

**APPEAL TO CITY COUNCIL ON DECISION OF
ZONING ADMINISTRATOR AND/OR
COMMUNITY DEVELOPMENT DIRECTOR
CITY OF MOUNTAIN VIEW, CALIFORNIA**

For Official Use Only:

Date of Decision _____

Date Appeal Filed _____

Fee Paid _____

1. Name of Appellant Lindsay Harris on behalf of Residents of Maravilla
2. Address of Property Involved 2249-2283, 2319-2325, and 2385 Old Middlefield and 775 Independence Avenue
3. Applicant (owner or lessee of property involved) Magnussen's Middlefield LLC
4. Agent for Applicant Brenda Joy Gabbac
5. Action Originally Requested (in detail) Dev. Review Permit, Heritage Tree Removal Permit, CEQA Exemption
Request for a Development Review Permit to remove two commercial buildings, including a vacant 8,450 square foot auto service and repair building and a 14,880 square foot office/ industrial building, and construct a new two-story 39,399 square foot automobile dealership with auto service, parts and repair facility for Toyota; and a Heritage Tree Removal Permit to remove 80 Heritage trees on a 2.4-acre site, and a recommended determination that this project is categorically exempt per Section 15332 ("In-Fill Development Projects") of CEQA Guidelines.
6. Decision of Zoning Administrator (include conditions, if any – attach additional sheet if necessary)
Conditionally approved provided reductions in rooftop parking lighting height and addition of motion sensors to lights.
7. Statement of Appeal (in detail – attach additional sheet if necessary)
See attached.

RECEIVED

JAN 2 2025

CITY CLERK

8. Signature of Appellant [Redacted]

Address [Redacted] Phone No. [Redacted]

The fee for any appeal is to be equal to 50 percent of the original application fee, not to exceed \$1,000 except that it is not to exceed \$500 if the project is in the R1 Zoning District. No waiver of fees is allowed.

Members of Mountain View City Council,

Petitioner is appealing the Zoning Administrator's December 18th, 2024 approval of a Development Review Permit for 2249-2283, 2319-2325 and 2385 Old Middlefield Way and 775 Independence Avenue (Applicant: Magnussen's Middlefield LLC).

Applicant seeks to relocate existing Toyota dealership, located a mere 0.4 miles away, to a new multi-story 40,000 square foot structure directly adjacent to a residential neighborhood. The proposed structure will contain a showroom, auto shop, rental center, and rooftop parking; construction requires merging multiple lots and demolishing buildings currently occupied by small businesses.

The Development Review Process is intended to ensure that projects (1) maintain or enhance the appearance of the community; (2) maintain property values; and (3) are compatible with surrounding properties and neighborhoods.¹ Beginning May 2024, the petitioner's community raised concerns related to these aspects with the city and applicant, and proposed reasonable and cost-effective mitigations. Despite the applicant only implementing a subset of said mitigations, the Zoning Administrator approved the applicant's proposal. **While the petitioner appreciates the need for a measured approach, it is her view that the Development Review Process failed to give due consideration to the very aspects that the process is intended to protect. Consequently, the petitioner, representing her community, is appealing the Zoning Administrator's decision.**

Summary of Concerns

The proposed size and scale of the project conflicts with the existing character of the neighborhood, thereby threatening the livability of our community and potentially compromising property values.

Today, the vast majority of buildings along the Old Middlefield corridor are single-story, office, dining, service, and warehouse facilities, with a small subset having automotive service bays. Buildings and signage are largely low-profile, and many buildings have a modest, unobtrusive footprint with flat or gently sloped roof lines that reinforce the corridor's cohesive, low-scale character.

In stark contrast, the applicant's proposed structure is in essence a "big box", multistory retail space, with parking and an employee lounge on the roof, and a high-profile glass, LED lighted accessory structure out front (the "portal"). No other structure along the Old Middlefield Way corridor has such a design or such elevations, making the height, mass, and overall look of the proposed structure incompatible with existing architectural scale and the predominantly low-profile buildings along the corridor. This disparity, including the resulting evening light pollution, would disrupt the visual harmony of the area, making the proposed structure appear out of place and imposing, affecting livability and potentially property values. In the city of Mountain View and the Bay Area in general, these types of flashy, multi-story imposing structures generally exist along busy thruways such as El Camino Real and 101 — and not situated right next to a residential neighborhood in an otherwise low-key area of mixed development.

For homes in the surrounding area, the impact of this visual incompatibility is amplified by the applicant's intent to remove multiple heritage trees and replace them with new trees that will take 10 years to mature. Heritage trees play a crucial role in reducing urban heat islands, supporting biodiversity, and enhancing the aesthetic and environmental quality of the neighborhood. Their removal would lead to a prolonged

¹ See [SEC. 36.44.50](#)

loss of these benefits, further diminishing the area's livability and appeal during the years it would take for replacement trees to reach maturity.

Residents have also brought up concerns around the requested CEQA in-fill exemption, health impacts during construction and post-construction operation, risk of improper waste handling and lack of enforcement thereof, potential for increased traffic, and lack of precedent and deviations from norms for similar projects. These concerns have been previously raised to the applicant and to the Mountain View Planning Department and discussed in Exhibits A-C; petitioner respectfully refers the City Council to these exhibits and focuses the remainder of the letter on mitigations that would address what petitioner considers to be core concerns.

Proposed Mitigations

1. Remove Accessory Structure (the "Portal") and Reduce Height of 3-Story Sign (the "Tower")

The applicant's proposal includes a high-profile accessory structure illuminated with LED lighting referred to as the "portal," which prominently displays the Toyota logo (see Figures 1 and 2). The applicant has included two versions of the front doorway in their submission materials, one version with the "portal", and one without.

The visual weight of the "portal" can be seen in the contrasting renderings. Critically, petitioner submits that the "portal" significantly exceeds the visual prominence of any other signage or architectural feature along the corridor. Its inclusion detracts from the low-profile character of the area and further emphasizes the oversized and commercial nature of the project, creating visual discord with neighboring properties.

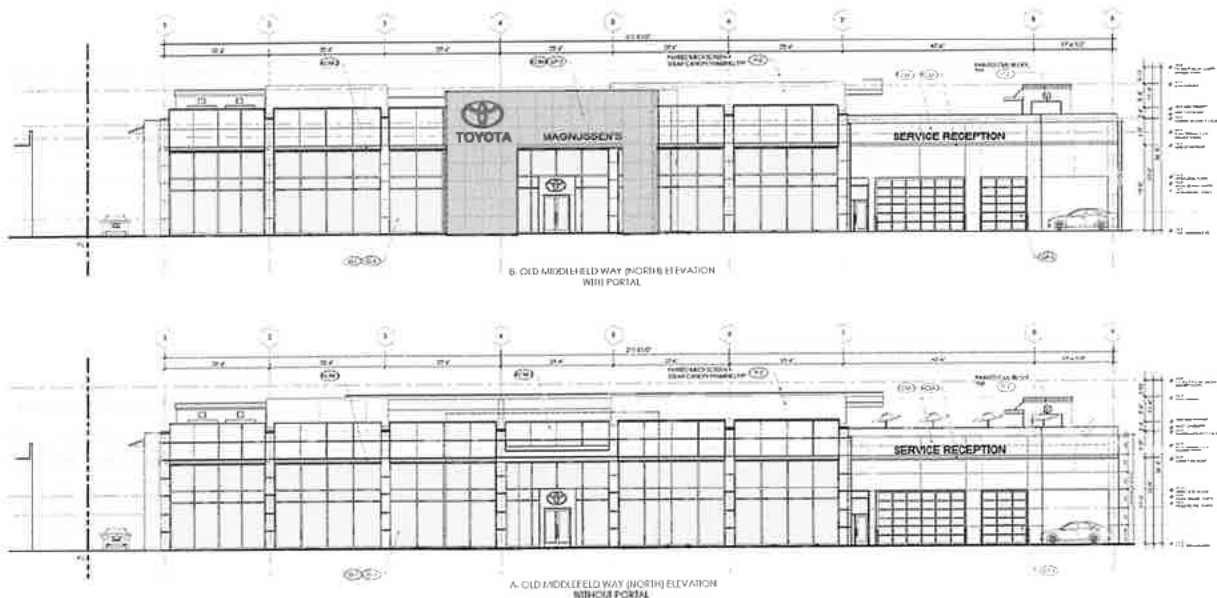


Figure 1: Architectural drawing with and without portal (per applicant)



WEST ELEVATION (INDEPENDENCE AVENUE)



NORTH ELEVATION (OLD MIDDLEFIELD WAY)

Figure 2: Renderings from Independence Avenue and Old Middlefield Way (per applicant)

Notably, applicant's existing dealership does not include a "portal", and during discussions with petitioners, applicant acknowledged that the primary reason for including the "portal" is for consistency with other Toyota dealerships. **Petitioner respectfully asks that the City Council prioritize the needs of the surrounding community over Toyota's desire to achieve uniformity across its dealerships, and require the removal of this accessory structure to better align the proposed development with the corridor's understated architectural style.** This mitigation would reduce the project's visual impact and improve compatibility with existing signage and design standards in the area with no material effect on Toyota's business outcomes.

The applicant's proposal also includes another high-profile sign bearing the Toyota logo (the "tower"). The "tower" is a conspicuous three-story-tall structure (see Figure 3), as compared to its current height of approximately one-story at the applicant's existing dealership (see Figure 4). Similar to the "portal," there is currently no structure of a similar dominance along Old Middlefield Way; it is unnecessary for the tower to be three stories tall to be visible. **Petitioner similarly respectfully asks that the City Council prioritize the needs of the surrounding community over Toyota's desire to achieve visual prominence along Old Middlefield Way, a corridor of understated buildings, and require a decrease in the tower's height to no more greater than its current height to better align the proposed development with the existing community.**



Figure 3: Rendering showing height of sign along Old Middlefield Way (per applicant)



Figure 4: Photo of sign at current Toyota location (Google Streetview)

2. Add Screening For, Or Relocate Rooftop Parking and Rooftop Employee Lounge

The applicant proposes extensive use of rooftop parking, with 93 out of 206 parking spaces to be located on the structure's roof.² Applicant also proposes an employee seating area with umbrellas along a section of the roof parallel to Old Middlefield Way. Currently, no other building along the corridor or in a one mile radius has rooftop parking or seating.

Applicant's renderings show that in some cases, cars parked on the roof, umbrellas, and people in the employee seating area will be readily visible from the ground below, including from portions of Old Middlefield Way and Independence Ave. Critically, the proposed parapet does not appear to block visibility of all vehicles, especially taller vehicles (SUVs, trucks). As an example, Figure 5 shows a vehicle at the edge of the building visible from Old Middlefield Way. (Unfortunately, this detail is not readily apparent as the applicant did not incorporate vehicles parked on the rooftop into all relevant drawings and renderings, and when included, appears to only incorporate sedans with lower roofs.)

² Per applicant: 93 spaces on roof for service and inventory; 113 spaces on ground with 70 for display / inventory, 18 for employees, 14 for customers, 6 for rentals, 5 for service. Service bays and showroom space is not included in these counts.



