

From: [REDACTED]
To: [Tsumura, Jeffrey](#)
Subject: Affordable Housing Development inquiry
Date: Tuesday, November 12, 2024 1:35:05 PM

CAUTION: EXTERNAL EMAIL - Ensure you trust this email before clicking on any links or attachments.

Good morning Mr. Tsumura,

Will this affordable rental housing development at 334 San Antonio Road have real functioning ventilation system, not like the range hood fan installed at current place of residence and door bottom gap that helps with ventilation, but nasty neighbors impairs its functional benefit?

How will the cigarette, Marijuana, Crack Cocaine smokers, pet owners be managed? Will Asthma sufferers be given considerations residing in nearby facilities? Maybe, have the non-smokers and respiratory condition sufferers moved there when completed, and the smokers and pet owners be moved here.

When will the projected time of completion? What will the 99 units be, e.g. Studios, 1 BR, etc.?

What would be the rental rates? Will there be elevators available? Will the walls have some insulation for sound reduction?

The stereotypes of Affordable Housing need not continue. High crime cities and communities have not contributed to increase in dollar worthiness. Countries like Kuwait are \$2 and Bahrain are \$1 higher than the U.S. Dollar. They may have abundance of oil or gold, but this country continue to educate their manpower. Fully-abled occupants of Affordable Housing not only be encouraged to seek employment but also be assisted to be employed. Rather than having them settled to continue on being in government programs. Or limit their availability, so they can stay living in assistance programs. After all, employers require applicants to have an address. At this point, I wish I am employed. More income tends to lead to better living; but my limbs just won't agree with my head constantly.

If you don't mind, I would like to ask to be anonymous. Management or neighbors might know me in the broadcast.

Thank you for your response,
[REDACTED]

From: [Planning Division](#)
To: [Pancholi, Diana](#)
Cc: [Tsumura, Jeffrey](#)
Subject: FW: 11/20 Meeting Item 5.1: 334 San Antonio Road Affordable Housing Project
Date: Monday, November 18, 2024 8:41:28 AM

EPC

Nancy Woo-Garcia
Office Assistant /CDD-Planning
Main 650-903-6306

From: Daniel Hulse [REDACTED]
Sent: Friday, November 15, 2024 6:49 PM
To: epc@mountainview.gov
Subject: 11/20 Meeting Item 5.1: 334 San Antonio Road Affordable Housing Project

CAUTION: EXTERNAL EMAIL - Ensure you trust this email before clicking on any links or attachments.

Dear Environmental Planning Commission,

I am writing to strongly support the affordable housing development at 334 San Antonio Road.

The San Antonio and Del Medio neighborhoods are clearly ready for more housing growth, and it is fantastic news that this infill opportunity is being used for affordable housing. Affordable housing projects like this ensure that our neighborhood (1) helps alleviate the housing supply crisis (2) encourages neighborhood vibrancy by providing a captive market for local small retail businesses (3) protects tenants in nearby “naturally affordable” housing from displacement, and (4) provides convenient access to the Mountain View job market for people who might otherwise be reliant on a long commute to make ends meet.

I am also thrilled to see that this development was designed with minimal parking. This kind of low-traffic, high-affordability housing typology is perfect for this area, where jobs, groceries, and high-quality transit options are all a short walk away. Complementary housing developments like this—that enable car-free and car-lite lifestyles—unlock deeper levels of lifestyle affordability for future tenants while also mitigating traffic concerns and driving public transit use.

This project also marks an encouraging step for development in the San Antonio area, which so far has developed far too much excess parking, rather than embracing a more pedestrian and transit-oriented urbanism. Going forward, I hope that the city will take developments like this as a signal to improve bicycle/pedestrian safety in the San Antonio/Del Medio area.

Sincerely,

Daniel Hulse



From: [Matt Raschke](mailto:Matt.Raschke@mountainview.gov)
To: epc@mountainview.gov
Cc: [Tsumura, Jeffrey](mailto:Tsumura,Jeffrey)
Subject: EPC Agenda Item 5.1 for 11/20/2024 - Fwd: 334 San Antonio Questions
Date: Wednesday, November 20, 2024 1:04:54 PM

CAUTION: EXTERNAL EMAIL - Ensure you trust this email before clicking on any links or attachments.

Dear members of the Environmental Planning Commission,

Please reject the staff recommendation for the 334 San Antonio project and send the plans back for revision. The current design requires exceptions to the San Antonio Precise Plan (SAPP) that jeopardize the health and safety of the neighborhood. The lower first floor height (than required) will prohibit delivery and moving vans from using the onsite parking area for loading and unloading. Therefore, these vehicles will park and block bicycle and traffic lanes on California Street and/or San Antonio Road. This will put bicyclists in danger due to lack of visibility and unnecessarily diverting these vulnerable travelers into the regular traffic lanes. I sent the attached email to the project planner after the DRC meeting, and the applicant ignored my comments. These concerns are not mentioned in the staff report, either. **Please do not ignore this serious concern.** The applicant should have provisions and a clear plan for how deliveries and moving vans will be accommodated without impact to the public right-of-way and the health and safety of the neighborhood.

