoming parents.

It is unlikely, Rindfuss said, that lots of families suddenly have decided to have a lot more babies. So that leaves the behavior of baby boomers to explain the change.

The reproductive history of the baby boom generation mirrors the history of the postwar years. The group was born after a period of extremely low births in the Depression and World War II.

Because of its sheer size, any boomers' behavioral change has great impact.

When boomers first entered their 20s — traditionally prime childbearing years — the generation failed to fulfill its enormous reproductive potential.

These were the '70s, years of easily available birth control, of nationally legalized abortion and of new career opportunities for

women. And births dropped to a postwar low, despite the huge numbers of potential mothers.

Many boomers postponed childbearing. They waited longer and longer until it began to appear they would age into a post-reproductive period as a low-fertility generation.

Then, more change. In the 1980s, boomers began breaking records for babies born to women in their 30s and 40s.

Now, said Rindfuss, it is probably an amplification of that late-childbearing, coupled with younger mothers giving birth in their 20s, that helps explain the recent jump.

"In recent years," said Stephanie Ventura, a demographer with the National Center for Health Statistics, "most of the increases have been among older women. But they could not possibly be driving an increase of this magnitude."

# 1990 produces a baby boomlet

## Birth rate soars above all estimates

By Marilyn Lewis  
Mercury News Staff Writer

The number of births in the United States increased so dramatically in the first seven months of 1990 that even scientists and social planners who expected an increase are being caught by surprise.

"The magnitude of the increase is greater than we've seen in recent years," said Richard Klein, a statistician at the National Center

for Health Statistics. Birth rates jumped 4 percent over the same period in 1989.

The birth rate rose 2 percent in 1989, which was considered quite an increase at the time.

Demographers are hard pressed to make sense of the jump, which was revealed in preliminary statistics from every region of the country, although not in every state.

Ronald Rindfuss, a North Carolina sociologist who specializes in fertility rates, suggested that child-

*See BIRTH. Back Page*

SC

# Nation's baby rate takes off

## Social scientists surprised by sudden surge in fertility

BIRTH, from Page 1A

bearing at opposite ends of the mammoth baby-boom generation — women in their 20s, and in their late 30s and early 40s — may be overlapping. At the same time as more women are deciding to have children, some women may be deciding to have more children.

It is impossible, demographers said, to know if this signals the start of a new trend.

The recent change, while impressive, does not approach the famous baby boom of 1946 to 1964. From 1945 to 1947, births jumped 30 or 35 percent.

"I don't think any demographers expect a sustained and dramatic baby boom of that magnitude," said demographer Michael Teitelbaum of the Alfred P. Sloan Institute in New Rochelle, N.Y.

At the height of the boom in the

1960s, women of child-bearing age bore an average of 3.7 children. Some say the average now is about 2.1 children.

Still, the jump in birth rate is the most sizable since a postwar low in the mid-1970s.

In some states, such as California and Texas, the increase may be influenced, demographers say, by large and varied ethnic and immigrant populations, some with traditionally higher fertility than the U.S. population as a whole.

In Texas, births for the first seven months of 1990 were up 17 percent from 1989. In California, they were up 11 percent. That's fast,

even for the fast-growing West. But several social scientists said that differences in the fertility among ethnic groups can't account for startling increases in states with less dynamic populations:

- ✓ In Maryland, births were up 13 percent from 1989.
- ✓ In Michigan, 16 percent.
- ✓ In Connecticut, 10 percent.
- ✓ In Ohio, 6 percent.

"That is a striking increase. It sounds beyond belief," said Peter Morrison, a demographic analyst at the Rand Corp. "You don't see percentage increases like that in a one-year period. Maybe a three- or four-year period."

Like Morrison, other analysts said they wished they could get their hands on the accompanying details — the mothers' race, ethnicity, marital status, age and income — that could explain the change but won't be available from the health statistics center for another year and a half.

Rindfuss, of the University of South Carolina, said he has faith in the numbers. "My guess is, it's probably real," he said. "The NCHS has a very good reputation for many years... they tend to be accurate."

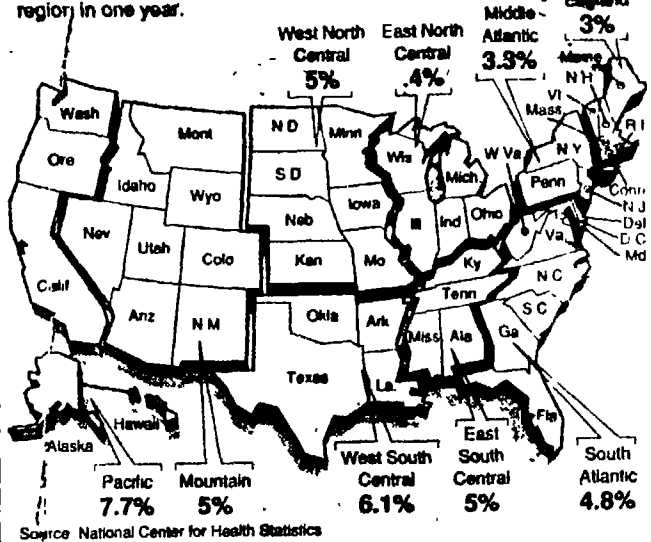
There can be — he and other demographers said — only two possible causes: either fertility rates have taken off; or more women are becoming parents.

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Don Coddington - Mercury News

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By Marilyn Lewis  
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"You look at some of these districts. ... It must be

horrendously frustrating because the faster they build it seems like the faster the population grows."

The new figures just "compound the problem," said Duwayne Brooks, assistant state superintendent for school facilities planning. "In terms of our planning, we're \$6 billion in the hole already. ... There are people that, halfway serious, halfway facetiously, are talking about tents."

Even using the lower state projections, districts need more than \$12.5 billion over the next five years for construction alone. Not counting salaries.

Fulton acknowledged that he gets discouraged. "As the man who trims my tree says, 'Save your money and buy good whiskey,'" he said.

School officials aren't the only ones troubled. Dr. Gary Richwald, an authority on Los Angeles County's crisis in delivery services, predicted an increase in illness and in deaths among newborns and also in resulting lawsuits against the county.

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ref . COPIES TO COUNCIL, C.M., CA; REFERRED TO ADD FOR HANDLING

Curt Thiem  
P.O. Box 382  
MV, CA 94042

RECEIVED  
CITY OF MOUNTAIN VIEW

August 7, 1991

'91 AUG 20 AM 10:51

OFFICE OF  
CITY CLERK

City Council Members  
P.O. Box 7540  
MV, CA 94039-7540

Dear City Councilmember:

Attached please find responses to a survey done in the Monta Loma Neighborhood Newsletter. It concerns the planned conversion of the Old Mill from retail to high-density housing. As our neighborhood is located on the northern edge of the site we are very concerned about the land use change. As stated in the newsletter, copies of the surveys are attached for your review.

The majority of the surveys returned were against the planned high-density development. Concerns cited were overpopulation, excess automobiles and traffic congestion, and overdevelopment of North Mtn. View in general. On the other hand, there seems to be strong support for the new location of the train station.

Please consider the opinions of these current Mtn. View residents in changing the land use. The MLNA officers want to promote balanced growth in all areas of the city rather than overdeveloping North Mtn. View. Also, please add the names and addresses to the list of people notified when the City Council has public hearings on this issue.

Thank you very much.



Curt Thiem  
President, MLNA



## DEVELOPMENT PLANS AT THE OLD MILL



625 condos, townhouses, & apts. (with a density of 55 units per acre, generating 5000 car trips per day) and a new train station (200 parking spaces) are currently being proposed for the Old Mill site.

This sort of high-density housing will only increase the congestion already existing in the California Ave./San Antonio Ave. area.

\* Consider the following points:

\* Should North Mtn. View continue to be the main repository of high-density housing or should development be evenly distributed throughout the city?

\* What will the impact be on area traffic, schools, stores and parks?

\* The high-density housing necessary to support a train station already exists near the Old Mill.

\* Where will overflow train parking go? According to CalTrain, current Mtn. View and California Ave. (Palo Alto) stations have 302 and 255 spaces respectively and are over 98% full. 200 spaces at a new train

station will certainly overflow, sending cars to fill neighborhood streets and shopping center lots. Overbuilding near a train station limits future options for parking lot expansion.

The MLNA Board wants to see improvements at the Old Mill. However, we also want to support relief from overcrowding for residents in North Mtn. View.

A committee is forming to explore the points made in this article. Contact Janet Long (961-5892) and/or complete the survey inside this newsletter for more info.

Also, a public hearing before the Environmental Planning Commission will be held June 19 at 7:30 pm in the new City Council chambers (call 903-6304 to confirm). Please attend this important meeting to express your concerns about overcrowding our neighborhood.

You can also write to City Council members and the EPC at 500 Castro St., Mtn. View, CA 94039.

## Old Mill Site Survey

cut here

Now is the time to voice your opinion about the future of the Old Mill. Let us know what you think about the plans for development of 625 housing units and a train station. Your responses will be passed on to the City of Mtn. View.....

*This is my main concern. There needs to be a zoning change or something and spread the # of townhomes around! They replace any single with 10-15 townhomes at the drop of the hat.*

I want to stay informed. Contact me as more information is available.

Name: Debbie Hurt

Phone: 964-7139

Address: 275 Fay Way



# Old Mill Site Survey

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Now is the time to voice your opinion about the future of the Old Mill. Let us know what you think about the plans for development of 625 housing units and a train station. Your responses will be passed on to the City of Mtn. View.....

We don't particularly like the plans for a 625 housing unit project. A train station makes a lot of sense. Increase the number of parking spaces to accomodate use of ~~this~~ the train station. It would also be a good place to have ~~the~~ a bus station + transit interchange. Maybe a park + entertainment center also.

I want to stay informed. Contact me as more information is available.

Name: KLAUS REITER Phone: \_\_\_\_\_

Address: 2582 Dell Ave

# Old Mill Site Survey

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I want to stay informed. Contact me as more information is available.

Name: G. BAUMGARTNER Phone: 968-1535

Address: 2467 BETLO AVE. MTN. VIEW, CA 94043

# Old Mill Site Survey

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Please...no more people polution....no more noise polution.

We think that this is not a good place for a train station, and 625 housing units of "Cliff Dwellers" would certainly create more PEOPLE POLUTION.

Thanks.

P.S. The "Hulett-Packard Solution" seems to be working well in the Mayfield Mall situation; Perhaps something similar would suffice.

I want to stay informed. Contact me as more information is available.

Name: Harry V. Wilon Phone: (415) 967-1430  
Address: 353 Aldean Avenue, M.V.

# Old Mill Site Survey

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We won't support any motion which will result in high - density housing and more cars on the roads.

I want to stay informed. Contact me as more information is available.

Name: Joseph & Eva Mellos Phone: \_\_\_\_\_  
Address: 144 Thompson Ave.

# Old Mill Site Survey

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Residential development is OK but -

- (a) the proposed density is much too high.
- (b) the 8 story buildings will block our view of the mountains.
- (c) an underground parking garage will invite crime to our area.
- (d) where will the water come from? If this is OK'd, why shouldn't I water my lawn?
- (e) where will these people recreate? where are the parks and open space for them?