Figure 5: Vehicle on roof visible from Old Middlefield Way (per applicant)

The visibility of these vehicles and the seating area will in turn highlight the structure's height and mass, and its incompatibility with existing architectural scale and the predominantly low-profile buildings along the corridor. Furthermore, the extensive use of rooftop parking will also result in constant traffic along the ramp throughout the day, creating heightened noise as vehicles traverse speed bump(s) along the ramp.

Petitioner respectfully requests that the City Council require applicant to address this concern via one of two options:

- (a) **Move parking underground.** Shifting auxiliary parking from the rooftop to underground would significantly reduce the mass of the building and mitigate the visual disruption. While this would come at a cost to the applicant, petitioner respectfully asks that council members consider this cost relative to the potential benefits that such a shift would yield for the community for decades to come.
- (b) **Hide rooftop parking and seating behind screening with added setback.** As standard, the applicant plans to use rooftop screening to shield mechanical equipment (e.g., HVAC) from being visible. Extending said screening along the length of the roof with an added setback would similarly prevent parking and seating from being visible from below, making the roof and overall building appear smaller and less imposing. This would mitigate the visual disruption caused by use of the rooftop and better align the building with the corridor's low-scale architectural character, with the only significant cost to the applicant being a small reduction in rooftop

parking.³ Petitioner submits that this approach is preferable to increasing the height of the parapet, as doing so will only further increase the perceived height and mass of the underlying structure.

Furthermore, petitioner respectfully requests that the City Council require the applicant to provide renderings necessary to fully evaluate the visibility of vehicles, people, mechanical equipment, and any other items on the roof. This would require applicant to submit renderings from all critical vantage points, including (i) Old Middlefield Way, (ii) Independence Avenue, and (iii) from the 3rd floor of Maravilla townhomes, containing all of the following: (i) larger vehicles positioned along the rooftop; (ii) umbrellas in the employee seating area, (iii) persons in the employee seating area, and (iv) mechanical equipment on the roof.

3. Require Applicant to Use Mature Trees for Heritage Tree Replacement

Per the applicant, the trees planned to be installed along the southern property line to replace removed heritage trees will take approximately 10 years to mature. This prolonged timeline creates a significant delay in achieving effective visual screening and mitigating the visual impact of the project.

To address this, petitioner respectfully proposes planting more mature trees from the outset to ensure immediate or near-term screening effectiveness. By selecting trees with an initial height of at least 12-15 feet, the time needed for the tree screen to reach full effectiveness could be reduced from 10 years to approximately 3-5 years. This approach would provide immediate visual relief to the neighboring properties and align with the community's expectation for thoughtful and effective mitigation of the project's visual impacts.

4. Implement Performance Bond to Ensure Landscape Growth

Per the applicant, existing landscaping and new landscaping will address concerns about screening and provide visual relief for surrounding residences. As such, the care and performance of such landscaping is of utmost importance to the surrounding community. Petitioner is concerned about the long-term viability of the proposed landscaping given the outcomes of similar projects in Mountain View, and the applicant's arborist report, which raises concerns about a subset of the existing trees that applicant has agreed to maintain.

For instance, the applicant proposes using creeping vines to provide visual relief along the structure's southern facade, as shown in Figure 6. While appealing on paper, there is strong evidence that achieving and maintaining such foliage is challenging. For instance, trellis structures similar to those proposed by the applicant have been incorporated into the designs of Costco (1000 N Rengstorff Ave) and Walgreens (1905 W El Camino Real) in Mountain View. However, in practice, neither location achieved the envisioned growth — Figures 7 and 8 below show an empty lattice at both locations. Given ample evidence of the challenges involved in maintaining such landscaping, it is unreasonable to place the burden on residents to monitor and follow up on its implementation and upkeep.

To address said concerns surrounding the long-term viability of the proposed landscaping, petitioner respectfully asks the council to use a performance bond or similar instrument, in concert with monthly checks by a certified arborist for a period of five years after the completion

³ Petitioner estimates that the applicant has roughly 160 parking spaces at their current location, and cursory review suggests that spaces are typically available. This suggests an opportunity to slightly reduce the number of parking spaces on the roof to facilitate the proposed setback screening.

of construction and initial installation.⁴ This would ensure that the applicant follows through with the necessary maintenance to guarantee the growth and health of the trees, vines, and other landscape elements as proposed in the project plans.

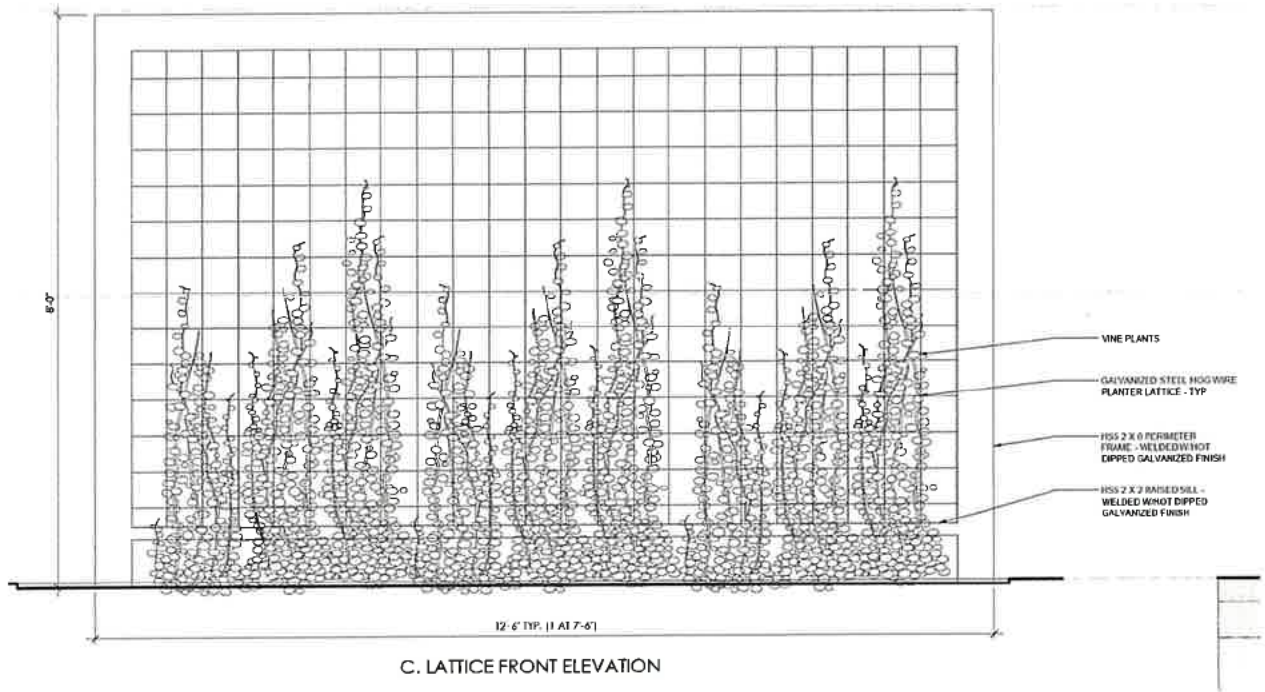


Figure 6: Proposed lattices (per applicant)

⁴ Per [SEC. 36.34.20](#), "a performance bond or other security in the amount equal to the value of the landscaping may be permitted, subject to the approval of the zoning administrator" to be employed when weather delays installation of landscaping. Petitioners respectfully ask council members to consider if a performance bond or similar instrument can be used in cases when landscaping takes significant time to take root, given the concerns outlined.



Figure 7: Empty lattices at Costco (1000 N Rengstorff Ave, Mountain View; Google Streetview)



Figure 8: Empty lattice at Walgreens (1905 W El Camino Real, Mountain View; Google Streetview)

5. Minimize Light Pollution by Disabling Unnecessary Lighting After Hours

Applicant proposes to install extensive lighting, including lighting covering (i) the ground and roof parking lots; (ii) the "portal" accessory structure; (iii) the "tower" signage along Old Middlefield Way, and (iv) the perimeter of proposed structure.

Petitioner recognizes the importance of lighting for security, safety, and operational purposes. However, light pollution negatively impacts human health, disrupts wildlife, and diminishes the natural night sky. Petitioner submits that applicants can take steps to reduce light pollution while achieving said needs.

To balance applicant's needs with those of the community, petitioner respectfully requests that the City Council require the applicant to reduce the impact of the proposed lighting as follows:

- Require each lighting fixture in the ground and roof parking lots, and surrounding the building, to be dimmable and include a motion sensor. Require that when no motion is detected and it is outside of the applicant's standard hours of operation, said fixtures be configured to produce the absolute minimum amount of light required for continuous security, safety, and operational needs in a motion-free environment.
- Petitioner submits that lighting of the "portal" and the "tower" signage after hours is not necessary for safety or security. Thus, require the "portal" lighting (if the "portal" accessory structure is maintained in any form) and the "tower" signage to be disabled after 10 PM, Monday through Saturday, and 9 PM, Sunday (one hour after the dealership's proposed closing time).⁵

6. Require Modest Changes to Address Noise and Air Concerns

While the applicant is currently required to adhere to the Basic Air Quality Construction Measures during the project period, **petitioner respectfully asks that the City Council require the applicant to agree to the following modest requirements to more fully address our community's noise/vibration and air quality concerns:**

- i. **Construction dust screen:** Petitioner's community has raised concerns regarding dust and air quality from the outset of the project. Moreover, the CEQA Compliance Checklist itself notes the presence of toxins in the existing buildings, which may enter the air during demolition. Given the immediate proximity of the construction area and the extensive duration of the project, petitioner respectfully asks that the City Council require the applicant to erect construction dust screens no less than 20 feet in height along any shared property lines.
- ii. **Disturbance Coordinator:** The applicant is currently required to designate a "Disturbance Coordinator" who will be responsible for responding to any local complaints regarding construction noise. Petitioner respectfully asks the City Council to require such Disturbance Coordinator to resolve any local complaints within 24 hours that the complaint is raised. Petitioner respectfully also asks such Disturbance Coordinator to be responsible for responding to any local complaints regarding dust and that any such complaints also be resolved within 24 hours the complaint is raised.

⁵ Per the applicant, auto sales operations are proposed to be from 9:00 AM to 9:00 PM, Monday through Saturday and 9:00 AM to 8:00 PM on Sunday. The auto service area hours of operation are proposed to be from 7:00 AM to 6:00 PM, Monday through Saturday.

- iii. **Weekly construction schedule:** The applicant is currently required to notify neighbors within 750 feet of the project site of the construction schedule in writing, prior to construction. Given that construction schedules often change, petitioner respectfully asks the City Council to require the applicant to communicate on a weekly basis a detailed construction schedule for each upcoming week to a designated point person from the community. Transparency from the applicant regarding the construction schedule and expected disturbances will allow residents to feel confident that disruptions to their quality of life will be minimized.

7. Reject use of CEQA Exemption (Infill Development Exception)

Petitioner respectfully submits that the project does not qualify for a CEQA exemption under the Class 32 Infill Development exemption because it fails to be consistent, on balance, with the Mountain View general plan policies and goals. Exemption under the Infill Development exemption requires the project be consistent with the applicable general plan designation and all applicable general plan policies. While the combined lots are zoned for commercial services, Mountain View General Plan also promises to protect and enhance the quality of life in neighborhoods by preserving their character. Specifically, LUD 6.1 states that existing neighborhood character should be protected by “ensur[ing] that new development in or near residential neighborhoods is compatible with neighborhood character.” As discussed above, the project, in its current form, clearly undermines key parts of Mountain View’s own development and planning goals, such as ensuring compatibility with neighborhood character.