The project is also requesting an exception for the SAPP setback requirements for California Street. This should also be denied. As the first project to redevelop along this block of California Street, the required setback will become meaningless for the other older nearby buildings that will probably redevelop soon. California Street desperately needs a redesign for the bike lanes at the intersection. Bicycles are squeezed at the corner near 298 San Antonio (see attached photo 1). A short observation of the cars and trucks driving past shows most of them encroach into the bike lane at the corner. I ride this regularly, and I am always nervous at this location. Reducing the SAPP setback will limit options for reconfiguring California Street in the future. Indeed, that is one of the primary reasons for planning setbacks along roadways. Again, for health and safety reasons, do not allow the applicant to violate the SAPP setback requirements. The setback is needed for the future well being of the neighborhood. It would also be a stark contrast to the current buildings that have adequate setbacks along this heavily parked street (see attached photo 2).

In general, this project has good intentions. But the design has safety flaws for the reality of the modern "everything gets delivered" lifestyle. This will be especially true for these new residents who won't (or shouldn't) have cars. Everything will be delivered. The applicant must provide a clear plan for how deliveries and moving vans will be accommodated without impact to the public right-of-way and the health and safety of the neighborhood. One hundred apartments on this relatively small property will be receiving a lot of deliveries. **This doesn't safely or magically happen without proper planning.**

Thanks,
Matt Raschke


----- Forwarded message -----

From: **Matt Raschke** [REDACTED]
Date: Wed, Jun 5, 2024 at 3:25 PM
Subject: 334 San Antonio Questions
To: <Jeffrey.Tsumura@mountainview.gov>

Jeffrey,

I just watched the DRC meeting for 334 San Antonio (100 affordable apartments). At the end I wanted to ask one more question, but Rebecca didn't acknowledge my raised hand.

The plan set online doesn't have the sheet (A5.2) with the garage entry height. Will it be high enough for U-Haul trucks to load and unload tenants belongings? There is a good example of this at The Dean apartments on Miller Ave.

Also, since most of these tenants will (hopefully) not have cars, I expect that they will get most everything delivered. There is no delivery zone on the plan set. Amazon, UPS, Fed-Ex and other carriers have large trucks that will otherwise stop along either San Antonio or California Street and block the bike lanes. This already happens a lot at The Dean and that complex has a relatively quiet street alternative for deliveries on Miller Ave. California Street is quite busy, and San Antonio is a major thoroughfare. I bike on San Antonio and California Street often, so I don't want to see more delivery trucks blocking the bike or turning lanes on these roads, respectively.

This project should be required to provide a truck delivery zone and a space for loading and unloading U-Haul type moving trucks.

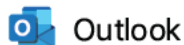
Lastly, who sets the rental rates to ensure these units will be truly affordable for people making 30% to 80% AMI? Since this appears to be a fully private funded project, what controls are in place to enforce it? And does the affordable requirement ever expire?

Thanks,
Matt Raschke
[REDACTED]





8LEL205



San Antonio & California application PL-2024-002

From Sheryl Stark [REDACTED]
Date Tue 11/19/2024 7:15 PM
To jeffery.tsumura@mountainview.gov <jeffery.tsumura@mountainview.gov>

Dear Mr. Tsumura:

I am concerned about the parking plan submitted for

334 San Antonio Road APN 148-15-020

I understand that no parking is necessary for affordable housing within 1/2 mile from a transit stop. Nevertheless, the developers are kind enough to provide 16 parking places with one ADA compliant spot. And they are generous by providing a minimal transit subsidy to tenants per year for the first 3 years. This is not enough. With the cost of transit, this is not a reasonable subsidy. There is no available parking within 1/2 mile of the planned apartments. This is assuming each 2 and 3 bedroom apartment (as well as the one bedrooms) having only one car (or fewer) per apartment. Where will these people park?

I live just a few blocks away at San Antonio Place. I have been living here since 2006. I moved in on the very first day. There are 120 apartments with 66 parking places for tenants and 9 places for guests, visitors, and staff. There is no on street parking between 2 AM and 6 AM. This is true for much of the neighborhood. The Crossings never has any available street parking. As it is, there is extremely limited on street parking for overnight guests. I have had guests arriving in the evening who could not find parking so they couldn't even visit and had no place to stay.

I didn't have a car for 6 years. I relied on mass transit and walking if it was less than a mile. To get to El Camino Hospital by bus (when the busses are running) takes an hour including wait times. This requires taking the Mountain View Community Transit system. To drive there takes 15 minutes. The last busses arrive and depart from El Camino Hospital before 7 PM. I regularly went to Mountain View City Council meetings. Unfortunately, my main topic of interest was often not addressed until after 9 PM, after the last bus from downtown Mountain View left for San Antonio Road on its way to Palo Alto. So I had to leave without being represented. Mass transit does not run at night, except for the 22 bus that runs from San Jose to Palo Alto down El Camino Real and the Caltrain. The 22 is about 1 mile from the proposed development.

I know that it is important to reduce the number of cars on the roads in Mountain View. But not providing parking for poor people is discrimination. Some folks like me can't walk half a mile and don't have walkers or wheelchairs. Poor people drive. Poor people have cars. There are no places whatsoever in this neighborhood that can accommodate all these cars. Particularly with only one ADA compliant place for 99 apartments. Mass transit is not the answer. It is not yet set up for this. Mass transit needs to run until midnight, at least. Does the city plan to expand mass transit hours? Or change local regulations to allow overnight parking? And even allowing overnight parking, will there still be enough? Is there any incentive for the poor to get rid of their cars? I believe that the City of Mountain View must consider these issues when negotiating with developers for affordable housing.

Thank you,
Sheryl Stark