I want to stay informed. Contact me as more information is available.

Name: Curt Thiem Phone: 415 964-5821

Address: 238 HAMILTON AVE.

# Old Mill Site Survey

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we both think North Mountain View is already too densely populated and are extremely distressed by the prospect of adding more housing units to the area. How could any one possibly benefit by the addition of more high-density housing in an overpopulated area, least of all the potential residents of the new housing?

we would also be interested in helping to propose alternate solutions.

I want to stay informed. Contact me as more information is available.

Name: Kevin + Linda Cheung Phone: 965-7377

Address: 2471 Tamalpais St., MV, 94043

# Old Mill Site Survey

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I wish the City of Mt View would concentrate on its present problems like making the owners of the Middlefield Plaza shopping center on Alvar and Middlefield Enclose its dumpsters, discourage drinking and loitering on its premises and construct a fence around its back driveway in order to separate commercial districts from encroaching on residential districts.

I want to stay informed. Contact me as more information is available.

Name: Bruce Costello Phone: 964-8665

Address: 2561 Alvar St Mt View

# Old Mill Site Survey

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Although I often oppose development projects, I feel that the plans for developing the old mill site make good sense. Something is bound to be built on the site - and if the Caltrans Train Depot is relocated to old mill it will benefit the community overall. This will improve access to Caltrans service to many Los Altos and Mtn. View residents and improve bus/train connections. In addition, the residents of this new development will be within walking distance of many stores and services, as well as Caltrans and bus lines. This project will also help the tax base of the city.

I want to stay informed. Contact me as more information is available.

Name: Kenneth Cuff Jr Phone: (415) 967-3299

Address: 499-A Thompson Ave. Mtn. View CA 94043

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*I am enthusiastically in favor of the planned development. Sorry the earlier hotel proposal fell through. The space is there - now. Forget - why not have someone else do it somewhere else!*

I want to stay informed. Contact me as more information is available. ✓

Name: \_\_\_\_\_ Phone: 968-2727

Address: \_\_\_\_\_



CHARLES M. DEMETRAIDES  
254 LASSEN AVE.  
MOUNTAIN VIEW, CA. 94043

# Old Mill Site Survey

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Now is the time to voice your opinion about the future of the Old Mill. Let us know what you think about the plans for development of 625 housing units and a train station. Your responses will be passed on to the City of Mtn. View..... **I DO NOT APPROVE OF THE HOUSING PLANS BUT I DO APPROVE OF THE LOCATION OF THE TRAIN STATION. MY MAIN CONCERN WITH THE HOUSING PLANS IS THAT I HAVE NOT HEARD ANYONE TALK ABOUT HOW THE CITY OF MOUNTAIN VIEW WOULD AND CAN HANDLE A MAJOR DISASTER IN THAT AREA. WHAT HAPPENS TO THE TRAFFIC WHEN AND IF SAN ANTONIO SHOPPING CENTER BECOMES A VIBRANT SHOPPING AREA AGAIN? IS THERE REALLY THIS MUCH NEED FOR HOUSING IN THE NORTH AREA OF MOUNTAIN VIEW? WHAT ELSE CAN BE DONE WITH THE OLD MILL PROPERTY THAT WILL LET THE OWNERS MAKE A FAIR SHARE PROFIT.**

**I'M ALSO SICK OF DRIVING BY THE UNOCCUPIED BUILDINGS AND LOOKING AT THE MESS THE LANDSCAPING HAS BEEN ALLOWED TO GET IN.**

I want to stay informed. Contact me as more information is available.

Name: LUCILE M. BIANCO Phone: 408-730-4672 WK  
415-968-2220 RES

Address: 2387 ADELE AVENUE, MOUNTAIN VIEW, CALIFORNIA 94043

# Old Mill Site Survey

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--10 City Council members.

I am all for better train service for northern Mtn View residents. The Castro stops are so outdated in comparison to Palo Alto's Calif. stops. If you want to go to return from S.F. after 90'cl, you have to go to the main station in "Castro" if you don't drive you walk. How about a new train station or better service for the

I want to stay informed. Contact me as more information is available.

Name: Castro station Ben Kenner Phone: 965-3461

Address: 187 Thompson St. City View

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We don't need more congestion in the area of people or cars! Please don't put in condos I prefer to keep things as much as possible like it is! Less congestion stress! Thanks!

I want to stay informed. Contact me as more information is available.

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Address: \_\_\_\_\_

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I think high-density housing next to a railway station is exactly what we should do. Space at the old mill should be reserved for station parking, either underground or in a multi story parking garage.

I want to stay informed. Contact me as more information is available.

Name: Tom Barry Phone: 415 961 1945

Address: 2520 Bath Ave. 94043

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The population density and traffic in the area around the Old Mill Site is already congested. The proposed plans to use the site for more high density housing will make the problem worse. We need more civic recreational ~~park~~ park, and playground facilities. The City of Mtn. View should rethink their plans to accommodate existing needs, not in producing additional overcrowding problems.

I want to stay informed. Contact me as more information is available.

Name: Chuck Henderson Phone: \_\_\_\_\_

Address: 326 Aldean Ave Mt View

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This sounds very sensible - much rezoning needs to be done along mass transit corridors to encourage fairly high density residential development. I'd even favor some limits on provision of garage spaces to push residents from reliance on automobiles.

Along with this radical change in land-use of the Old Mill site (and as a follow-up, too, of the loss earlier of the very convenient and pleasant shopping mall at Mayfield, there must be pressure put on the multiple owners of the large block on which the present hodge-podge we call "San Antonio Shopping Center" to get together on serious redevelopment there. Continued piece-meal face-lifting seems to me to merely add delay and large extra costs before the inevitable leveling of a number of the structures there + building of a modern and convenient center. Until major changes are made, this will continue to be a very "sick" assortment of struggling, poorly patronized stores.

I want to stay informed. Contact me as more information is available.

Name: Don Granholm Phone: 968-1174

Address: 2341 Thompson Court, Mountain View 94043



OPTIONAL INSERT  
SECTION V.D.2.c; TYPE OF HOUSING

c. Moderate-priced ownership housing: A minimum of <sup>6</sup>/<sub>2</sub> percent of the owner-occupied housing units must be offered for sale at moderate prices. Moderate-priced ownership housing shall be defined as for-sale housing which is affordable by households with incomes which do not exceed 120 percent of the median household income for Santa Clara County.

i. Each phase of owner-occupied housing construction will contain a proportionate share of moderate-priced units, with phases to be defined by issuance of building permits.

ii. Program guidelines for household eligibility standards; household selection criteria; down payment and mortgage qualification requirements; occupancy criteria; and profit restrictions (and profit sharing between moderate-priced households and the cognizant administering agency) shall be established.

iii. Options to give preferential consideration for moderate-priced units to Mountain View residents and/or public service employees shall be provided, subject to approval by cognizant housing agencies.

iv. The moderate-priced ownership program shall be administered by the City's Planning and Community Development Department or an independent agency designated by the City's Planning and Community Development Department.

LWG/PLN  
830-6-18-91PP (19)

## Old Mill and City Goals

- Creates new housing to help fill City housing need
- Locates housing next to transit
- Assists development of improved transit station
- Reduces the future growth of traffic, both with transit and through less traffic intensive land use
- Provides additional housing choice
- Provides relatively affordable housing
- Creates a quality neighborhood
- Ties existing housing projects together into a neighborhood
- Provides publicly usable open space
- Removes uneconomic shopping center and adds customers for San Antonio Center and other retail

## Housing Element Action Programs

**Action 2:** Identify sites for possible rezoning to increased density for residential development (12 or more dwelling units per acre) on a table in the General Plan and on the zoning map.

**Comment:** The Old Mill site is Site number 7 on Table A-3 which listed a potential density of 35 units per acre on 23 total acres for 810 potential units.

**Action 3:** Study the feasibility of using vacant, underdeveloped, and redevelopment land near Caltrain and Light Rail stations for higher density development with an emphasis on housing and housing mixed with employment uses.

**Comment:** This Action was added by the City Council to emphasize the importance of the transit/housing connection. The developers propose to assist moving the Caltrain station from Rengstorff Ave. to this location by providing parking for the station. This direct connection with a rail station allows consideration of higher densities for residential than would otherwise be considered and allows consideration of mixed use.

**Action 11:** The City shall review and amend the zoning map to provide land in a range of residential zoning classifications appropriate to meet new housing construction needs.

**Comment:** This precise plan amendment would implement this provision and allow future construction of needed housing.

**Action 14:** Encourage construction of an average of 470 housing units per year over the 15-year time period of the General Plan.

**Comment:** This is the City's future Housing Need as calculated by ABAG and adopted in our Housing Element. The Old Mill project would almost 2-years worth of our housing need.

**Action 26:** Correlate the vacant land inventory with existing needs of lower and moderate-income households, and determine whether to redesignate land for specific housing types.

**Comment:** In addition to the total Housing Need, ABAG calculates a fair share allocation of housing by income category. This calculation shows what each community's "fair share" of lower cost housing is so no one community is overburdened with limited housing opportunities. Mountain View has done a good job of providing low cost housing opportunities, so the proportion of the new housing to be built that should be lower cost housing is actually less than the proportion that currently exists in the community. The single greatest category of need is for Above Moderate cost housing, but Mountain View still needs 22% of its future housing to be affordable to Moderate income households.

**Action 30:** Use readily available methods, such as developer agreements, to encourage a full range of housing types, including affordable units for

buyers and renters.

Comment: The precise plan can contain a requirement for below market rate housing. Many communities have such a requirement for major new housing developments. (Palo Alto has one of the oldest BMR programs in this area.) The developers had originally proposed a 5% BMR requirement in their precise plan draft, but the Commission felt that this project was achieving so many other City objectives that they did not want to also impose the BMR requirement. Staff feels that a 5% requirement would not be burdensome on the project, would compliment the variety of housing being offered in this large project, and would be a particularly suitable way of meeting the City's need for lower cost housing due to the location next to transit.