Furthermore, petitioner also respectfully disagrees with the CEQA compliance checklist that approval of such a project would not result in significant negative effects on traffic, noise, or air quality for the adjacent residential communities. **For these reasons, petitioner respectfully requests that the in-fill CEQA exemption be retracted, so that our residents can feel confident that the environmental impacts of the project will be known as the project moves forward.** Retracting the exemption and requiring the project to prepare an environmental impact report will more fully identify and mitigate reasonably foreseeable environmental effects on the immediately adjacent residential communities and surrounding neighborhood.

Conclusion

Petitioner respectfully asks that the City Council consider the impacts of this project and help us preserve the character of our neighborhood by asking the applicant to update their project plans with the requested mitigations.

Exhibit A

Community Letter of Concern to Mountain View Planning Department, dated May ²⁰~~11~~, 2024

See attached.

May 20, 2024

To: Mountain View Planning Department

From: Residents of the Maravilla Community (located at the intersection of Independence Ave. and Rock Street)

To Whom It May Concern:

We, the undersigned residents of the Maravilla community, write to provide input on the development proposal at 2319 Old Middlefield Way. The project seeks to relocate the Magnussen Toyota dealership by constructing a new 41,580 square foot dealership with associated auto repair garage and parts shop, vacating the existing site located roughly 0.4 miles away.

In this letter, we share our community's concerns regarding the project. These concerns notwithstanding, we demonstrate that while the proposed project is nominally permitted on the basis of land use, it is inconsistent with the goals outlined in the City of Mountain View's General Plan and objectives outlined in the development review process under Division 2 of the Mountain View City Code. In particular, we argue that the relocation from the current site and the construction of the new site, taken together, do not contribute to the development or maintenance of the Old Middlefield commercial service corridor, while negatively impacting the appearance, property value, and environmental quality of the nearby community. We also argue that in the long run, the project's impact on the attractiveness of the neighborhood will also negatively impact businesses in the service corridor by driving away the customers they are intended to serve. Since 2013, the City of Mountain View has maintained the action to rezone intersections along Old Middlefield Way for retail instead of commercial service use by 2023. If such re-zoning had been completed on time, the proposed project would be categorically prevented from moving forward. Finally, we argue that foreseeable environmental impacts and incompatibility with Mountain View's general plan policies and goals preclude any CEQA exemption for the project.

We seek to provide input on the design of the new project to ensure that it cannot proceed until resident concerns about impact to the neighborhood are substantially and sufficiently addressed, with plans clearly communicated to the community in advance, and in good faith.

This letter is organized as follows:

- I. General Resident Concerns
- II. Conflicts with the Mountain View General Plan ("MV General Plan")
 - A. Preservation of Distinctive Character of Residential Neighborhoods
 - B. Revitalization of Shopping Centers and Underused Commercial Parcels for New Goods and Services
 - C. Encourage New Service Uses on Underused Commercial Sites
 - D. Protect the Service Commercial Zone
 - E. Connect the Neighborhood
 - F. Promote Community Health Through Land Use and Design
 - G. Land Use Conflicts
 - H. Upgraded Commercial Areas
 - I. Local Collaboration with Neighboring Jurisdictions
 - J. Light and Glare
- III. Conflicts with the 2023 Annual Progress Report and Action Plan
 - A. Old Middlefield Retail and Service Uses (Overdue Re-Zoning Action)
- IV. Conflicts with the Mountain View Development Review Ordinance, Purpose and Intent
- V. Zoning Administrator Procedures
- VI. Environmental Impacts and CEQA
- VII. Proposed Remedies
- VIII. Conclusion

I. General Resident Concerns

Our immediate community consists of 55 units in a multi-family format between Rock Street and Old Middlefield Way, adjacent to Independence Avenue. The Magnussen Toyota Dealership has recently acquired the two lots immediately adjacent to the northern property line of our community. Many of our units have direct line of sight to the commercial lots for which the project has been proposed.

Our community is concerned about the proximity, size, scale, and operation of the proposed project. The project, as currently planned, is a two-story building with rooftop parking, is structurally unattractive and incongruous with the surrounding neighborhood, and imposes on a skyline which is currently clear of buildings when viewed from the community common area or from Rock Street. We expect the operation of the dealership to bring unwanted traffic, as well as air, light, noise, and hazardous waste pollution. It will make the community overall less walkable and safe. In the consolidation of lots, 24 Heritage Trees, which serve to improve the appearance of the Old Middlefield corridor and lend to the residential character of the surrounding neighborhood, are proposed to be removed. Both the construction and operation of the proposed project are expected to bring significant disruption to the neighborhood in the form of emissions from demolition and construction activity, idling of heavy delivery vehicles, and test drive and vehicle service activity. All of these effects will have a foreseeable negative impact on property values and community well-being.

In the remainder of this letter we demonstrate that the proposed project also conflicts with City development policies outlined in the Mountain View General Plan and undermines the long term development of the commercial corridor and the adjacent residential neighborhood.

II. Conflicts with the Mountain View General Plan ("MV General Plan")

A. Preservation of Distinctive Character of Residential Neighborhoods

According to the MV General Plan:

"The Monta Loma Planning Area will retain the distinctive character of its residential neighborhoods."

"LUD 6.1: Neighborhood character. Ensure that new development in or near residential neighborhoods is compatible with neighborhood character."

"LUD 9.1: Height and setback transitions. Ensure that new development includes sensitive height and setback transitions to adjacent structures and surrounding neighborhoods."

"LUD 9.5: View preservation. Preserve significant views throughout the community."

The newly proposed project does not retain the "distinctive neighborhoods that preserve and enhance the quality of life for residents" or "enhance the public realm and integrate with the surrounding neighborhood" (see MV General Plan LUD Goals 6 and 9). Its size, scale, and proximity are incompatible with these objectives. Compared to the existing dealership located 0.4 miles away, which it replaces, the new dealership has two stories instead of one, parking on the roof where there previously was none, and is visible from up to 400 feet into the residential zone. The proposed building will obscure the current ground-level view of blue sky and trees over Old Middlefield from adjacent properties and Rock Street. It combines two adjacent commercially zoned lots into a single lot, making it the the largest and possibly tallest commercial building on the contiguous block, and the only one in the area with visible parking on the roof. In combining the two lots, 24 Heritage Trees that serve to enhance the character of the neighborhood will be removed. Furthermore, the open hours of the dealership, if implemented based on the existing dealership's hours (9 AM to 9 PM on weekdays, 9 AM to 8 PM on Saturdays, and 10 AM to 7 PM on Sundays), will far exceed those of existing businesses in the area. These features make the newly proposed project particularly disruptive to the character of the adjacent neighborhood in a way that currently surrounding commercial buildings do not.

B. Revitalization of Shopping Centers and Underused Commercial Parcels for New Goods and Services

The MV General Plan further provides:

"At the same time, [The Monta Loma Planning Area] will become more complete through revitalization of shopping centers and underused commercial parcels to provide opportunities for new commercial goods and services. A principal strategy is to provide a wider range of retail and commercial services in mixed-use and commercial centers accessible to the neighborhood."

The newly proposed project does not contribute substantially new, different, or more various services to the neighborhood because these identical services are already provided at the existing dealership just 0.4 miles away.

C. Encourage New Service Uses on Underused Commercial Sites

The MV General Plan provides as a key policy direction:

"Encourage new service uses. The area will support enhanced services within neighborhood shopping centers and other retail areas. It will also include new commercial uses on underused sites."

The newly proposed project does not contribute enhanced or new services to the neighborhood because these identical services are already provided at the existing dealership just 0.4 miles away, as discussed in Section II.B above.

D. Protect the Service Commercial Zone

The MV General Plan further provides as a key policy direction:

"Protect the service commercial zone. The Old Middlefield Way corridor is one of the few locations remaining in the city for service commercial uses such as auto repair and light manufacturing. The General Plan calls for protecting these important service commercial uses."

The newly proposed project does little to protect the service commercial zone along the Old Middlefield Way corridor. In combining two adjacent lots, the project expresses a preference for a smaller number of larger businesses to populate the corridor. Ultimately, such a preference for consolidation reduces the diversity of commercial services provided and increases the area's dependency on a few large businesses. In the long run, this approach will reduce the attractiveness of nearby residential areas by populating the commercial corridor with larger, less attractive, and more intrusive structures, and consequently, will impact the addressable market for businesses in the corridor by driving away the customers whom they are intended to serve.

This long run negative impact will be incurred without substantially changing the services provided to the area today. Instead, all it achieves is the relocation of an existing business from a neighboring jurisdiction to a location more disruptive to neighboring residences. It may be beneficial for the applicant to transfer jurisdictions, but it has no benefit to the existing commercial service corridor or the residents of Mountain View.

E. Connect the Neighborhood

The MV General Plan further provides as a key policy direction:

"Connect the neighborhood. Improved pedestrian and bicycle connections will knit together new and existing development to create a more cohesive neighborhood with safe and attractive connections to parks, open space and commercial uses. Streetscape improvements will occur along key corridors on public and private property through new development and public improvements."

The ability of the new dealership to connect the neighborhood is dubious and would depend strongly on its detailed architectural implementation. By our estimates, the scale and size of the planned project would make it the largest and tallest building along the contiguous block, immediately adjacent to a residential area, and would visually and spatially segment the neighborhood rather than connecting it or providing additional cohesion. The large size of the dealership would substantively change the character of the neighborhood, where residents, including families with small children, are accustomed to walking or biking to local small businesses via Independence Avenue and Old Middlefield Way through a commercial area primarily populated by smaller businesses.

Increased traffic and automotive activity resulting from construction and operations at the proposed project site would make the area significantly less safe for and less accessible to pedestrians and cyclists. This issue would become even more acute if the vehicle access on Independence Avenue, which is currently gated and locked, were to be re-opened and regularly used during construction or operation of the new site, as proposed in the current project plans.

F. Promote Community Health Through Land Use and Design

The MV General Plan further provides:

"LUD 3.3: Health. Promote community health through land use and design."

The proposed project will also maintain an auto repair and service center. The potential for incidental low dose or accidental high dose releases of automotive fluids, solvents, paints, and coatings adjacent to a residentially zoned area does not promote community health through land use and design.

The potential cited above is more than a theoretical concern. In 2018, AutoNation, one of the largest automotive retailers in the United States, settled with eight California counties, including Santa Clara, for \$3.38 million for alleged illegal disposal of hazardous waste and improper storage of hazardous material. The alleged violations were discovered in 2013. The settlement outcome and length of the prosecution illustrate the difficulty of holding auto dealerships accountable for violations of environmental regulations.

We will also address this concern in Section VI, which discusses why this project does not qualify for a CEQA Class 32 exemption. It is demonstrated here that environmental impacts from automotive service uses are foreseeable and inconsistent with the promotion of a healthy community through land use.

G. Land Use Conflicts

The MV General Plan further provides:

"LUD 3.4: Land use conflicts. Minimize conflicts between different land uses."

As discussed above, compared to the existing dealership located 0.4 miles away, which it replaces, the new dealership has two stories instead of one, parking on the roof where there previously was none, and is visible from up to 400 ft into the residential zone. It combines two adjacent commercially zoned lots into a single lot, making it the the largest and possibly tallest building on the contiguous block, and the only one in the area with visible parking on the roof.

In addition to the visible impact, the associated air, light, and noise pollution that will result from the location of the project conflict with the adjacent residential land use. In its current form, the project plans do not adequately address these land use conflicts.

H. Upgraded Commercial Areas

The MV General Plan further provides:

"LUD 3.7: Upgraded commercial areas. Encourage the maintenance, enhancement and redevelopment of older commercial districts, shopping centers and corridors."

The current site of the existing dealership is 0.4 miles away from the newly proposed site. Moving the dealership to the proposed location does nothing to improve the existing commercial corridor, while creating significant negative impacts for nearby residents as detailed throughout this letter (see Section II.D).

I. Local Collaboration with Neighboring Jurisdictions

The MV General Plan further provides:

"LUD 2.3: Local collaboration. Collaborate with neighboring jurisdictions on issues of mutual interest."

The existing dealership falls within the city limits of Palo Alto. Jurisdictional concerns which may provide the underlying motivation for the project have not been addressed.

J. Light and Glare

The MV General Plan further provides:

"LUD 9.6: Light and glare. Minimize light and glare from new development."

Light from the dealership will be more intense and longer-lasting than that from existing businesses. The dealership, at its current location, operates from 9 AM to 9 PM on weekdays, 9 AM to 8 PM on Saturdays, and 10 AM to 7 PM on Sundays. We are not aware of any existing business in the area that maintains such extended hours. It is also likely that the proposed project will maintain multi-story lighting after hours, similar to the tall floodlights on the current dealership parking lot, to secure inventory on the premises. Such departures from the current local business operating norms will significantly and negatively impact the community's quiet residential character and generate glaring light pollution for our community at all hours.

III. Conflicts with the 2023 Annual Progress Report and Action Plan

A. Old Middlefield Retail and Service Uses (Overdue Re-Zoning Action)

The 2023 Annual Progress Report for the MVGP states as an open action item that was due in 2023:

"Old Middlefield retail and service uses. Update the Zoning Ordinance to include standards for retail uses at intersections along Old Middlefield Way while protecting service uses along the corridor."

"IMPLEMENTATION TIMING (since action plan adoption in 2013): 4-10 years"

The newly proposed project is incompatible with the overdue planned zoning ordinance update because the project promotes commercial service, rather than retail use, at an intersection instead of along the Old Middlefield corridor.

IV. Conflicts with the Mountain View Development Review Ordinance, Purpose and Intent

The Mountain View City Code outlining the development review process states in Section 36.44.50:

"The purpose and intent of the development review regulations in this Division is to establish procedures for the discretionary review of development... in order to ensure that new development and changes to existing developments:

(1) comply with city development requirements and policies

(2) maintain or enhance the appearance of the community

(3) maintain property values through quality development

(4) ensure compatibility of private development with surrounding properties and neighborhoods, public rights-of-way and other facilities ..."

There are numerous, readily apparent conflicts between the project in its current form and city policies and development guidelines, as outlined in this letter.

The proposed project does not maintain or enhance the appearance of the community. As has been outlined above, the proposed project will visually impact the community due to its size, intensity, and scale, in a way that is incompatible with surrounding properties.

The proposed project does not maintain property values through quality development. It will environmentally impact the community by creating exposure to hazardous waste, air, light, and noise pollution, and increased traffic. All such concerns will become reflected in residential property values.

The proposed project does not ensure compatibility with surrounding properties and neighborhoods. It is larger, more intrusive, and more visible than any nearby properties in the area in its current form.

The project in its current form satisfies all of the above outlined conditions which the discretionary review process is intended to address. As will be detailed in Section V of this letter, the Zoning Administrators have discretion and authority to make recommendations consistent with resident concerns to the City Council. Given the evidence provided here, we urge that the Zoning Administrators make the recommendations outlined in Section VII, which proposes remedies to resident concerns.

V. Zoning Administrator Procedures

The City Code outlining the development review process states in Section 36.44.65:

"... the zoning administrator is responsible for making development review recommendations to the city council on ... overseeing design review as part of the development review process and making final decisions on applications for the following: ...

Changes of use in commercial, office and industrial zoning districts which are in compliance with this Chapter but may impact adjacent properties..."

We assert that the proposed project categorically changes the use of commercial land in compliance with local zoning in a way that significantly impacts adjacent properties, and should therefore be subject to careful discretionary review, modification based on resident input, or, in the absence of acceptable plan modification, denial of permit.

VI. Environmental Impacts and CEQA

The applicant has requested for a determination that the project is categorically exempt from the CEQA process pursuant to Section 15332 ("Infill Development") of the CEQA Guidelines. However, this proposed project does not qualify for a CEQA exemption under the Class 32 Infill Development exemption because (a) it fails to be consistent, on balance, with the general plan policies and goals of Mountain View and (b) approval of such a project would no doubt result in significant negative effects on traffic, noise, air quality, and/or water quality. Requiring the project to undergo the CEQA process will identify and mitigate reasonably foreseeable environmental effects on the immediately adjacent residential communities and surrounding neighborhood.

Class 32 consists of projects characterized as in-fill development meeting the conditions described in Section 15332. As such, a Class 32 exempt project must be "consistent with the applicable general plan designation and *all* applicable general plan policies as well as with applicable zoning designation and regulations" (State CEQA Guidelines Section 15332(a), emphasis added) and would require a determination that "approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality" (State CEQA Guidelines Section 15332(d)).

Because projects subject to the Class 32 exemption must be consistent with "all applicable general plan policies," the city must weigh and balance all applicable policies set forth in the Mountain View General Plan and annual progress reports, among other city ordinances and codes. As we have demonstrated above in Sections II - IV, the weighing and balancing of all applicable general plan policies clearly show that this project, as proposed, undermines keys parts of Mountain View's own development and planning goals, such as ensuring compatibility with neighborhood character, connecting the neighborhood, protecting the service commercial zone, and promoting community health.

Further, as also addressed in the sections above, the operation of the dealership and auto service center seven days a week for up to 12 hours a day would undermine the safety, attractiveness, and cohesion of our neighborhood. Typical dealership activities include, but are not limited to, idling cars, tow trucks and vehicle delivery trucks; constant vehicle drop-off and pick-up activity; and frequent ingress and egress of vehicles for test drives. These predictable aspects of dealership operations will no doubt substantially increase the traffic in the vicinity, a neighborhood where residents regularly walk to nearby businesses and bike to work. Further, as the proposed dealership will include a service center, the possibility of incidental low dose or accidental high dose releases of automotive fluids, solvents, paints, and coatings are predictable concerns, as discussed in Section II.F.

Aside from the operation of the dealership and auto service center, the construction necessary to demolish and build the proposed structure foreseeably results in significant negative environmental effects and threatens the peace and quiet of the residential neighborhood, particularly if it were permitted from 7 AM to 6 PM every weekday, pursuant to Mountain View City Code Section 8.10, for the predictably lengthy period of construction. To argue that the operation of a multi-story dealership and service center would not result in any "significant effects relating to traffic, noise, air quality, or water quality" wholly disregards the immediate adjacency of the proposed project to residential neighborhoods. To approve the project as an exempted Class 32 project would wholly disregard the aforementioned concerns of this community.

Therefore, the necessary next step, should the city continue to consider the proposed project, is the preparation of an Initial Study to determine whether the project might result in significant environmental effects and whether an Environmental Impact Report would be necessary. Given the reasonably foreseeable negative impacts on the adjacent residential communities set forth in the prior sections, exempting the applicant from CEQA would undermine the purpose of the CEQA process to, among other objectives, identify and mitigate potential environmental damages directly and indirectly caused by the proposed project.

We also believe that the applicant does not qualify for CEQA exemption under any other of the CEQA carve-outs. If the applicant requests a determination of exemption from CEQA under another exemption, we ask to be promptly notified so that we may respond.

VII. Proposed Remedies

We ask that the following be required as conditions for permit approval:

1. Architectural and Landscaping
 - a. Limiting the project to a single story, and no higher than the pre-existing on-site structures.
 - b. Elimination of any garage service doors facing Independence Avenue or the shared property line.
 - c. Elimination of any ingress or egress from the parking lot via Independence Avenue.
 - d. Disallowing visible parking on the roof, with all visibility completely obscured by living plants.
 - e. Maintenance or enhancement of the existing landscaping, fence, and set-back of the parking lot from the Independence Avenue sidewalk.
 - f. Elimination of any visual impact of the project from the adjacent residential area, including, but not limited to, planting additional trees along the shared property line and landscaping coverage completely eliminating visibility of all parts of the building from the residential zone.
2. Operations
 - a. Reduced construction hours of 9 AM - 4 PM Monday - Friday during development instead of the hours currently permitted under Mountain View City Code Section 8.10 (7 AM - 6 PM, Monday - Friday).
 - b. Pollution and noise monitoring and enforcement 6dB below the limits of city ordinances.
 - c. Disallowance of any use of loudspeaker announcement systems.
 - d. Proper shielding, orientation, design, and height restriction of light fixtures to eliminate any light pollution onto neighboring residential communities.
 - e. Storage of trash bins away from the shared property line.
 - f. Storage of trash bins on the east side of the property, adjacent to existing commercial buildings.
3. Environmental
 - a. Prevention of and enforcement measures for any idling cars on the premises, including, but not limited to, tow trucks, construction trucks, and vehicle delivery trucks.
 - b. Restriction against any painting services or services that would emit particles or VOCs into the air.
 - c. Inspection and enforcement procedures for hazardous material compliance, with prompt disclosure of such inspection reports to the community, and containment plans in the case of accidental hazardous material release.
 - d. An Initial Report per CEQA to communicate the project's impact to local traffic, air, light, and noise pollution, during both construction and operation, along with proposed mitigations.
 - e. Compliance with aforementioned CEQA findings and mitigations, including the provision of an Environmental Impact Report.
4. Procedural
 - a. Plans to be made publicly available to residents for feedback reasonably in advance of any public hearings by mail.
 - b. Notification by mail of hearing as applicable by state and local ordinances.
 - c. Prompt notification by mail of any filings for exemptions to applicable ordinances or review processes.
 - d. Creation of an e-mail Listserv for affected residents to be informed of any communication or information related to this project.

VIII. Conclusion

We understand that the City faces challenges when balancing the needs of residents against the needs of commercial development. We have provided evidence that the proposed project will negatively impact the quality of life for nearby residents without substantially expanding the available commercial offerings in the area, while also conflicting with objectives of the Mountain View General Plan. Should the project move forward, we ask that the City will consult with affected residents to ensure that the project is completed in a way that eliminates the demonstrated and foreseeable harm, aligns with the City's development goals, and is satisfactory to the residents. Thank you for your attention.

Regards,
Residents of Maravilla

Exhibit B

Follow-up Letter to Community Meeting, dated Jul. 29, 2024

See attached.

July 29, 2024

To Neighbors at Magnussen Toyota:

Thank you for taking the time to speak with us about your project on July 23rd. We appreciate you listening to our feedback on the project.

We are writing this letter to summarize the main concerns we raised at the July 23rd meeting, and we appreciate your proposal to host another meeting in 2-3 weeks to show an updated version of the project that reflects our feedback.