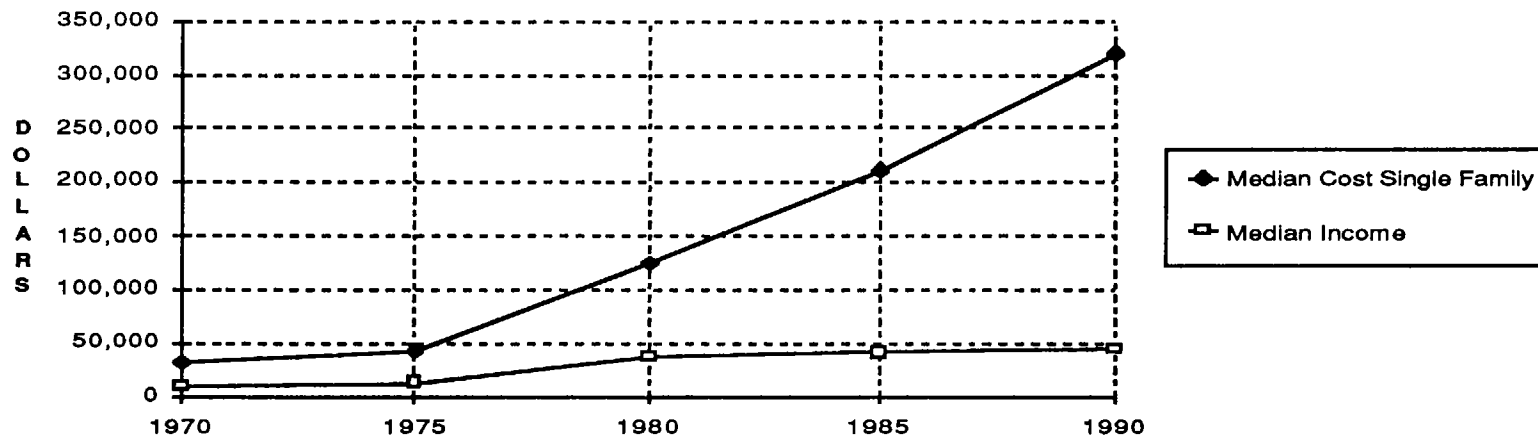
Action 47: Establish design and development guidelines to facilitate compatibility between neighboring developments.

Comment: The Planning Commission's recommended precise plan includes numerous provisions to ensure that the eventual housing development of this site would be a positive addition to the area. In addition to several requirements in the precise plan for neighborhood design features, the total project will help tie the area together into a stronger residential neighborhood. (Train station, public streets, publicly accessible open space, land use connecting existing residential, neighborhood shopping.)

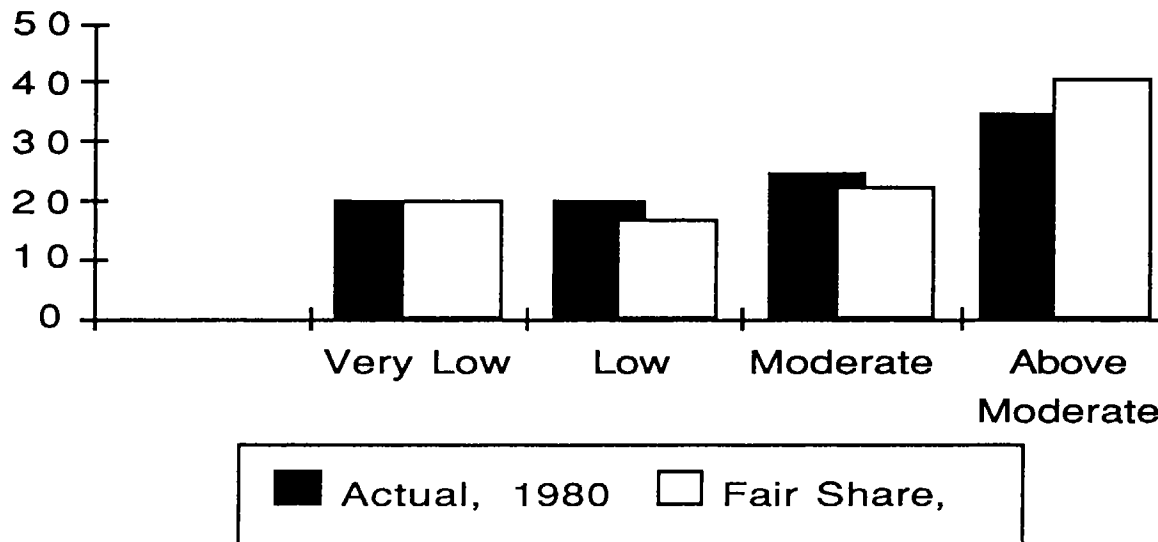
Action 50: The City shall maintain its existing, simple, and efficient level of planning and permit approval and building inspection service, while continuing to protect public health, safety, and welfare.

Comment: The use of the precise plan creates a clear, detailed envelope to guide the future development of a quality housing project on this site, no matter who actually builds it. Due to the magnitude and importance of this development opportunity, the precise plan calls for two extraordinary approval and inspection services to help ensure neighborhood compatibility and high quality finished product. One is conceptual design review by the Planning Commission to offer another opportunity for community input into the design of the development project. The other is a requirement for a separate building inspection service that would be inspecting the quality as well as code compliance of the building construction continuously during construction. These two special requirement help ensure that the actual buildings will live up to the quality requirements of this landmark project.

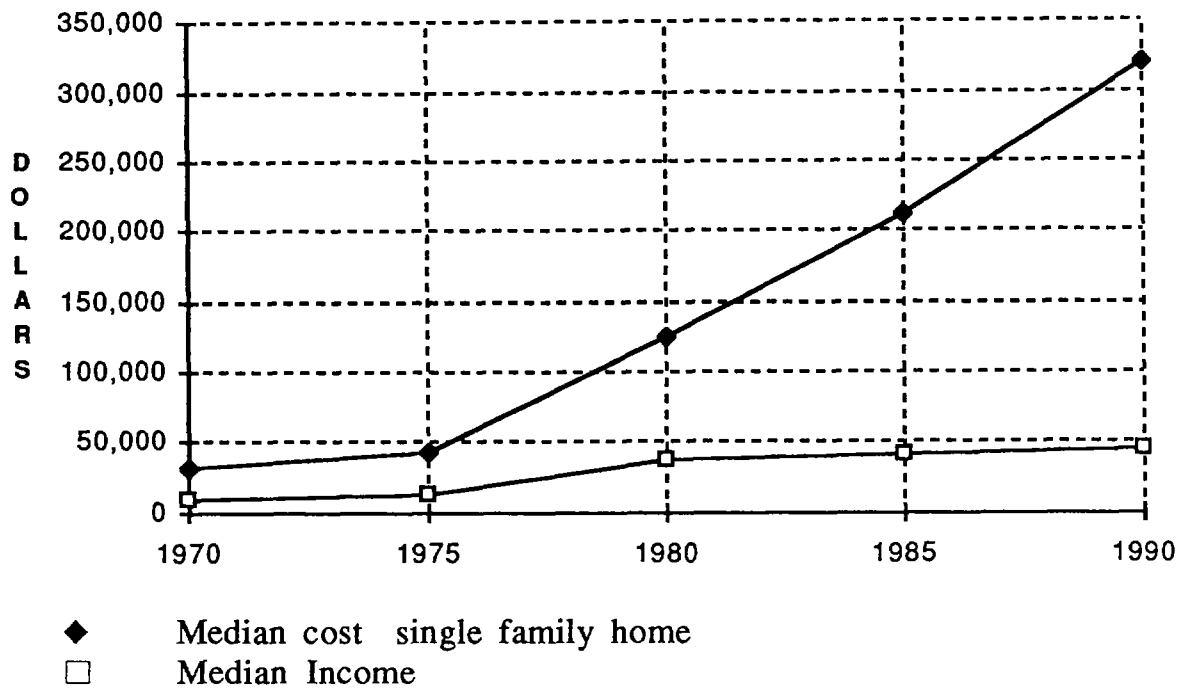
## Income and Housing Cost Trends, 1980 - 1990



## Household Income Distribution, 1980 Actual compared to 1988 - 1995 Housing Need



## Income and Housing Cost Trends , 1980 - 1990



## Household Income Distribution in Mountain View, 1980

Household Income, Relation to Median	Percent of Total Households
Very Low Income (Below 50% of Median)	20%
Low Income (50% - 80% of Median)	20%
Moderate Income (80 - 120% of Median)	25%
Above Moderate (120% and above)	35%

## Fair Share Housing Need, January 1, 1988 - April 1, 1995

Household Income, Relation to Median	Number of Units, % of Total Households	
Very Low Income (Below 50% of Median)	659	20%
Low Income (50% - 80% of Median)	560	17%
Moderate Income (80 - 120% of Median)	725	22%
Above Moderate (120% and above)	1,351	41%
TOTAL	3,295	100%

### Affordable Rents in Mountain View, 1988

Maximum Income in 1988	Relation to Median	Maximum Affordable Rent
\$27,000	Very Low Income (0 - 50% of Median)	\$675
\$43,200	Low Income (50 - 80% of Median)	\$1,080
\$54,000	Median Income (100% of Median)	\$1,350
\$64,800	Moderate Income (80 - 120% of Median)	\$1,620

### Examples, Income Required to Qualify for a Mortgage, 1990

Housing Price	Interest	Monthly Payment	Income Required	Income as % of Median
Low Average (\$141,000)	9.5%	\$963	\$38,527	72%
	10.0%	\$1,005	\$40,184	75%
Moderate Average (\$243,000)	9.5%	\$1,660	\$66,397	123%
	10.0%	\$1,731	\$69,252	128%
High Average (\$397,000)	9.5%	\$2,712	\$108,476	201%
	10.0%	\$2,829	\$113,141	210%

### Housing Affordability for Selected Jobs

Job Title	Gross Monthly Income	Percent of Median Income	Affordable Monthly Housing Payment
Sr. Office Assistant	\$1,770 - 2,153	39 - 48%	\$531 - 645
Maintenance Worker	\$2,025 - 2,461	45 - 55%	\$607 - 738
Fire Fighter	\$2,719 - 3,306	60 - 73%	\$815 - 991
Police Officer	\$2,834 - 3,442	63 - 76%	\$850 - 1,032
Elem. School Teacher	\$1,859 - 3,803	41 - 85%	\$557 - 1,114
High School Teacher	\$2,000 - 4,161	44 - 92%	\$600 - 1,248

**CITY OF MOUNTAIN VIEW  
NOTICE OF PUBLIC HEARING  
CITY COUNCIL**

**Old Mill Precise Plan**

The Mountain View City Council will hold a public hearing to: (1) certify the Environmental Impact Report; (2) amend the General Plan Land Use Map; and (3) adopt amendments to the Old Mill Precise Plan that permits residential development at 40 units per acre plus up to 25,000 square feet of commercial and 20,000 square feet of office space at an 18-acre former shopping center site.

**APPLICANT:** The Plymouth Group  
**DATE & TIME:** September 10, 1991 at 7:30 p.m.  
**PLACE:** Council Chambers at City Hall, 500 Castro Street

Interested parties may appear and be heard. Written statements may be submitted to the City Clerk, P.O. Box 7540, Mountain View, California, 94039. More information and plans on this item may be reviewed at the Planning Department, 500 Castro Street, or call (415) 903-6306. Legal challenges may be limited to those issues or objections raised at the public hearing orally or in written correspondence delivered to the City Clerk at, or prior to, the public hearing.

Dated: August 30, 1991

I, Katherine Koliopoulos, do hereby certify that I caused this Notice to be mailed on 8/30/91 to the property owners within 300 feet of the area involved, as shown on "Exhibit B" attached.