We understand great effort has been taken to consider the impact of this project on our community, such as the bio-retention zone and the planting of trees along the property line. However, the plan in its current form still has areas of significant concern for our residents. As discussed in the meeting, the existing plan:

- Does not provide full visual coverage of the building, as significant gaps remain within and above the tree-line
- Continues to maintain inventory storage on the roof, with solar panels at 55' elevation (Maravilla max elevation, 51'), which remains obviously visible due to the low and intermittent tree-line
- Places the access ramp to this inventory along the shared property line in plain view, which also creates noise and air pollution along the shared property line
- Creates concerns regarding the generation of noise and light from expected construction and operational activities

At the meeting, we discussed several trade-offs that are impacting the decision-making behind plans for the building. These include:

- Compliance with city ordinances
- Promotion of desired customer experience
- Sensitivity to overall project cost
- Maintenance of building and inventory cleanliness
- Reduction of neighborhood impact

It is our view that the existing plan does not sufficiently take into consideration the impact to the neighborhood, though we appreciate the efforts taken so far. As raised during the July 23rd meeting, we believe that the following mitigations could alleviate resident concerns while potentially incurring minimal ongoing impact to your business and/or a one-time cost as part of the planning/construction process:

1. The planting of additional trees/shrubs to fill gaps in the tree line without impacting the existing bio-retention zone. This could be achieved by:
 - A. moving the south ramp to the east side of the building to generate space for additional tree wells, or
 - B. increasing the setback of the south building border to increase space for additional tree wells, or
 - C. replacing some employee/bike parking spaces for tree wells where there are existing gaps in the tree line, or
 - D. planting shrubs that can grow as high as the building that are compatible with the existing bio-retention configuration, or
 - E. some combination of the above.
2. Selection of tree, shrub, ivy and other plant species for dense visual coverage of the building year-round.
3. Moving the south inventory parking ramp to the east side of the building to mitigate noise from sales operations and inventory turnover, without moving the existing south boundary of the enclosed building further south.

4. Moving inventory storage to an underground parking area, as observed in nearby apartment complexes and businesses.
 - A. This option is quoted as having higher cost. However, we note that other Mountain View businesses have seen fit to make this one-time investment, and that such an investment could increase the future value of the property and reduce concerns about inventory cleanliness and security, while enabling the planting of additional trees for improved visual coverage and sound barrier.

Per the City of Mountain View's stated policies, the review procedures for new development are intended to ensure that such new development maintains or enhances the appearance of the community, maintains property values through quality development, and ensures compatibility with surrounding neighborhoods. By articulating our concerns and providing a wide range of potential remedies, we hope we have made clear that there remain ample opportunities to improve the appearance, quality, and compatibility of the development.

Lastly, it was noted at the July 23rd meeting that notice for the initial June 19th meeting was not received by the local community of 1,700 households because the City of Mountain View had not provided the correct mailing addresses. To our knowledge, the only households who were *directly* notified of the follow-up July 23rd community meeting were from the Maravilla HOA, representing just 55 of these households. In spite of the limited scope of the outreach, community members filled nearly every seat provided at the meeting. We ask that the City of Mountain View and Toyota ensure that future notices and communication *directly* reach *all* 1,700 affected households.

We share this letter with the belief that you will hear the spirit and content of our concerns, and will incorporate mitigations into the plans accordingly, as your situation allows. We hope that you will see our perspective and think about the plan as if your own home was on the other side of the shared property line. We appreciate your time and attention.

Sincerely,

Your Neighbors at Maravilla

Exhibit C

**Individual Letters in Opposition to Proposed Project
Sent to Zoning Administrator in Advance of
Dec. 18, 2024 Zoning Administrator Hearing**

See attached.

From: [Snelling, Aki](#)
To: [Snelling, Aki](#)
Subject: FW: comments to PL-2023-212
Date: Monday, December 16, 2024 2:10:00 PM

From: Roy Lee [REDACTED]
Sent: Monday, December 16, 2024 6:55 AM
To: Administrative Zoning Hearing <AZH@mountainview.gov>; , Planning Division
<Planning.Division@mountainview.gov>
Subject: comments to PL-2023-212

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

To whom it may concern,

As a Mountain View resident of the Maravilla community, I strongly object to the proposed project PL-2023-232.

My biggest concern is that a proposed two-story building will forever change the aerial landscape of the close-knit neighborhood.

It's essentially having a big-box retailer right in our backyard.

To protect and conserve the natural landscape, I urge the City of Mountain View to restrict the height of the new development to NO MORE than the maximum height of the existing building.

Majority of trees (101), including many redwoods and heritage ones, will be removed. According to the arborist report, only 15 trees will be preserved, however, most heritage trees to remain have a "poor to fair" prognosis. If these trees are impacted by the construction, the aerial landscape of the neighborhood would be compounded worse.

My second biggest concern is those always-on, pole-mounted lighting. These high-powered lights will shine and bleed through windows of the residential neighborhood in close proximity. Think of a spotlight shining into your bedroom at night when you try to go to sleep.

Thank you for your attention.

Regards,

Roy Lee
concerned resident of Mountain View

From: [REDACTED]
To: [Snelling, Aki; Blizinski, Amber; , Planning Division](#)
Subject: Livable Mountain View comment on Item 6.1 "Redevelopment proposal for Magnussen's Middlefield LLC"
Date: Tuesday, December 17, 2024 2:25:44 PM
Attachments: [image001.png](#)

Senior Planner Aki Snelling and Assistant Community Development Director Amber Blizinski, and other zoning administrators,

Thank you for the opportunity to comment on Item 6.1, the redevelopment proposal for Magnussen's Middlefield LLC.

While we applaud the modifications of the original proposal which provides "retention of additional mature redwood trees along the southern perimeter of the site to address privacy issues", we are dismayed that the same provision was not made for the heritage trees that line the east side of the development property. (See photo below). We are advocating that these heritage trees be retained.



Heritage trees purify our air, provide residence for our birds, connect us to our past, and give us hope for our future in an era of climate change. These heritage trees are on the edge of the property being redeveloped and they can be preserved without making major changes in the development proposal. They also provide an effective shield between the property being redeveloped and the newly constructed adjacent residential development. Removing these

trees will devalue the adjacent residential properties without providing any important additional benefit for the property developer.

Any possible justification for destroying these trees that our city prioritizes and protects must be balanced against not only their benefits to the community as we battle climate change but also that they are a legacy from past to future generations and thus irreplaceable. We are aware that the city will require replacement saplings as substitutes for destroyed mature trees, but this ignores our world's current climate issues and the immediate need for mature trees.

Thank you for listening to our views.

Robert Cox, Louise Katz, Maureen Blando, Hala Alshahwany, Li Zhang, and Nazanin Dashtara

For the Steering Committee of Livable Mountain View

From: [REDACTED]
To: [Snelling, Aki](#); [Planning Division](#); [Administrative Zoning Hearing](#)
Subject: PL-2023-212 (Toyota Dealership in MV)
Date: Monday, December 16, 2024 7:00:10 PM
Attachments: [image.png](#)
[image.png](#)
[image.png](#)
[image.png](#)
[Toyota-Hearing-12-18-2024.docx](#)

Hi Aki and city zoning department,

I strongly object to the proposed project PL-2023-232 as a Mountain View resident of the Maravilla community. This is not serving our community that was established in R-3 (multi family residence). This dealership is way bigger in size than other businesses in the CS zone (even existing Toyota in Los Altos - 1 story) and new structures do not harmonize with existing neighborhoods at all. I feel that this size commercial building should be located in the major street (2-3 lanes one way) cross section, not with Independence Ave (1 lane). I understand that the building proposal follows the CS zone regulations, but MV city should consider the impact to the residents in the R-3 zone right next to it and permits businesses that can harmonize with other neighborhoods. Based on the MV general plan, "the Monta Loma Planning Area will retain the distinctive character of its residential neighborhoods". I don't think that Magnussen's Toyota is compatible with adjacent structures and surrounding neighborhoods. It brings loud noises, traffic, and pollution for 11-12 hours a day for 7 days in quiet neighborhoods as well as cutting many heritage trees. Here are more specific reasons.

1. **Only two requests were accepted partially from our major requests.**
 - a. What's accepted –
 - Move the ramp to the East side >> Covered ramp on the South.
 - Keep all the screening trees on the South >> Keeping **some (alternating)** existing trees near the fence.
 - b. What's not accepted –
 - Considering **underground parking** so that the building structure can be 1 story, not 2 stories, which is almost similar height with 3 story residential building or looking down the homes (see below screenshot).
 - Keeping **more redwood trees** >> only 5 redwood trees were saved near the south fence conveniently. There are healthy redwood trees out of 19 trees.
 - **Moving trash sites to the East side**
 - **Moving repair center closer to Old Middle Field Rd or West side** (commercial building) or have more gaps with parking spaces from the south residential homes, so that noises are not

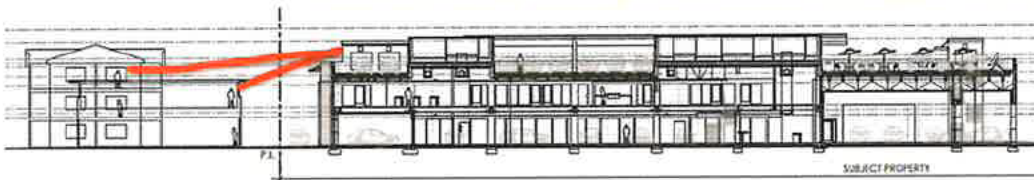
closer to the residential area. We have to listen to the repair loud noises Monday through Saturday from 7:00 a.m. to 6:00 p.m. (11 hours). Some people work from home. No windows can be opened.

2. When these zones are adjacent, the city employs several strategies to ensure compatibility and mitigate potential conflicts:

a. Transitional Zoning: Implementing zoning districts that allow for a mix of residential and commercial uses can create a gradual transition between high-intensity commercial areas and residential neighborhoods. >> No

b. Design Standards: Establishing specific design guidelines for developments in these areas can address building height, setbacks, and architectural features to ensure new structures harmonize with existing neighborhoods.

1. **Height:** Demolishing two 1 story commercial buildings and creating 2 story mega noise making buildings. In addition, the 2 story building is similar in height to the 3 story residential home. This is taking advantage of **no height regulation of 2 story. Not harmonize with existing neighborhoods, not even with other commercial buildings.** Current Toyota building in Los Altos is 1 story although it is located in bigger cross sections.



2. **No Privacy.** People on the rooftop can look down inside the homes (bedrooms, living room, kitchen, and family room). Few redwood trees will barely cover some angles, and it will take many ~ years for the planted tree to mature to grow 30+ feet.

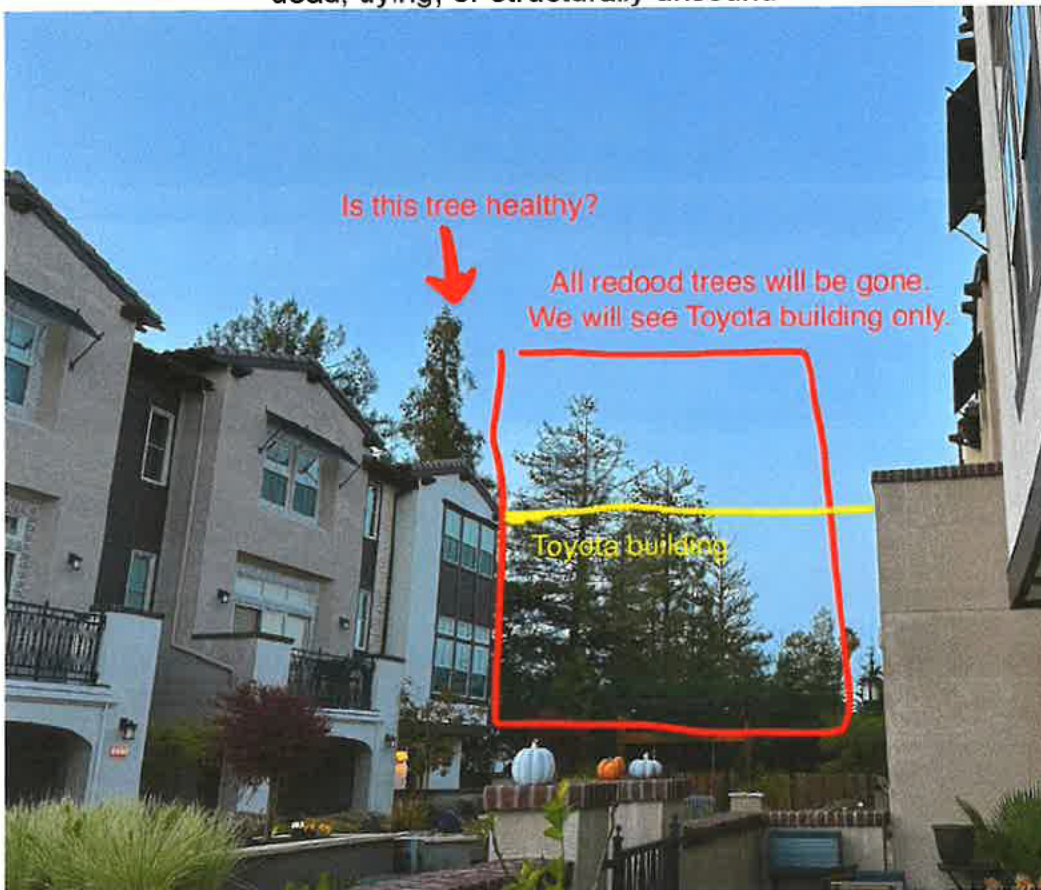
3. **Setback:** There is setback, but there will be loading trucks, trash cans, and repair center on the back, so it will create **air pollution and noises to the residents** (Auto service, parts, and repair operations—Monday through Saturday from 7:00 a.m. to 6:00 p.m. **(11 hours)** Auto dealership sales showroom operations—**Monday through Sunday** from 9:00 a.m. to 9:00 p.m. (except on Sundays to 8:00 p.m.) **(12 hours)** >> **No adjustment for neighboring resident homes was made.**

Please check the setback of another Toyota dealership in Sunnyvale. Our setback is bare minimum. Between tall buildings, the noise will be louder by echoes.



c. **Buffer Zones:** Utilizing landscaping, fencing, or open spaces can physically separate commercial and residential areas, reducing noise and visual impacts.

1. **Landscaping:** Out of 24 redwood trees, reserving only 5 on the South fence, all 19 redwood trees in the middle will be cut off regardless of their health. "In Mountain View, California, a Heritage Tree Removal Permit is typically only allowed when the tree is dead, dying, or structurally unsound"



2. **7-foot fence is not blocking noises.** It's a bare minimum between the CS zone to the residential building. However, this

Toyota is almost 3 story-height with cars on the roof top and ground floor, and the noises from the repair centers cannot be controlled by a 7 feet fence. Noise from dealer repair centers is different from individual car repair shops or other retail shops like other restaurants or resident serving stores.

3. What else was done to separate them to reduce noises or visual impacts?

QQ: "NOISE GENERATION: All noise-generating activities for operation of the business are limited to interior areas only, except for noise associated with the retail commercial business activity of the auto dealership" What about repair noises? Will it be interior areas only? Door will be closed?

4. What about the dust of demolition and other construction work?

QQ: Will they build some kind of screening structure with the residential home height on the South side?



d. **Conditional Use Permits (CUPs):** Requiring CUPs for certain uses allows the city to impose conditions that mitigate potential adverse effects on neighboring properties.

1. **Queuing analysis:** This report was talking about the 3 lanes on-site service queuing, but **what about Independence Ave traffic (residential quite 1 lane)** vs. San Antonio Rd (major street 2 lanes to freeway 101) comparison? Loading tracks and all customer or employee cars will also use Independence Ave too.

e. **Community Engagement:** Involving residents and business owners in the planning process ensures that developments meet the needs and address the concerns of the community.
Yes, we are here. Thank you for listening to our concerns!! However, our requests were barely accommodated by Toyota.

Thank you for your attention. I also attached it in the doc format.
Best regards,

Hyunju Shin

From: [REDACTED]
To: [Administrative Zoning Hearing; Snelling, Aki](#)
Subject: PL-2023-212 Objection and Suggested Mitigation
Date: Monday, December 16, 2024 10:01:04 PM

To the City of Mountain View,

As a resident and homeowner within the Maravilla community adjacent to the subject property, I strongly object to the proposed project PL-2023-232 and find the suggested mitigation measures inadequate. Constructive ideas are provided below to address each point.

My first problem is that the visual impacts of a hulking large-scale two-story building barely has any setback from the property line, and causes irreparable harm to our neighborhood. This is akin to building a massive warehouse right next to small family homes, which would be considered nonsensical.

The City of Mountain View ought to either limit the height of the new building to the current building on the site, OR mandate a wider setback from the property and suggest design alterations for the proposed building to not visually impact the adjacent residential community.

Another issue is the removal of heritage trees that would buffer the development from the neighborhood. The arborist report indicates that only 15 trees will be preserved, but most of the remaining trees have a "poor to fair" prognosis. Removing healthy trees should not be permitted and there needs to be a more thorough environmental impact towards raising potential temperatures with increased asphalt/concreting and removing natural carbon capture. The applicant should consider moving the structure to preserve more trees.

Finally, the city should absolutely not permit the permanent, pole-mounted lighting proposed and to suggest mitigating measures for lot lighting. High-powered bright lights from a tall pole will shine directly into nearby residential homes, creating significant light pollution and cause harm, especially when many studies show the negative effect of blue lights on natural circadian rhythms.

The city ought to consider either the following measures to prevent harm:

1. Mandate a strict "lights out" hours for the lights from 10pm to 7am daily for the purpose of public health and avoiding causing nuisance. Infractions should be penalized with a fine and/or restriction on future business hours.
2. The applicant should consider lower powered lights mounted on the ground on curbs or landscaping, or shining only at a downwards angle from the maximum height of the existing building. There should absolutely be no high poles permitted that would cause light pollution when residents in the adjacent community want to have a peaceful night's rest.

I appreciate your attention to and consideration of these concerns.

Best,

Toby Lee

Resident and Homeowner, Maravilla community in Mountain View

From: [REDACTED]
To: Administrative Zoning Hearing; Snelling, Aki
Subject: PL-2023-212
Date: Monday, December 16, 2024 9:39:42 PM

As a Mountain View resident of the Maravilla community, I strongly object to the proposed project PL-2023-232.

First of all because of the close proximity to the Maravilla residences, the debris from demolition creates air pollution - the dust from demolition contains lead and asbestos, which is known to cause cancer and is detrimental to the health.

Not only our community has young babies and little children, I have an adult son with developmental disability and epilepsy. His body has an impaired detox pathway. The heavy metals from the dust caused by the demolition is a health hazard and detrimental to my son and to everybody.

He also has sensory problems. The continuous loud noise will cause behaviors because he has hearing sensitivity. Home is the place where we rest. The continuous loud noise will heighten anxiety and stress levels and will cause further damage to his neurological system with more seizures.

Thank you for listening to my concerns.

Regards,

Joanna

From: [REDACTED]
To: Administrative Zoning Hearing; Snelling, Aki
Subject: PL-2023-232 Toyota Dealership at Old Middlefield Way
Date: Monday, December 16, 2024 8:36:16 PM

As a resident of the Maravilla community in Mountain View, I strongly oppose the proposed project PL-2023-232.

I feel both anxious and disappointed by the plan. The two-story building is too close to our multi-family neighborhood, and the construction will result in significant dust and noise pollution, which are major concerns for our health and quality of life.

Additionally, I have serious concerns regarding the CEQA report provided by the Toyota dealership, specifically its assessment of Cancer Risk and PM2.5:

- How was the MEI location determined?
- How were the cancer risk value of 6.63 and PM2.5 level of 0.16 calculated? Are these peak or average values? Given that pollution density varies under different conditions (e.g., temperature, weather, wind), how can we ensure these numbers remain consistently safe?
- What safeguards are in place to ensure public health under varying environmental conditions?

I also noted that the CEQA report indicates construction equipment may generate noise levels exceeding 85 dBA—and even over 100 dBA for specific machinery. Such levels far exceed what children and infants can endure and would severely impact their health and well-being.

Lastly, I am deeply concerned about privacy. The proposed two-story building exceeds 26 feet in height, while the current 7-foot woodcrete fence provides minimal privacy protection. To effectively safeguard our community's privacy, I propose increasing the fence height to at least 19 feet—taller than the heritage trees in the area.

Thank you for considering these critical concerns. I appreciate your time and attention to this matter.

Best regards,
Bill

From: [REDACTED]
To: [Administrative Zoning Hearing](#)
Subject: PL-2023-232 Toyota dealership at Old Middlefield way (near Maravilla community)
Date: Monday, December 16, 2024 9:12:03 PM

I am writing as a resident of the Maravilla community to express my opposition to Project PL-2023-232, the proposed Toyota dealership development. As a close neighbor to the project site, I am deeply concerned about the potential negative impacts this project may have on our community.

Key Concerns:

1. Traffic and Noise Pollution:

A dealership of this scale will likely lead to increased traffic congestion and vehicle noise in our neighborhood, disrupting the peaceful environment that residents value.

2. Environmental Impact:

The development could contribute to increased air pollution and reduce green space in the area, further impacting our quality of life and the sustainability of our community.

3. Community Character:

A large commercial development like this may not align with the character of our residential neighborhood, potentially diminishing the charm and appeal of our community.

As a concerned resident, I urge the City of Mountain View to reconsider this project and explore alternatives that align better with the needs and values of nearby communities like ours.

Thank you for considering my perspective. I am happy to provide further details or participate in any discussions related to this project.

From: [REDACTED]
To: [Administrative Zoning Hearing; Snelling, Aki](#)
Subject: Public Feedback on Proposed Toyota Dealership Development
Date: Monday, December 16, 2024 9:07:14 PM

Dear City Planning Committee Members,

I am writing as a concerned resident of Maravilla to express significant concerns regarding the proposed construction of a **Toyota dealership** and a **two-story parking garage** adjacent to our residential community.

While we understand the importance of economic development, the proximity of this dealership raises serious issues that would negatively impact our neighborhood's quality of life. Here are our key concerns:

1. Noise Pollution:

- Construction activities will generate excessive noise over an extended period, disrupting our community's peace.
- Post-construction, ongoing dealership operations, especially on weekends, will bring additional noise from car deliveries (large trucks), customer traffic, and general parking lot activity.