DATED: 8/30/91 Katherine Koliopoulos  
City Clerk



Harry Fox  
333 Nita Avenue  
Mountain View, CA 94043

Paul Faber  
2339 Adele Avenue  
Mountain View, CA 94043

R. Book  
2443 Betlo  
Mountain View, CA 94043

Elysc Kluysnick  
2459 Tamalpais Street  
Mountain View, CA 94043

Carolyn Schmittze  
2344 Thompson Court  
Mountain View, CA 94043

C.C. Fei  
2479 Betlo Avenue  
Mountain View, CA 94043

Mr. Peter G. Batz  
2443 Betlo Ave  
Mountain View, CA 94043

Mr. Paul Taber  
2339 Adele Avenue  
Mountain View, CA 94043

Janet Long  
168 Thompson Avenue  
Mountain View, CA 94043

Laurie D'Alessandro  
c/o Safeway Stores  
47400 Kato Road  
Mountain View, CA 94043

David Silverman  
Adams & Broadwell  
1875 South Grant Street, Suite 600  
San Mateo CA 94402

Curt Thiem  
238 Hamilton Avenue  
Mountain View, CA 94043

*Ref'd 9/4/91 FWD. Order Expired*

Gina Wulff  
136 Waverly Place  
Mountain View, CA 94040

Gerri Carlotn  
970 Gest Drive  
Mountain View, CA 94040

Godfrey Buamgartner  
2467 Betlo Avenue  
Mountain View, CA 94043

Mr/ Mrs. Gilbert K. Kojima  
560 Thompson Avenue  
Mountain View, CA 94043

Ms. Fay Wong  
3766 Redwood Circle  
Palo Alto, CA 94306

M/M Jack Nadrick  
49 Showers Drive #136N  
Mountain View, CA 94040

Hastings  
2451 Benjamin Drive  
Mountain View, CA 94043

Mr. Ronald Meredith  
Jack Dymond Associates  
201 San Antonio Circle  
Mountain View, CA 94040

D. K. Donald  
P.O. Box 60096  
Palo Alto, CA 9944306

Andy Graybeal  
2413 Alvin Street  
Mountain View, CA 94043

Graig Acosta  
49 Showers Drive #T 49  
Mountain View, CA 94043

Lucille Bianco  
2387 Adele Avenue  
Mountain View, CA 94043

Delbert & Marcene Smith  
49 Showers Drive #N-372  
Mountain View, CA 94043

Steve Markovich  
49 Showers Drive #N-167  
Mountain View, CA 94043

Jackie Hamburg  
49 Showers Drive  
Mountain View, CA 94043

9/10/91 Per Barbara the attached  
mailing list is the most recent  
fr/the assessor's office.  
Item 5.1

*old list*

Milton Freedenburg  
49 Showers Drive #455 C  
Mountain View, CA 94043  
*Ret'd 9/4/91*  
*Fwd Order Expired*

Mr. John Sutter  
390 Clarence Avenue  
Sunnyvale, CA 94086

Catherin Fowler  
271 Palo Alto Avenue  
Mountain View, CA 94041

Margaret Gratiot, Superintendant  
Los Altos/Mountain View School District  
1299 Bryant Avenue  
Mountain View, CA 94040

Beverly Lawrence  
MCFH  
457 Kingsley  
Palo Alto, CA 94301

Mr. Joe Colona  
49 Showers Drive, Building 303  
Mountain View, CA 94043

David H. Silverman  
Adams & Broadwell  
1875 South Broadway, Suite 600  
San Mateo, CA 94402

Scott Ward  
The Plymouth Group  
1616 North Shoreline Boulevard  
Mountain View, CA 94043

Martha Elderon  
2482 Dell Avenue  
Mountain View, CA 94043

Mr. Randy Kenyon  
Los Altos Elementary School District  
201 Covington  
Los Altos, CA 94022

Planning Department  
City Of Palo Alto  
250 Hamilton Avenue  
Palo Alto, CA 94301

Planning Department  
City Of Los Altos  
1 North San Antonio Road  
Los Altos, CA 94022.

14758254  
ELLIS RANDALL S AND CECELIA M  
2058 ACORN CL  
WAYZATA MN 55391

14758258  
HAYMES MARJORIE N  
49 SHOWERS DR NO A235  
MOUNTAIN VIEW CA 94040

14758262  
CONSTANTZ ROBERT B AND DORIS K  
6 COALMINE VIEW  
PORTOLA VALLEY CA 94025

14758266  
SAVELA HUBERT E AND INEZ I  
49 SHOWERS DR NO A329  
MOUNTAIN VIEW CA 94040

14758270  
PEPPER JANIS ET AL  
418 BENNEVUE AV  
LOS ALTOS CA 94022

14758274  
TUCKER ELIZABETH H  
49 SHOWERS DR NO A337  
MOUNTAIN VIEW CA 94040

14758278  
NICKODEM SHARON C  
49 SHOWERS DR NO A341  
MOUNTAIN VIEW CA 94040  
*Ret'd 7/4/91 FWO Index Expired*

14780003  
BIOCINI GEORGE AND WINNIE  
145 PINEVIEW LANE  
MENLO PARK CA 94025  
*Ret'd 7/4/91 FWO Index Expired*

14758255  
WEI YI-HEN ET AL  
49 SHOWERS DR NO A232  
MOUNTAIN VIEW CA 94040  
*Ret'd 7/4/91 FWO Index Expired*

14758259  
DERR EILEEN A  
49 SHOWERS DR NO A236  
MOUNTAIN VIEW CA 94040

14758263  
YAU SHERE-LING ET AL  
49 SHOWERS DR NO A240  
MOUNTAIN VIEW CA 94040  
*Ret'd 7/4/91 FWO Index Expired*

14758267  
LOCONTE MARY A  
49 SHOWERS DR NO A330  
MOUNTAIN VIEW CA 94040

14758271  
WILSON CALVIN AND GWENDOLYN Y  
49 SHOWERS DR NO A334  
MOUNTAIN VIEW CA 94040

14758275  
PARKER RICHARD D ET AL  
49 SHOWERS DR NO A338  
MOUNTAIN VIEW CA 94040  
*Ret'd 7/4/91 FWO Index Expired*

14758279  
POSTEL KAREN S  
49 SHOWERS DR NO A342  
MOUNTAIN VIEW CA 94040

14780004  
BIOCINI GEORGE AND WINNIE  
145 PINEVIEW LANE  
MENLO PARK CA 94025

14758256  
ARENS MELANIE E ET AL  
1358 EGRET DR  
SUNNYVALE CA 94087

14758260  
CHAPMAN ROGER W  
49 SHOWERS DR NO A237  
MOUNTAIN VIEW CA 94040

14758264  
KIRBY BRADFORD J ET AL  
49 SHOWERS DR NO A241  
MOUNTAIN VIEW CA 94040

14758268  
FOX MARTIN AND MARY-JANE  
49 SHOWERS DR NO A331  
MOUNTAIN VIEW CA 94040

14758272  
WIENS GRACE M  
49 SHOWERS DR NO A335  
MOUNTAIN VIEW CA 94040

14758276  
BECKER MARIE-LOUISE  
49 SHOWERS DR NO A339  
MOUNTAIN VIEW CA 94040

14780001  
BIOCINI GEORGE J AND WINNIE A  
145 PINEVIEW LANE  
MENLO PARK CA 94025

14780005  
CHANG YOON S AND IN S  
620 ALMOND AV  
LOS ALTOS CA 94022

14758257  
VARNEY JOEL R AND ROBERTA N ET  
49 SHOWERS DR NO A234  
MOUNTAIN VIEW CA 94040

14758261  
KAY RUBIN AND ESTHER  
49 SHOWERS DR NO A238  
MOUNTAIN VIEW CA 94040

14758265  
TIEN PING K AND NANCY N  
9 CAROLYN CT  
HOLMDEL NJ 07733

14758269  
AUSTIN JOHN E AND MARILYN K TR  
763 HOLLY OAK DR  
PALO ALTO CA 94303

14758273  
PREHN MARLO G AND RUTH E  
776 MAYVIEW  
PALO ALTO CA 94303

14758277  
CENICEROS MARC G ET AL  
49 SHOWERS DR NO A340  
MOUNTAIN VIEW CA 94040

14780002  
BIOCINI GEORGE AND WINNIE  
145 PINEVIEW LANE  
MENLO PARK CA 94025

14780006  
CHANG YOON S AND IN S  
620 ALMOND AV  
LOS ALTOS CA 94022

EXHIBIT B

14758222  
BLOCH CECIL J  
49 SHOWERS DR NO E249  
MOUNTAIN VIEW CA 94040

14758226  
ARDAKANIAN MEHRAN  
49 SHOWERS DR NO D462  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91  
Fwd Order Expired*

14758230  
EDGERTON MILLARD J AND LOUISE  
49 SHOWERS DR NO C458  
MOUNTAIN VIEW CA 94040

14758234  
BRANCH CHARLES N AND MARTHA H  
49 SHOWERS DR NO B454  
MOUNTAIN VIEW CA 94040

14758238  
BRANDT WILLIE L  
850 WEBSTER ST NO 850  
PALO ALTO CA 94301

14758242  
NORRIS LINDA M  
49 SHOWERS DR NO A133  
MOUNTAIN VIEW CA 94040

14758246  
DORR ALBERT E AND DEBRA L  
49 SHOWERS DR NO A137  
MOUNTAIN VIEW CA 94040

14758250  
PEREZ RICHARD J ET AL  
49 SHOWERS DR NO A338  
MOUNTAIN VIEW CA 94040  
*Ret'd 4/4/91 Fwd Order Expired*

14758223  
RANDALL DONALD S AND THELMA F  
49 SHOWERS DR NO E248  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91  
Fwd Order Expired*

14758227  
DAVIS ROBERT A AND NANA T  
49 SHOWERS DR NO D461  
MOUNTAIN VIEW CA 94040

14758231  
WOLFE LORI R ET AL  
49 SHOWERS DR NO C457  
MOUNTAIN VIEW CA 94040

14758235  
MULLINS GLENMORE W AND ALICE R  
49 SHOWERS DR NO B453  
MOUNTAIN VIEW CA 94040

14758239  
HERALD GUY I AND BETTY  
320 BARCLAY CT  
PALO ALTO CA 94306

14758243  
GUENTHER GEORGE H AND HARRIET  
49 SHOWERS DR NO A134  
MOUNTAIN VIEW CA 94040

14758247  
GARIBALDI RICK A  
49 SHOWERS DR NO A138  
MOUNTAIN VIEW CA 94040

14758251  
SCHAEFER NANCY W  
49 SHOWERS DR NO A142  
MOUNTAIN VIEW CA 94040

14758224  
COLLINS RAYMOND L  
49 SHOWERS DR NO D464  
MOUNTAIN VIEW CA 94040

14758228  
HILBORN FLORENCE B  
49 SHOWERS DR NO D460  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 Fwd Order Expired*

14758232  
MURRAY NORMA M  
49 SHOWERS DR NO C456  
MOUNTAIN VIEW CA 94040

14758236  
KIM DONG W ET AL  
49 SHOWERS DR NO B452  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 Fwd Order Expired*

14758240  
CLARK ANNA M  
49 SHOWERS DR NO A131  
MOUNTAIN VIEW CA 94040

14758244  
HASS ANGELA P  
49 SHOWERS DR NO A135  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 Fwd Order Expired*

14758248  
WILSON MARY A  
49 SHOWERS DR NO A139  
MOUNTAIN VIEW CA 94040

14758252  
OHANNESIAN JAMES R TRUSTEE  
1256 MORNINGSIDE DR  
SUNNYVALE CA 94087

14758225  
YOUNG DAVID A AND KATE J  
49 SHOWERS DR NO D463  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 Fwd Order Expired*

14758229  
HIGHBY PAUL W AND MARIE B  
49 SHOWERS DR NO D459  
MOUNTAIN VIEW CA 94040

14758233  
FRIEDENBERG MILTON H AND MARTHA  
49 SHOWERS DR NO C455  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 Fwd Order Expired*

14758237  
GEIGER THOMAS I AND DOROTHY A  
49 SHOWERS DR NO B451  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 Fwd Order Expired*

14758241  
MARCHIONE MARTHA  
49 SHOWERS DR NO A132  
MOUNTAIN VIEW CA 94040

14758245  
SCHEN MARY W  
300 MARICH WY  
LOS ALTOS HILLS CA 94022

14758249  
GRAHAM BETTY J ET AL  
2721 KATRINA WY  
MOUNTAIN VIEW CA 94040

14758253  
PURNELL JANICE M TRUSTEE  
1720 BARRINGTON CT  
SANTA CRUZ CA 95065

14758190  
MITCHELL GORDON G

49 SHOWERS DR NO 6442  
MOUNTAIN VIEW CA 94040

14758194  
FELT DOROTHY E

49 SHOWERS DR NO F433  
MOUNTAIN VIEW CA 94040

14758198  
TISH HELEN ET AL

15 FARM RD  
LOS ALTOS CA 94022

✓14758202  
HANSEN PAUL J ET AL  
ANNE C OBORNE  
49 SHOWERS DR NO 153  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 Fwd Order Expired*

14758206  
ATKINSON ROBERT W TRUSTEE  
49 SHOWERS DR NO E151  
MOUNTAIN VIEW CA 94040

✓14758210  
NYLANDER R F AND JANIS L  
49 SHOWERS DR NO E149  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 Fwd Order Expired*

14758214  
GORE ADELAIDE E  
530 RAMONA ST  
PALO ALTO CA 94301

14758218  
ARDAKANIAN MAHYAR ET AL  
49 SHOWERS DR NO E251  
MOUNTAIN VIEW CA 94040

14758191  
JAGODZINSKI JACEK J AND BARBAR

49 SHOWERS DR NO 6441  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 Fwd Order Expired*

14758195  
MODICA YVONNE TRUSTEE  
49 SHOWERS DR NO F434  
MOUNTAIN VIEW CA 94040

14758199  
PRIM WAYNE L ET AL  
229 KINGSBURY GRADE PO BOX 6  
STATELINE NV 89449

14758203  
SLOMA DOROTHY L  
49 SHOWERS DR NO 144  
MOUNTAIN VIEW CA 94040

14758207  
AARNHAM RUTH F  
WELLS FARGO BANK - REF #2241  
PO BOX 63700  
SAN FRANCISCO CA 94163

✓14758211  
COOGAN ESTHER P  
49 SHOWERS DR NO E148  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 Fwd Order Expired*

14758215  
LIPTON DAVID H ET AL  
105 DEER PATH  
EASTHILLS NY 11577

14758219  
WONG EMILY H  
49 SHOWERS DR NO E246  
MOUNTAIN VIEW CA 94040

14758192  
LEGASPI BEATRIZ

49 SHOWERS DR NO 6440  
MOUNTAIN VIEW CA 94040

14758196  
LENIHAN JAMES J AND ANNE P  
49 SHOWERS DR NO F435  
MOUNTAIN VIEW CA 94040

14758200  
SOREM JOYCE R  
19501 BROOKLINE  
SONOMA CA 95476

14758204  
WALKER BETTY A  
144 LOWELL ST  
PALO ALTO CA 94301

14758208  
HELMICK LINDA J  
6941 OAKWOOD DR  
ANCHORAGE AK 99507

14758212  
BROOKS PAUL C  
681 TEMPLEBAR WY  
LOS ALTOS CA 94022

14758216  
KAMINS THEODORE I  
4132 THAIN WY  
PALO ALTO CA 94306

14758220  
HAMBURG JACALYN F  
49 SHOWERS DR NO E250  
MOUNTAIN VIEW CA 94040

14758193  
JOHNSON ERIC C ET AL

49 SHOWERS DR NO 6439  
MOUNTAIN VIEW CA 94040

14758197  
KUBICKI WILLIAM J AND PRISCILL  
49 SHOWERS DR NO F436  
MOUNTAIN VIEW CA 94040

14758201  
GRIFFITHS RICHARD AND JOAN  
961 EL SINORE DR  
PALO ALTO CA 94303

14758205  
PIERCE JANICE  
49 SHOWERS DR NO E145  
MOUNTAIN VIEW CA 94040

14758209  
BENTLEY ROBERT C  
745 DISTEL DR  
LOS ALTOS CA 94022

14758213  
STEARNS MARTIN AND MARY B TRUS  
11246 S SHOSHONI DR  
PHOENIX AZ 85044

✓14758217  
SHAPIRA CYNTHIA P  
49 SHOWERS DR NO E245  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 Fwd Order Expired*

14758221  
GARNER CHARLOTTE J  
49 SHOWERS DR NO E247  
MOUNTAIN VIEW CA 94040

14780007  
CHANG YOON S AND IN S  
620 ALMOND AV  
LOS ALTOS CA 94022

14780011  
CHANG YOON S AND IN S  
620 ALMOND AV  
LOS ALTOS CA 94022

14780008  
CHANG YOON S AND IN S  
620 ALMOND AV  
LOS ALTOS CA 94022

14780012  
CHANG YOON S AND IN S  
620 ALMOND AV  
LOS ALTOS CA 94022

14780009  
CHANG YOON S AND IN S  
620 ALMOND AV  
LOS ALTOS CA 94022

14780012  
CHANG YOON S AND IN S  
620 ALMOND AV  
LOS ALTOS CA 94022

14780010  
CHANG YOON S AND IN S  
620 ALMOND AV  
LOS ALTOS CA 94022

*210/ Old Hell* 4-12-91

END OF LABEL PRINT AIRMAIL.1A

14709039  
BOARD OF TTEE LELAND STANFORD  
HEWLETT-PACKARD CO CORP TAX DE  
3000 HANOVER STREET BLDG 20 BF  
PALO ALTO CA 94304

14709052  
HEWLETT-PACKARD COMPANY  
HEWLETT-PACKARD COMPANY/TAX DE  
3000 HANOVER ST  
PALO ALTO CA 94304

14733040  
CLARK GORDON L AND SONDR R TF  
208 DIABLO AV  
MOUNTAIN VIEW CA 94043  
*Ret'd 9/4/91 Fwd Order Expired*

14733044  
GARDNER SHIRLEY A  
2467 TAMALPAIS ST  
MOUNTAIN VIEW CA 94043

14739042  
MERCHANTS NATIONAL REALTY CORP  
BANK OF AMERICA TAX DEPT #3245  
PO BOX 37000  
SAN FRANCISCO CA 94137

14739081  
PAUL ENTERPRISES  
1418 MILLS TOWER 220 BUSH ST  
SAN FRANCISCO CA 94104

14740049  
R & R ASSOCIATES  
2540 CALIFORNIA ST  
MOUNTAIN VIEW CA 94040

14740057  
MARAZZO RONALD J  
P O BOX 879  
LOS GATOS CA 95030

14709040  
HEWLETT-PACKARD COMPANY  
HEWLETT-PACKARD COMPANY/TAX DE  
3000 HANOVER ST  
PALO ALTO CA 94304

14733037  
HAMILL STEPHEN J ET AL  
226 DIABLO AV  
MOUNTAIN VIEW CA 94043

14733041  
SHRANK DONALD R AND BEVERLY J  
202 DIABLO AV  
MOUNTAIN VIEW CA 94043

14733045  
CHUNG CHIEN A AND TSU W  
2463 TAMALPAIS ST  
MOUNTAIN VIEW CA 94043

14739043  
EXXON CORPORATION  
TAX DEPARTMENT  
PO BOX 53  
HOUSTON TX 77001

14740031  
BIBO RUTH H AS TTEE TRUST A ET  
100 S SAN ANTONIO RD  
MOUNTAIN VIEW CA 94040

14740050  
R & R ASSOCIATES  
2540 CALIFORNIA ST  
MOUNTAIN VIEW CA 94040

14740058  
R & R ASSOCIATES  
OLD MILL CENTER  
2540 CALIFORNIA ST  
MOUNTAIN VIEW CA 94040

14709041  
HEWLETT-PACKARD COMPANY  
HEWLETT-PACKARD COMPANY/TAX DE  
3000 HANOVER ST  
PALO ALTO CA 94304

14733038  
HUBER NORMAN K AND MARTHA B  
220 DIABLO AV  
MOUNTAIN VIEW CA 94043

14733042  
HAVENS ATHENA B  
2475 TAMALPAIS ST  
MOUNTAIN VIEW CA 94043

14733046  
KRUPNICK ELYSE J  
2459 TAMALPAIS ST  
MOUNTAIN VIEW CA 94043

14739044  
LEE DON AND CHONG T  
2633 CALIFORNIA ST  
MOUNTAIN VIEW CA 94040

14740047  
PACIFIC SOUTHWEST REALTY COMPA  
CORP TAX H20-12  
PO BOX 2097 TERMINAL ANNEX BR  
LOS ANGELES CA 90051

14740055  
R & R ASSOCIATES  
OLD MILL CENTER  
2540 CALIFORNIA ST  
MOUNTAIN VIEW CA 94040

14741007  
MARTINEZ TERESA G  
2370 GABRIEL AV  
MOUNTAIN VIEW CA 94040

14709048  
HEWLETT-PACKARD COMPANY  
HEWLETT-PACKARD COMPANY/TAX DE  
3000 HANOVER ST  
PALO ALTO CA 94304

14733039  
DELEPINE BRUNO P AND BRIGITTE  
214 DIABLO AV  
MOUNTAIN VIEW CA 94043  
*Ret'd 9/4/91 Fwd Order Expired*

14733043  
WILSON FLORENCE F  
748 LOYOLA DR  
LOS ALTOS CA 94022

14739041  
BURKHARDT CHARLES E TRUSTEE &  
284 SAN ANTONIO RD  
MOUNTAIN VIEW CA 94040

14739057  
GROSSMAN ROSE W TRUSTEE  
THE PENINSULA REGENT  
ONE BALDWIN AVENUE #1001  
SAN MATEO CA 94401

14740048  
DYMOND ASSOCIATES JACK  
PO BOX 7430  
MOUNTAIN VIEW CA 94039

14740056  
MARAZZO RONALD J  
P O BOX 879  
LOS GATOS CA 95030

14741008  
RAMIREZ JOSE M AND GLORIA  
2380 GABRIEL AV

14758030  
QUAN WASSON  
204 FLYNN AV  
MOUNTAIN VIEW CA 94043

14758034  
MC COY NELL L  
49 SHOWERS DR NO W306  
MOUNTAIN VIEW CA 94040

✓14758038  
LUM DARYL H ET AL  
49 SHOWERS DR NO W310  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 FWD Order Expired*