2. Air Quality Concerns:

- Construction equipment, vehicle exhaust emissions, and increased car traffic will result in air pollution, which poses health risks to residents, particularly children and seniors.

3. Aesthetic Impact and Loss of Privacy:

- The proposed two-story parking garage will be an eyesore and disrupt the neighborhood's visual harmony.
- Many homes in our community will have direct views of this parking structure, significantly reducing property values and privacy.

4. Safety Issues:

- Increased traffic and large delivery trucks pose a safety risk to pedestrians, cyclists, and families in our neighborhood.
- Traffic congestion could worsen during dealership peak hours and on weekends.

5. Environmental Impact:

- Increased vehicle presence and hardscaping (like the parking lot) may impact local drainage and greenery, further harming our living environment.

We strongly urge the city to **reconsider approving this project** so close to a residential neighborhood.

Thank you for considering our concerns. We hope you prioritize the well-being and quality of life of the families in our community. Please feel free to reach out if additional information or input is needed.

Sincerely,

Yan Wang

From: [REDACTED]
To: Administrative Zoning Hearing; Snelling, Aki
Subject: Strongly Oppose on PL-2023-232 Toyota Dealership at Old Middlefield Way
Date: Monday, December 16, 2024 8:42:48 PM

Hi staff of City of Mountain View,

I am writing to formally express my strong opposition to the proposed construction of a Toyota dealership near my residence at maravilla community. While I understand the need for commercial development, I believe this project is highly inappropriate for our residential area for several reasons:

1. **Construction Disruptions:** The construction process will significantly disrupt the peace of our neighborhood. Noise, dust, heavy machinery, and increased traffic will negatively impact our daily lives, health, and overall well-being.
2. **Future Maintenance Concerns:** Beyond the initial construction, maintaining a commercial dealership will bring ongoing disruptions such as lighting, signage, and large vehicle movements, which are unsuitable for an area close to residential areas.
3. **Building Height and Privacy Issues:** The proposed structure's height raises significant concerns about our privacy. Tall buildings will allow direct views into our homes and backyards, invading the sense of security and tranquility that we value in this neighborhood.
4. **Service Center Noise Proximity:** The planned service center being located too close to residential buildings is deeply concerning. Repair and maintenance operations will result in long-term noise pollution from machinery, car engines, and customer activity, making our homes far less livable.

A commercial facility of this scale and nature belongs in a designated commercial or industrial zone, not within close proximity to family residences. The proposed project will degrade the quality of life for homeowners and conflict with the character of our neighborhood.

I kindly urge you and the planning committee to reconsider the approval of this project and explore alternative locations that do not adversely impact residential communities.

Thank you for considering my concerns. I look forward to your response and hope you will prioritize the well-being of our community.

Sincerely,

Lillian Jin

[REDACTED]

From:

Shelling, Aki; , Planning Division; Administrative Zoning Hearing

Subject:

Toyota project Objection: PL-2023-212

Date:

Tuesday, December 17, 2024 10:46:48 PM

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

To whom may it concern,

I strongly oppose the proposed project PL-2023-232. We moved to the Maravilla community in August 2022. The view from my room on the 3rd floor was one of the key decision factors. I could see redwood trees and a blue sky from the windows, which I loved. The roofs of the commercial buildings were okay since I had to look down at the windows intentionally. Also, trees were blocking them on the 2nd floor, and the current buildings are one story.

If the City of MV permits this project, I will not only lose my view of the trees and sky but also, will have to close all the window blinds all the time, since the tall 3 story height of Toyota building will look down on my rooms and the lights at night on the rooftop will bother my sleep. In addition, I cannot open the windows with 11-12 hours of noise from car repair and people talking in the parking lot for 7 days a week. The air quality will not be good either.

If so, could I call this place home? A place with closed windows blinds and consistent noises. What about the noises during 13+ months of construction? I am very sensitive to noise and have dust allergies. One of my family members also works from home. We didn't buy this home to get tortured. I believe the city of MV planning office would make a sound decision to preserve the quality of living of these new homeowners who already settled here first because this is a multi-residential zone.

If we knew that a Toyota dealer with a repair center could be built on the back of our home so closely with the similar height (3 stories, not 2 stories), we would have NEVER considered this home even for a second. Please permit some businesses that can harmonize with the existing neighborhoods and serve residents like restaurants, shopping stores, and any others with reasonable 1-2 story buildings not generating serious noises, pollution, and traffic.

Thanks for your time and attention.

Best regards,

Leah Tran

From: [REDACTED]
To: [Administrative Zoning Hearing; Snelling, Aki](#)
Subject: Disapproval for Proposed Project 2319 Old Middlefield Way (Magnussen Toyota Dealership)
Date: Tuesday, December 17, 2024 7:41:01 PM
Attachments: [favicon-114x114.png](#)

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

To the members of the Zoning Administrator Review Body,

I am a homeowner in the Maravilla community; the neighborhood adjacent to the proposed development site for a Toyota dealership. I oppose and disapprove of this project. I would like to express my deepest concerns due to the project's impact to the neighborhood, as well as the City of Mountain View.

As many others in the community have shared, I too would like to reiterate the concerns around this project.

Firstly, I would like to address health and safety. I am a new father of a 2.5 month old daughter, and recently my wife and I have been able to enjoy walks with our daughter to get fresh air (for both our mental and physical health). The CEQA findings suggest potentially high level of TACs during construction; the environmental report would suggest the existing building likely contains lead-based paint; and we are unaware of the future impact from years of living right next to a dealership with a service center. Furthermore, the noise produced from construction would exceed safe decibel levels for babies and children. I spoke with residents that live near the current Toyota Magnussen dealership and they said that they do hear noises from the dealership (likely the service center), citing it is likely the sound of mechanical repairs and also random horns/alarms. How can the city assure its residents that these risks will be mitigated to a safe level during the construction period and long-term ongoing operations of the dealership?

Second, the two-story building would be an "eye sore" to the neighborhood and pose privacy concerns. Residents of Maravilla urged the Toyota Magnussen project team to consider underground parking or remove the second level. I do not believe they have addressed these concerns sufficiently. They purportedly claimed costs would be too high. I would argue if this business is to be as profitable as they think then why can they not budget the capital expenditure. A two-story building, nearing the height of the homes in Maravilla, would create privacy concerns indefinitely. Most of the homes in Maravilla are designed where the vast majority of time spent is on the second and third floor. Further, there could be light intrusion from the dealership as we understand the dealership will install pole-mounted lights. I would urge the city to impose a height restriction so that the concerns of the community are addressed sufficiently.

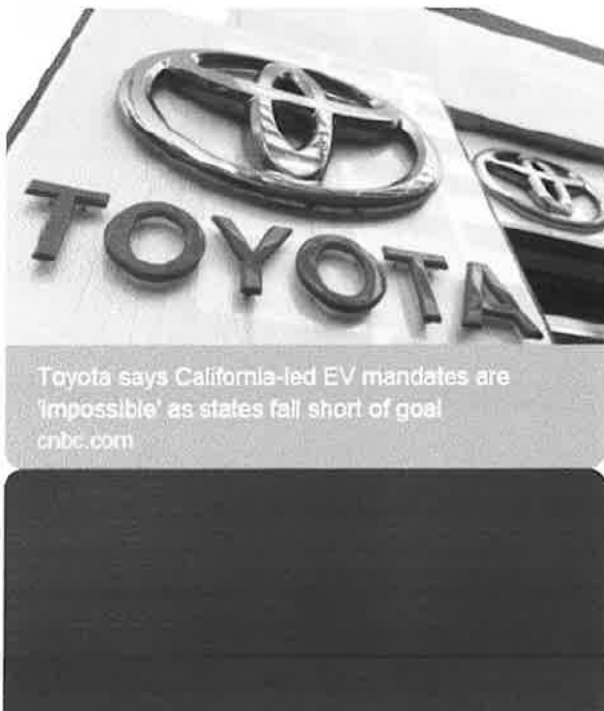
Finally, I am concerned about the ongoing profitability of dealership operations and how that might have factored into projections for tax revenues for the city. It has been mandated in California that by 2030 at least 68% of sales must be from a non-ICE vehicle. Toyota could face challenges addressing these requirements. Toyota's COO has said that CA's mandate would be "impossible" to meet because he does not believe the demand is there. Toyota could

be faced with challenges to meet sales quotas, especially as it is capped from selling gas-powered cars in the near-term, and inevitably completely unable to sell gas-powered cars by 2035. The 68% threshold is a mere 3-4 years from when the dealership would be just starting to generate revenues (assuming they could complete project construction in one to two years). I am unaware if an independent audit/evaluation is done over pro forma financials, but I would urge the Zoning Administrator and/or any other relevant review body to understand their sales strategy to offset the inevitable declining revenues from gas powered cars. It should be a prominent input in their financial model that clearly shows declining revenues from gas powered cars, eventually reaching zero revenue in 2035. Toyota would need to support their thesis clearly as to how they can improve and offset these declining revenues, while reducing costs to maintain an operating profit. They would also have declining service revenue as EVs have far lower maintenance costs. I would also be curious if this newer facility has higher operating costs, which could lead to labor force reductions. It is possible they have a supportable business plan, but if not fully justified then this could become a drag on the city's economy.

As I understand, the Charleston Plaza was zoned for commercial and industrial use, but struggled with high vacancy rates. I can't imagine this was good for the city. Now, a project for that land has been approved that brings more housing with a mixed use of office and retail space. I would think that sort of project is overall better for the area. With regards to the land that the dealership is trying to use, I think everyone in my community would prefer we look to more projects that bring more to the area versus selling more cars, when we should be trying to reduce the number of cars on the road.

Thank you for your consideration.

Regards,
Christopher Lynem





Toyota's chairman shares a stark prediction for the future of EVs
thestreet.com



Toyota Led on Clean Cars. Now Critics Say It Works to Delay Them. (Published 2021)
nytimes.com

Sign the Petition
change.org

C.

From: [REDACTED]
To: [Administrative Zoning Hearing; Snelling, Aki](#)
Subject: PL-2023-232 Toyota Dealership at Old Middlefield Way
Date: Wednesday, December 18, 2024 10:05:48 AM

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Hi, Mountain View Zoning Committee.

I'm a resident in the Maravilla community. The Toyota dealership will be one wall away from my community. I'm deeply concerned. The dealership will negatively impact property values and disrupt the residential character of the neighborhood.

The proposed two-story building exceeds 26 feet in height, while the current 7-foot woodcrete fence provides little privacy protection. To effectively safeguard my community's privacy, **I strongly recommend increasing the fence height to at least 20 feet--taller than the heritage trees in the area.**

Thank you!

--

Dongcai Shen

From: [REDACTED]
To: Snelling, Aki; Planning Division; Administrative Zoning Hearing
Subject: Toyota project Objection: PL-2023-212
Date: Tuesday, December 17, 2024 10:46:48 PM

To whom may it concern,

I strongly oppose the proposed project PL-2023-232. We moved to the Maravilla community in August 2022. The view from my room on the 3rd floor was one of the key decision factors. I could see redwood trees and a blue sky from the windows, which I loved. The roofs of the commercial buildings were okay since I had to look down at the windows intentionally. Also, trees were blocking them on the 2nd floor, and the current buildings are one story.