14758042  
COLLINS KATHLEEN  
49 SHOWERS DR NO W314  
MOUNTAIN VIEW CA 94040

✓14758046  
STEWART WALTER P AND DORIS H  
49 SHOWERS DR NO T409  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 FWD Order Expired*

14758050  
ESCOBAR AMALIO R ET AL  
49 SHOWERS DR NO V404  
MOUNTAIN VIEW CA 94040

14758054  
COCKERILL JAMES AND PAULA  
49 SHOWERS DR NO S412  
MOUNTAIN VIEW CA 94040

✓14758058  
STREETER JAMES D AND EVA P  
49 SHOWERS DR NO R420  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 FWD Order Expired*

14758031  
CICCARELLI EUGENE C ET AL  
49 SHOWERS DR NO W303  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 FWD Order Expired*

14758035  
WHITLOCK JANET E  
49 SHOWERS DR NO W307  
MOUNTAIN VIEW CA 94040

✓14758039  
LARRUS PATRICIA ET AL  
49 SHOWERS DR NO W311  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 FWD Order Expired*

✓14758043  
LIM HENRY C AND DAPHNE A  
49 SHOWERS DR NO T406  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 FWD Order Expired*

14758047  
FARRAND DONALD L AND DOROTHY E  
1174 EUREKA AV  
LOS ALTOS CA 94022

✓14758051  
THOMPSON KENNETH M AND DIANE M  
49 SHOWERS DR NO V403  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 FWD Order Expired*

✓14758055  
ANGANGCO RAFAEL R  
49 SHOWERS DR NO S413  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 FWD Order Expired*

14758059  
HUC BRANKO ET AL  
49 SHOWERS DR NO R419  
MOUNTAIN VIEW CA 94040

14758032  
SIMONS BETTY J  
49 SHOWERS DR NO W304  
MOUNTAIN VIEW CA 94040

14758036  
BURKE ELIZABETH A  
49 SHOWERS DR NO W308  
MOUNTAIN VIEW CA 94040

✓14758040  
ALLISON DAVID ET AL  
49 SHOWERS DR NO W312  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 FWD Order Exp.*

14758044  
MULLALY SYDNEY L  
49 SHOWERS DR NO T407  
MOUNTAIN VIEW CA 94040

✓14758048  
CULLATI JOHN F  
49 SHOWERS DR NO 432K  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 FWD Order Expired*

14758052  
MODZELEWSKI STEPHEN W ET AL  
563 SANDRAE DRIVE  
PITTSBURG PA 15243

14758056  
RHODES COLLEEN D  
49 SHOWERS DR NO S414  
MOUNTAIN VIEW CA 94040

14758060  
KUNEDT PETER E  
1900 ALFORD ST  
LOS ALTOS CA 94022

14758033  
MADDEN BARBARA L  
49 SHOWERS DR NO W305  
MOUNTAIN VIEW CA 94040

14758037  
GILENO STEVEN J  
49 SHOWERS DR NO W309  
MOUNTAIN VIEW CA 94040

✓14758041  
KNUTSON DORIS J  
49 SHOWERS DR NO W313  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 FWD Order Expired*

14758045  
JAMES JOHN L AND CHRISTINE P  
49 SHOWERS DR NO T408  
MOUNTAIN VIEW CA 94040

14758049  
PARKS RUETTE E  
49 SHOWERS DR NO V405  
MOUNTAIN VIEW CA 94040

14758053  
HANSON LYNNE A  
49 SHOWERS DR NO V401  
MOUNTAIN VIEW CA 94040

14758057  
ADAM BETTY F  
INCOME PROPERTY MANAGEMENT  
PO BOX 9593  
SAN JOSE CA 95117

14758061  
ADAMS JOAN W ET AL  
49 SHOWERS DR NO R417  
MOUNTAIN VIEW CA 94040



14746050  
BROWN HAROLD E AND IDA I  
PO BOX 390905  
MT VIEW CA 94039

14758002  
TRAINER RICHARD M AND JANET W  
3423 CORK OAK WY  
PALO ALTO CA 94303

14758006  
EMANUELE CONCETTA  
18711 PASEO CORTEZ  
IRVINE CA 92715

14758010  
PECK MARY J  
49 SHOWERS DR NO W110  
MOUNTAIN VIEW CA 94040

14758014  
GOODMAN WOLF AND NAOMI S TRUST  
49 SHOWERS DR NO W114  
MOUNTAIN VIEW CA 94040

14758018  
MC CORMICK CLIFFORD K JR  
49 SHOWERS DR NO W204  
MOUNTAIN VIEW CA 94040

14758022  
LEUNG KWAN H  
49 SHOWERS DR NO W208  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 Fwd Order Expired*

14758026  
GREENWALD JOSEPH N  
49 SHOWERS DR NO W212  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 Fwd Order Expired*

14746061  
LEVINE LEON AND RUTH  
1251 CHRISTOBAL PRIVADA  
MOUNTAIN VIEW CA 94040

14758003  
SUDA MARK D  
49 SHOWERS DR NO W103  
MOUNTAIN VIEW CA 94040

14758007  
HUSAIN IQBAL A  
5561 RIDGEWOOD DR  
FREMONT CA 94555

14758011  
SALINAS SALLY A  
PO BOX 966  
REDWOOD CITY CA 94063

14758015  
MORGAN JOHN H AND BETTY L  
49 SHOWERS DR NO W201  
MOUNTAIN VIEW CA 94040

14758019  
KEELER ANABELL D  
49 SHOWERS DR NO W205  
MOUNTAIN VIEW CA 94040

14758023  
CONNERLEY MARYE M ET AL  
49 SHOWERS DR NO W209  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 Fwd Order Expired*

14758027  
BINESH BIZHAN AND YUKO A  
49 SHOWERS DR NO W213  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 Fwd Order Expired*

14746062  
RUEHL KARL K AND SIGRID I  
2391 GABRIEL AV  
MOUNTAIN VIEW CA 94040

14758004  
BLANCHARD EDWARD W  
629 BENVENUE AV  
LOS ALTOS CA 94022  
*Ret'd 9/4/91 Fwd Order Expired*

14758008  
DAVE SURESH AND GOPALI  
4339 CESANO CT  
PALO ALTO CA 94306

14758012  
RUDOLPH & PROFITT PROPERTIES  
26450 ARIC LN  
LOS ALTOS HILLS CA 94022

14758016  
MILTIMORE ANNE L  
651 PORT DR 104  
SAN MATEO CA 94404

14758020  
DONALD DAVID K  
PO BOX 60076  
PALO ALTO CA 94306

14758024  
LIETZ SUSAN ET AL  
49 SHOWERS DR NO W210  
MOUNTAIN VIEW CA 94040

14758028  
PECK MARYLOU J  
49 SHOWERS DR NO W214  
MOUNTAIN VIEW CA 94040

14758001  
RYAN VIOLA M LIFE EST & ET AL  
49 SHOWERS DR NO W101  
MOUNTAIN VIEW CA 94040

14758005  
KAKU ELLEN A  
49 SHOWERS DR NO W105  
MOUNTAIN VIEW CA 94040

14758009  
TSAI MARGARET  
101 FIRST ST NO 137  
LOS ALTOS CA 94022

14758013  
TSAI MARGARET  
101 FIRST ST NO 137  
LOS ALTOS CA 94022

14758017  
LIU EDDIE C AND LUCY M ET AL  
49 SHOWERS DR NO W203  
MOUNTAIN VIEW CA 94040

14758021  
BOYDEN JAMES H ET AL  
25666 CHAPIN RD  
LOS ALTOS HILLS CA 94022

14758025  
GAMMER HUBERT F AND CYNTHIA J  
49 SHOWERS DR NO W211  
MOUNTAIN VIEW CA 94040

14758029  
KENNEDY CAROLE B  
49 SHOWERS DR NO W301  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 Fwd Order Expired*

14758062  
RABANO EDGAR R AND PAULA G  
49 SHOWERS DR NO R416  
MOUNTAIN VIEW CA 94040

14758066  
CHAO WILLIAM G  
49 SHOWERS DR NO P424  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 Fwd Order Expired*

14758070  
SHINKMAN CHRISTOPHER J AND MAR  
2448 EMERSON ST  
PALO ALTO CA 94301

14758074  
CRAMER MICHAEL A AND DIANE E  
49 SHOWERS DR NO X258  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 Fwd Order Expired*

14758078  
CARLSON DONALD W  
49 SHOWERS DR NO 478  
MOUNTAIN VIEW CA 94040

14758082  
HOLTZEN ORLAN D AND FERNE I  
49 SHOWERS DR NO N159  
MOUNTAIN VIEW CA 94040

14758086  
NADRICH JACK AND ANN  
49 SHOWERS DR NO N163  
MOUNTAIN VIEW CA 94040

14758090  
MARKOVICH STEVE  
49 SHOWERS DR NO N167  
MOUNTAIN VIEW CA 94040

14758063  
ROBERTS GLEN S AND PATRICIA F  
49 SHOWERS DR NO P421  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 Fwd Order Expired*

14758067  
WIERSMA PAUL C  
49 SHOWERS DR NO P425  
MOUNTAIN VIEW CA 94040

14758071  
HOWLAND MELVIN C TRUSTEE  
49 SHOWERS DR NO X156  
MOUNTAIN VIEW CA 94040

14758075  
RICHARDSON ELIZABETH G  
49 SHOWERS DR NO X256  
MOUNTAIN VIEW CA 94040

14758079  
KRAUSE DAVID A AND CLAUDIA N  
49 SHOWERS DR NO Y477  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 Fwd Order Expired*

14758083  
SCHULDA GOTTFRIED AND LEOPOLDI  
MARGARET REITER DE GALFFY  
PO BOX 2614  
MONTEREY CA 93942

14758087  
WILLIAMS RONALD G AND ANN H  
1313 SHERMAN AVE  
MENLO PARK CA 94025

14758091  
YI SHIH-SIU AND SIU-NAN  
49 SHOWERS DR NO N168  
MOUNTAIN VIEW CA 94040

14758064  
KOON TRACY H  
49 SHOWERS DR NO P422  
MOUNTAIN VIEW CA 94040

14758068  
HALLGRIMSON HENRY AND OLGA E  
49 SHOWERS DR NO P426  
MOUNTAIN VIEW CA 94040

14758072  
WICKHAM CONSUELO A  
49 SHOWERS DR NO X157  
MOUNTAIN VIEW CA 94040

14758076  
WOOD GERALD E AND K L  
49 SHOWERS DR NO X257  
MOUNTAIN VIEW CA 94040

14758080  
HAAG PHILIP G TRUSTEE  
49 SHOWERS DR NO Y476  
MOUNTAIN VIEW CA 94040

14758084  
NEWTON JOYCE H  
430 SAN DOMINGO WY  
LOS ALTOS CA 94022

14758088  
NOON SANDRA V AND DONALD R ET  
49 SHOWERS DR NO N165  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 Fwd Order Expired*

14758092  
SLOCUM RICHARD L AND HANNAH R  
49 SHOWERS DR NO N169  
MOUNTAIN VIEW CA 94040

14758065  
SEEWER JOANNA W  
922 LUNDY LN  
LOS ALTOS CA 94022

14758069  
LINDSTROM LOIS TRUSTEE  
13157 LA PALMA AV  
LOS ALTOS HILLS CA 94022

14758073  
RUDOLPH & PROFFITT PROPERTIES  
26450 ARIC LN  
LOS ALTOS HILLS CA 94022

14758077  
SHEN GEORGE C AND JANE Y ET AL  
49 SHOWERS DR NO Y479  
MOUNTAIN VIEW CA 94040

14758081  
HUI JAMES S AND LORRETTA W  
2455 BETLO AV  
MOUNTAIN VIEW CA 94043

14758085  
EWING PATRICIA L  
49 SHOWERS DR NO N162  
MOUNTAIN VIEW CA 94040

14758089  
JOHNSON EARL L AND MILDRED S  
49 SHOWERS DR NO N166  
MOUNTAIN VIEW CA 94040

14758093  
HAWKINS R E AND LAPHALENE TRUS  
631 MORNINGSIDE  
LOS ALTOS CA 94022

✓14758094  
WAY ROBERT D AND SANDRA L

49 SHOWERS DR NO N171  
MOUNTAIN VIEW CA 94040

*Ret'd 9/4/91 FWD Order Expired*

14758098  
MC CORD NEVILLE P AND ELSIE J  
19829 CALYPSO LANE  
SUN CITY AZ 85373

14758102  
DARLING ELIZABETH M

49 SHOWERS DR NO N265  
MOUNTAIN VIEW CA 94040

14758106  
HILTON NANCY R

49 SHOWERS DR NO N269  
MOUNTAIN VIEW CA 94040

14758110  
FOX DAISYE

49 SHOWERS DR NO N359  
MOUNTAIN VIEW CA 94040

✓14758114  
DOERING GILBERT D

49 SHOWERS DR NO N363  
MOUNTAIN VIEW CA 94040

14758118  
HARBISON JAMES V AND JOAN F  
4173 CHERRY OAKS  
PALO ALTO CA 94306

14758122  
FAJARDO JESSE JR

49 SHOWERS DR NO N371  
MOUNTAIN VIEW CA 94040

14758095  
CHIU VICTORIA

49 SHOWERS DR NO N172  
MOUNTAIN VIEW CA 94040

✓14758099  
O CONNELL MARY TRUSTEE

49 SHOWERS DR NO N262  
MOUNTAIN VIEW CA 94040

*Ret'd 9/4/91 FWD Order Expired*

14758103  
BLYNN MARGARET A

49 SHOWERS DR NO N266  
MOUNTAIN VIEW CA 94040

14758107  
DRUMMOND JEAN B TRUSTEE

49 SHOWERS DR NO N270  
MOUNTAIN VIEW CA 94040

✓14758111  
SPENCER W J AND JOAN S

49 SHOWERS DR NO N360  
MOUNTAIN VIEW CA 94040

*Ret'd 9/4/91 FWD Order Expired*

14758115  
MONTAGUE L D TRUSTEE & ET AL

1205 HILLVIEW DRIVE  
MENLO PARK CA 94025

14758119  
MOSLEHI BIZHAN

PO BOX 7429  
STANFORD CA 94309

✓14758123  
LEHRBAUM PAULINE B

49 SHOWERS DR NO N372  
MOUNTAIN VIEW CA 94040

*Ret'd 9/4/91 FWD Order Expired*

14758096  
DODDS EDWIN AND LIVIA D

49 SHOWERS DR NO N259  
MOUNTAIN VIEW CA 94040

14758100  
ZEMAN DONALD J AND BEVERLY T

3774 THOUSAND OAKS DR  
SAN JOSE CA 95136

✓14758104  
LUMPKIN ARTHUR AND THOMASINE D

49 SHOWERS DR NO N267  
MOUNTAIN VIEW CA 94040

*Ret'd 9/4/91 FWD Order Expired*

14758108  
STERN ROBERT A

49 SHOWERS DR NO N271  
MOUNTAIN VIEW CA 94040

14758112  
RAHIMZADEH PHILIP ET AL

49 SHOWERS DR NO N361  
MOUNTAIN VIEW CA 94040

14758116  
HACHAM HANNA

49 SHOWERS DR NO N365  
MOUNTAIN VIEW CA 94040

14758120  
ENDSLEY DANIEL S AND SUSAN T

49 SHOWERS DR NO N369  
MOUNTAIN VIEW CA 94040

14758124  
SHEHABI FEREYDOUN AND MINA

49 SHOWERS DR NO N469  
MOUNTAIN VIEW CA 94040

14758097  
ROBERTS THELMA F

49 SHOWERS DR NO N260  
MOUNTAIN VIEW CA 94040

✓14758101  
ROSE DONALD C ET AL

1255 NUUANU AVE #E1214  
HONOLULU HI 96817

*Ret'd 9/4/91 UTF*

14758105  
HANLEY JAMES M AND JOAN S

49 SHOWERS DR NO N268  
MOUNTAIN VIEW CA 94040

14758109  
TAL JACOB

12951 CORTEZ LN  
LOS ALTOS HILLS CA 94022

14758113  
WOLFE JACQUELINE TRUSTEE

49 SHOWERS DR NO N362  
MOUNTAIN VIEW CA 94040

14758117  
GOTH GARY C AND CLAUDETTE C

952 ORMONDE DR  
MOUNTAIN VIEW CA 94043

✓14758121  
MILLER ANDREW K ET AL

49 SHOWERS DR NO N370  
MOUNTAIN VIEW CA 94040

*Ret'd 9/4/91 FWD Order Expired*

14758125  
CIANNELLO JOANNE R

934 O DELL WY  
LOS ALTOS CA 94022

14758126  
ROCHESTER JANE A  
49 SHOWERS DR NO M467  
MOUNTAIN VIEW CA 94040

14758130  
O'CONNOR TIMOTHY M  
49 SHOWERS DR NO L471  
MOUNTAIN VIEW CA 94040

14758134  
OLGADO DONALD J  
49 SHOWERS DR NO K432  
MOUNTAIN VIEW CA 94040

14758138  
FEIBUSCH MARIANNE C  
786 RUSTIC LN  
MOUNTAIN VIEW CA 94040

14758142  
KIRK ILLI M  
49 SHOWERS DR NO J117  
MOUNTAIN VIEW CA 94040

14758146  
HUANG NANCY M  
975 AMARILLO  
PALO ALTO CA 94303  
*Ret'd 9/4/91 FWD Order Expired*

14758150  
JANSSEN LUIS AND VIRGINIA  
49 SHOWERS DR NO J125  
MOUNTAIN VIEW CA 94040

14758154  
COPPENBARGER ANN W  
49 SHOWERS DR NO J215  
MOUNTAIN VIEW CA 94040

14758127  
KRAUSS SIEGFRIED  
49 SHOWERS DR NO M466  
MOUNTAIN VIEW CA 94040

14758131  
HORVATH HANORA M  
49 SHOWERS DR NO L472  
MOUNTAIN VIEW CA 94040

14758135  
LO ANTHONY R AND RITA  
49 SHOWERS DR NO K431  
MOUNTAIN VIEW CA 94040

14758139  
SELL DEBORAH K  
49 SHOWERS DR NO K427  
MOUNTAIN VIEW CA 94040

14758143  
KORAL RICHARD AND SARA  
715 WINDSOR WAY  
REDWOOD CITY CA 94061

14758147  
RAE PATRICIA W  
49 SHOWERS DR NO J122  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 FWD Order Expired*

14758151  
BAINS WILLIAM D AND PATRICIA A  
PO BOX 50219  
PALO ALTO CA 94303

14758155  
SEUBOLD FRANK H  
49 SHOWERS DR NO J216  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 FWD Order Expired*

14758128  
SUZUKI KO F AND MARGARET C  
49 SHOWER DR NO M465  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 FWD Order Expired*

14758132  
FANUCCHI DONALD G AND SANDRA L  
195 JANE DR  
WOODSIDE CA 94062

14758136  
HARRISON BLAINE L ET AL  
49 SHOWERS DR NO K430  
MOUNTAIN VIEW CA 94040

14758140  
ZEMAN DONALD J AND BEVERLY T  
3774 THOUSAND OAKS DR  
SAN JOSE CA 95136

14758144  
VON MORPURGO ALBERT AND DORIS  
1400 GEARY BLVD APT 408  
SAN FRANCISCO CA 94109

14758148  
MAHJOOB MAHTASH ET AL  
49 SHOWERS DR NO J123  
MOUNTAIN VIEW CA 94040

14758152  
FREEMAN VERNE D ET AL  
49 SHOWERS DR NO J127  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 FWD Order Expired*

14758156  
SHYTH DAVID B  
49 SHOWERS DR NO J217  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 FWD Order Expired*

14758129  
WYLIE EDWARD H AND MARIANNE D  
260 YERBA SANTA AV  
LOS ALTOS CA 94022

14758133  
PIPESON BETTY J  
49 SHOWERS DR NO L474  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 FWD Order Expired*

14758137  
GOPEN CHARLES AND ARLENE  
49 SHOWERS DR NO K429  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 FWD Order Expired*

14758141  
NELSON EDWARD H AND ELENORA M  
663 CAMELLIA WY  
LOS ALTOS CA 94022

14758145  
NUTTING GEORGE W AND CHARLOTTE  
1041 FARMA WY  
LOS ALTOS CA 94022

14758149  
PEREZ-RUBIO JUAN A  
921 ROSE AVE  
MENLO PARK CA 94025  
*Ret'd 9/4/91 UTP*

14758153  
COHN MARTIN M ET AL  
ARTHUR COHN  
816 MESA  
PALO ALTO CA 94306

14758157  
BERTI PAUL R TRUSTEE & ET AL  
49 SHOWERS DR NO J218  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 FWD Order Expired*

14758158  
HOMAN A G AND NORMA C ET AL  
49 SHOWERS DR NO J219  
MOUNTAIN VIEW CA 94040

14758162  
OHANNESIAN JAMES R TRUSTEE  
1256 MORNINGSIDE DR  
SUNNYVALE CA 94087

14758166  
SEPEHRI MEHRAN  
PO BOX 9476  
STANFORD CA 94305

14758170  
LAMBSON GERALYN  
49 SHOWERS DR NO J317  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 FWD Order Expired*

14758174  
GLOVER BOLA O  
49 SHOWERS DR NO J321  
MOUNTAIN VIEW CA 94040

14758178  
LOW GLADYS  
3895 MIDDLEFIELD RD  
PALO ALTO CA 94303

14758182  
WHITE ANDRE R  
49 SHOWERS DRIVE #445 - BLDG  
MOUNTAIN VIEW CA 94040

14758186  
CHENG CHARLES AND SHIRLEY  
49 SHOWERS DR NO H449  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 Fwd Order Expired*

14758159  
MC FARLAND TERRY C  
49 SHOWERS DR NO J220  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 Fwd Order Expired*

14758163  
SCHWARCZ ERNEST  
49 SHOWERS DR NO J224  
MOUNTAIN VIEW CA 94040

14758167  
THOMPSON PATRICK C AND MARCIA  
14 HAVENRIDGE COURT  
SAN MATEO CA 94402

14758171  
KEEHN WILLIAM G AND KATHLEEN J  
49 SHOWERS DR NO J318  
MOUNTAIN VIEW CA 94040

14758175  
THOMPSON PALMYRE M ET AL  
49 SHOWERS DR NO J322  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 FWD Order Expired*

14758179  
SEDLACEX LAURA  
588 JACKSON DR  
PALO ALTO CA 94303

14758183  
BROCKS RUTH L  
49 SHOWERS DR NO H446  
MOUNTAIN VIEW CA 94040

14758187  
BOOTH NANCY L  
49 SHOWERS DR NO H450  
MOUNTAIN VIEW CA 94040

14758160  
ANDERSON DANIEL C ET AL  
MARILYN HOBERG  
PO BOX 1664  
SAN MATEO CA 94401

14758164  
WATSON ALICIA K ET AL  
49 SHOWERS DR NO J225  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 FWD Order Expired*

14758168  
WALTHALL JOAN D  
49 SHOWERS DR NO J315  
MOUNTAIN VIEW CA 94040

14758172  
MEHNER EUGENE W AND FRANCESCA  
26620 PURISSIMA RD  
LOS ALTOS CA 94022

14758176  
CHANG WILLIAM M AND FLORENCE L  
466 36TH AVENUE  
SAN FRANCISCO CA 94121

14758180  
BERRY DONNA H  
49 SHOWERS DR NO J327  
MOUNTAIN VIEW CA 94040

14758184  
LONG HOWARD C JR  
49 SHOWERS DR NO H447  
MOUNTAIN VIEW CA 94040

14758188  
ORTIZ EVARISTO A AND JOSEPHINE  
49 SHOWERS DR NO G444  
MOUNTAIN VIEW CA 94040

14758161  
LEPOLD JACOB AND ELLA  
49 SHOWERS DR NO J222  
MOUNTAIN VIEW CA 94040

14758165  
SOKOLOFF NINA V TRUSTEE  
559 TENNYSON AV  
PALO ALTO CA 94301

14758169  
GARCIA JUANITA  
5904 ALTA MONTE NE  
ALBUQUERQUE NE 87110

14758173  
LEONARD JAMES W AND FRANCES M  
49 SHOWERS DR NO J320  
MOUNTAIN VIEW CA 94040

14758177  
MUNCH GUNTHER W AND SIGRID  
2009 GREENBRIAR DRIVE  
MANSFIELD OH 44907

14758181  
CAREY MARY V  
49 SHOWERS DR NO J328  
MOUNTAIN VIEW CA 94040  
*Ret'd 9/4/91 FWD Order Expired*

14758185  
CHENG CHARLES AND SHIRLEY  
49 SHOWERS DR NO H448  
MOUNTAIN VIEW CA 94040

14758189  
HERKENRATH KENT W  
49 SHOWERS DR NO G443  
MOUNTAIN VIEW CA 94040

CITY OF MOUNTAIN VIEW  
NOTICE OF PUBLIC HEARING  
THE OLD MILL PRECISE PLAN

NOTICE IS HEREBY GIVEN that Tuesday, the 10th day of September, 1991, at the hour of 7:30 p.m. or as soon thereafter as the matter can be heard in the Council Chambers at City Hall, 500 Castro Street, Mountain View, has been set as the time and place for public hearing to: (1) certify the Environmental Impact Report; (2) amend the General Plan Land Use Map; and (3) adopt amendments to the Old Mill Precise Plan that permit residential development at 40 units per acre plus up to 25,000 square feet of commercial and 20,000 square feet of office space at an 18-acre former shopping center site.

Interested parties may appear and be heard. Written statements may be submitted to the City Clerk, P.O. Box 7540, Mountain View, California, 94039. Legal challenges may be limited to those issues or objections raised at the public hearing orally or in written correspondence delivered to the City Clerk at, or prior to, the public hearing.

Dated this 28th day of August, 1991.

(SEAL)

Katherine B. Koliopoulos  
City Clerk

KBK/RM/CLK/405-8-27-91F1

# PROOF OF PUBLICATION

## TimesTribune

245 Lytton Ave., Palo Alto, CA 94301

STATE OF CALIFORNIA  
COUNTY OF SANTA CLARA

In the Matter of

THE OLD MILL PRECISE PLAN, MOUNTAIN  
VIEW, CALIFORNIA

NOTICE OF PUBLIC HEARING

City of Mountain View  
NOTICE OF PUBLIC HEARING  
THE OLD MILL PRECISE PLAN

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(S E A L)

KATHERINE B. KOLIOPOULOS  
City Clerk  
(9497—August 30, 1991)

STATE OF CALIFORNIA  
COUNTY OF SANTA CLARA

ss

The undersigned, being first duly sworn, deposes and says: That at all times hereinafter mentioned affiant was and still is a citizen of the United States, over the age of eighteen years, and not a party to nor interested in the above entitled proceeding, and was at and during all said times and still is the principal clerk of the printer and publisher of The Times Tribune, a newspaper of general circulation printed and published daily in the city of Palo Alto in said County of Santa Clara, State of California, that said Times Tribune is and was at all times herein mentioned a newspaper of general circulation as that term is defined by Sections 6000 and following, of the Government Code of the State of California, and, as provided by said sections, is published for the dissemination of local or telegraphic news and intelligence of a general character, having a bona fide subscription list of paying subscribers, and is not devoted to the interests or published for the entertainment or instruction of a particular class, profession, trade, calling, race or denomination, or for the entertainment and instruction of any number of such classes, professions, trades, callings, races or denominations, that at all times said newspaper has been established, printed and published in the said city of Palo Alto in said County and State at regular intervals for more than one year preceeding the first publication of the notice herein mentioned, that said notice was set in type not smaller than nonpareil and was preceded with words printed in black-face type not smaller than nonpareil, describing and expressing in general terms, the purport and character of the notice intended to be given, that the clipping of which the annexed is a true printed copy, was published and printed in said newspaper on the following dates to-wit

August 30, 1991

Dated at Palo Alto, California

this 30th day of August

91

19

I declare under penalty of perjury that the foregoing is true and correct

Signed

Principal clerk of the printer and publisher of the Times Tribune

F. 11  
= R

## NOTICE OF DETERMINATION

To: X Office of Planning and Research  
1400 Tenth Street, Room 121  
Sacramento, CA 95814

From: City of Mountain View  
500 Castro Street  
P.O.Box 7540  
Mountain View, CA  
94039

N County Clerk  
Santa Clara County

*copy also sent  
to the clerk*

**SUBJECT:** Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

---

Project Title:

Amendment of Mountain View General Plan and of the Old Mill Precise Plan.

State Clearing House Number:  
(If Submitted to Clearing House)

Contact Person

Area Code/Number/Extension:

SCH #90030834

Leslie Gould

(415) 903 - 6306

Project Location:

Project location is Area B of the existing Old Mill Precise Pla (see Figure 2). the Project area is bounded by San Antonio Road, California Street, Showers Drive and Southern Pacific Railroad tracks.

Project Description:

Amend the General Plan Land Use Map to show Residential 12+ units per acre instead of Regional Commercial for an 18 acre portion of land at the northwesterly corner of Showers Drive and California Street, and amend the Old Mill Precise Plan to permit highdensity residential development with accessory amounts of commercial and office development.

This is to advise that the City of Mountain View has approved the above described project on September 10, 1991 and has made the following determinations regarding the above described project:

1. The project will, X will not have a significant effect on the environment.
2. X An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.  
   A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures X were,    ~~were not~~ made a condition of the project approval.
4. A Statement of Overriding Considerations was, X was not adopted for this project.



This is to certify that the final EIR with comments and responses and record of project approval is available to the general public at City Hall, 500 Castro Street, Mountain View, California, 94039-7540.

Date received for filing and posting at OPR \_\_\_\_\_

*Michael Percy*  
\_\_\_\_\_  
Mountain View Signature

*Principal Planner*  
\_\_\_\_\_  
Title

**SENDER: Complete 3 and 4.**  
Put your address in the "RETURN TO" Space on the reverse side. Failure to do this will prevent this card from being returned to you. The return receipt fee will provide you the name of the person delivered to and the date of delivery. For additional fees the following services are available. Consult postmaster for fees and check box(es) for additional service(s) requested.

1. ☐ Show to whom delivered, date, and addressee's address. (Extra charge) 2. ☐ Restricted Delivery (Extra charge)

3. Article Addressed to:  
Santa Clara County  
Superior Court Building  
ATTN: County Clerk  
191 North First Street  
San Jose, CA 95110

4. Article Number  
P048823075

Type of Service:  
☐ Registered ☐ Insured  
☒ Certified ☐ COD  
☐ Express Mail ☒ Return Receipt for Merchandise

Always obtain signature of addressee or agent and **DATE DELIVERED**.

5. Signature — Address  
X

6. Signature — Agent  
X

7. Date of Delivery  
SEP 18 1991

8. Addressee's Address (ONLY if requested and fee paid)

PS Form 3811, Mar. 1988 \* U.S.G.P.O. 1988-212-865 DOMESTIC RETURN RECEIPT

**SENDER: Complete 3 and 4.**  
Put your address in the "RETURN TO" Space on the reverse side. Failure to do this will prevent this card from being returned to you. The return receipt fee will provide you the name of the person delivered to and the date of delivery. For additional fees the following services are available. Consult postmaster for fees and check box(es) for additional service(s) requested.

1. ☐ Show to whom delivered, date, and addressee's address. (Extra charge) 2. ☐ Restricted Delivery (Extra charge)

3. Article Addressed to:  
Office of Planning & Research  
1400 Tenth Street, Rm. 121  
Sacramento, CA 95814

4. Article Number  
P048823076

Type of Service:  
☐ Registered ☐ Insured  
☒ Certified ☐ COD  
☐ Express Mail ☒ Return Receipt for Merchandise

Always obtain signature of addressee or agent and **DATE DELIVERED**.

5. Signature — Address  
X

6. Signature — Agent  
X

7. Date of Delivery  
SEP 19 1991

8. Addressee's Address (ONLY if requested and fee paid)

PS Form 3811, Mar. 1988 \* U.S.G.P.O. 1988-212-865 DOMESTIC RETURN RECEIPT

Orig. Located In The Planning  
Dept.

202-03

DRAFT

ENVIRONMENTAL IMPACT REPORT

OLD MILL AREA

PRECISE PLAN

SCH# 90030834

VOLUME I OF II

City of Mountain View  
February 1991

Orig. Located In The Planning Dept. 202-03

DRAFT

ENVIRONMENTAL IMPACT REPORT

APPENDICES

OLD MILL AREA

PRECISE PLAN

SCH# 90030834

VOLUME II OF II

City of Mountain View  
February 1991

Orig. Located In The  
Planning Dept.

5.1

ADMINISTRATIVE DRAFT FINAL  
ENVIRONMENTAL IMPACT REPORT

OLD MILL AREA  
PRECISE PLAN

SCH# 90030834

City of Mountain View  
August 1991