If the City of MV permits this project, I will not only lose my view of the trees and sky but also, will have to close all the window blinds all the time, since the tall 3 story height of Toyota building will look down on my rooms and the lights at night on the rooftop will bother my sleep. In addition, I cannot open the windows with 11-12 hours of noise from car repair and people talking in the parking lot for 7 days a week. The air quality will not be good either.

If so, could I call this place home? A place with closed windows blinds and consistent noises. What about the noises during 13+ months of construction? I am very sensitive to noise and have dust allergies. One of my family members also works from home. We didn't buy this home to get tortured. I believe the city of MV planning office would make a sound decision to preserve the quality of living of these new homeowners who already settled here first because this is a multi-residential zone.

If we knew that a Toyota dealer with a repair center could be built on the back of our home so closely with the similar height (3 stories, not 2 stories), we would have NEVER considered this home even for a second. Please permit some businesses that can harmonize with the existing neighborhoods and serve residents like restaurants, shopping stores, and any others with reasonable 1-2 story buildings not generating serious noises, pollution, and traffic.

Thanks for your time and attention.
Best regards,

Leah Tran

From: [REDACTED]
To: [Administrative Zoning Hearing; Snelling, Aki](#)
Subject: Objection to PL-2023-232 Toyota Dealership at Old Middlefield Way
Date: Wednesday, December 18, 2024 11:57:12 AM

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

Dear officer,

My name is Cong, and I am a resident of the Maravilla community in Mountain View. I am writing to formally express my opposition to the proposed project PL-2023-232, as it raises significant concerns regarding noise pollution, privacy, and the well-being of our community.

According to the CEQA report, construction equipment associated with this project may generate noise levels exceeding 85 dBA, with some machinery producing over 100 dBA. These levels are not only disruptive but pose a serious risk to the health and well-being of Maravilla residents, particularly young children and infants, who are especially vulnerable to prolonged noise exposure.

Additionally, the proposed 2-story building, which exceeds 26 feet in height, compromises the privacy of our community. The current 7-foot woodcrete fence provides insufficient privacy protection against such a tall structure. To mitigate this issue, I strongly urge the inclusion of a taller fence, at least 19 feet in height, as part of the project plan to safeguard the privacy of Maravilla residents.

I appreciate your attention to these concerns and urge the city to reconsider this project or implement the necessary measures to protect our community's quality of life.

Thank you for your time and consideration.

Sincerely,

Cong

From: [REDACTED]
To: Administrative Zoning Hearing; Snelling, Aki
Subject: Concerns Regarding Proposed Car Dealership at Old Middlefield & Independence (PL-2023-212)
Date: Wednesday, December 18, 2024 11:21:20 AM

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

Dear City of Mountain View Zoning Administrator,

I am writing to express my profound opposition to the proposed construction of a Toyota dealership at 2319-2325, 2249-2283, and 2385 Old Middlefield Way, and 775 Independence Avenue (application PL-2023-212). As a resident living in close proximity to this project, I am deeply concerned about the detrimental impacts this development will have on our neighborhood and the overall quality of life in Mountain View.

My objections are based on the following critical concerns:

- 1. Significant Increase in Traffic Congestion:** Old Middlefield Way and Independence Avenue are already heavily congested, especially during peak hours. The addition of a large car dealership with service, parts, and repair facilities will undoubtedly exacerbate this problem. The anticipated influx of customer traffic, employee commutes, and large delivery trucks will lead to unbearable gridlock, increased travel times, and heightened risks of accidents. This is simply unacceptable for a neighborhood that already struggles with traffic flow.
- 2. Noise Pollution:** Car dealerships are inherently noisy operations. The constant movement of vehicles, operation of service bays (including the use of power tools and impact wrenches), public address systems, car alarms, and potential car washing facilities will create a continuous and disruptive noise environment. This will severely impact the peace and tranquility of our residential area, making it difficult to work from home, relax, or enjoy our outdoor spaces. The proposed project's claim of being an "In-Fill Development" does not negate the fact that it is directly adjacent to residential areas.
- 3. Air Quality Degradation:** Increased vehicle traffic associated with the dealership will inevitably lead to a decline in air quality. Exhaust fumes, particulate matter from brake and tire wear, and potential emissions from the auto body repair operations will contribute to air pollution, posing a health risk to residents, particularly children, the elderly, and those with respiratory conditions. This contradicts Mountain View's stated commitment to environmental sustainability and public health. The removal of a large amount of trees, and potentially a hedge of 61 redwood trees, will only worsen this impact, as they currently act as a natural buffer.
- 4. Loss of Heritage Trees:** The removal of 80 Heritage Trees, including a hedge of 61 redwood trees, is an environmental tragedy. These trees provide vital ecological benefits, such as carbon sequestration, air purification, shade, and habitat for wildlife. Their removal will significantly diminish the aesthetic beauty of our neighborhood and further compromise air quality. The loss of such a large number of mature trees is irreversible and should not be taken lightly. The CEQA Guidelines exemption for "In-Fill Development Projects" should be reconsidered in this context.
- 5. Incompatible Land Use:** While the zoning may be designated as CS (Commercial

Services), a large car dealership is fundamentally incompatible with the surrounding residential character of the neighborhood. The scale and intensity of the proposed development are more appropriate for an industrial or heavily commercialized area, not a neighborhood where families live and children play.

6. **Light Pollution:** The bright lighting associated with car dealerships, necessary for security and display purposes, will create light pollution that will spill over into neighboring residences. This will disrupt sleep patterns and diminish the enjoyment of the night sky.

I urge the Zoning Administrator to seriously consider the profound negative impacts of this project and to deny the application for a Development Review Permit and Heritage Tree Removal Permit. The proposed car dealership is simply not a suitable development for this location. We must prioritize the well-being of our community and the preservation of our environment over the interests of a single commercial enterprise.

I request that my concerns be carefully reviewed and addressed.

Sincerely,

Shuwei Qiang

██████████, Mountain View, CA, 94043

From: [REDACTED]
To: [REDACTED], [Planning Division](#); [Snelling, Aki](#)
Cc: [REDACTED]
Subject: Concerns About Proposed Toyota Development on Old Middlefield Way
Date: Wednesday, December 18, 2024 1:42:55 PM

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Mountain View City Planning Commission,

We are writing to express our concerns about the proposed Toyota dealership along Old Middlefield Way.

When we purchased our home in early 2022, we were aware that the surrounding area was zoned for commercial services, and that the zoning ordinance included auto sales as a permitted use. This was readily apparent to us, given that an annex of Car West collision sits directly across from our home on Independence Ave, and another automotive repair shop is right up the street. However, we did not find that these existing commercial uses — which were limited to single-story, low-profile structures — were imposing and felt that they seamlessly blended into the neighborhood.

In contrast, we believe that the proposed structure is incompatible with the Old Middlefield Way corridor, and would significantly disrupt the neighborhood's character:

- Today, the vast majority of buildings along the corridor are single-story, office, dining, service, and warehouse facilities, with a small subset having automotive service bays. Buildings and signage are largely low-profile, and many buildings have a modest, unobtrusive footprint with flat or gently sloped roof lines that reinforce the corridor's cohesive, low-scale character.
- **In stark contrast, the applicant's proposed structure is in essence a 'big box', multi-story retail space, with parking on the roof, and a large, high-profile glass, LED lighted accessory structure out front for the Toyota logo that the applicant refers to as the 'portal'. No other structure along the Old Middlefield Way corridor has such a design or such elevations, making the height, mass, and design of the proposed structure incompatible with existing architectural scale and the predominantly low-profile buildings along the corridor.** This disparity would disrupt the visual harmony of the area, making the proposed structure appear out of place and imposing. In the city of Mountain View and the Bay Area in general, we generally find these types of flashy, multi-story imposing structures along busy thruways such as El Camino Real — and not situated right next to a residential neighborhood in an otherwise low-key area of mixed development.

The City of Palo Alto has recognized the dissonance created by situating big box structures next to residences. Our understanding is that, in 2022, the City of Palo Alto limited the maximum height of such facilities to 35 feet when they are within 150 feet of a dense residential area — even when the proposed development does not abut residential property. We urge the City of Mountain View to take a lesson from this precedent and heed the

importance of maintaining appropriate transitions between commercial and residential spaces to preserve neighborhood character and privacy.

We respectfully ask the Planning Commission to reject the proposed development. The height, scale, and mass of the proposed Toyota dealership are not in keeping with the existing character of the Old Middlefield Way corridor. This project risks introducing visual discord, and undermining the balance between commercial and residential uses that has made this area livable and functional for residents and businesses alike. We urge the commission to preserve the corridor's cohesive, low-scale identity and work with the applicant to explore alternatives that are more compatible with the surrounding neighborhood.

Respectfully,
Brandon Schlinker and Stephanie Fung
[REDACTED], Mountain View

From: [REDACTED]
To: [Administrative Zoning Hearing; Snelling, Aki](#)
Subject: Objection to Proposed Project PL-2023-232 - Maravilla Community Resident
Date: Wednesday, December 18, 2024 12:22:24 PM

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

Dear Planning Committee,

As a resident of the Maravilla community in Mountain View, I am writing to express my strong opposition to the proposed project PL-2023-232.

My primary concerns are the negative impacts this project will have on my family and our property. Our home is located adjacent to the project site, and the construction noise will significantly disrupt our daily lives, particularly for my young child.

Furthermore, the proposed building's size and proximity to our property line will severely compromise our privacy and block natural light. I am also opposed to the proposed increase in fence height, which will further exacerbate this issue.

I urge the committee to carefully consider the detrimental effects this project will have on nearby residents and reconsider its approval.

Sincerely,

Yijie Li
Maravilla Community Resident

From: [REDACTED]
To: [Administrative Zoning Hearing; Snelling, Aki](#)
Subject: Concerns Regarding Proposed Car Dealership at Old Middlefield & Independence (PL-2023-212)
Date: Wednesday, December 18, 2024 11:21:20 AM

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

Dear City of Mountain View Zoning Administrator,

I am writing to express my profound opposition to the proposed construction of a Toyota dealership at 2319-2325, 2249-2283, and 2385 Old Middlefield Way, and 775 Independence Avenue (application PL-2023-212). As a resident living in close proximity to this project, I am deeply concerned about the detrimental impacts this development will have on our neighborhood and the overall quality of life in Mountain View.

My objections are based on the following critical concerns:

- 1. Significant Increase in Traffic Congestion:** Old Middlefield Way and Independence Avenue are already heavily congested, especially during peak hours. The addition of a large car dealership with service, parts, and repair facilities will undoubtedly exacerbate this problem. The anticipated influx of customer traffic, employee commutes, and large delivery trucks will lead to unbearable gridlock, increased travel times, and heightened risks of accidents. This is simply unacceptable for a neighborhood that already struggles with traffic flow.
- 2. Noise Pollution:** Car dealerships are inherently noisy operations. The constant movement of vehicles, operation of service bays (including the use of power tools and impact wrenches), public address systems, car alarms, and potential car washing facilities will create a continuous and disruptive noise environment. This will severely impact the peace and tranquility of our residential area, making it difficult to work from home, relax, or enjoy our outdoor spaces. The proposed project's claim of being an "In-Fill Development" does not negate the fact that it is directly adjacent to residential areas.
- 3. Air Quality Degradation:** Increased vehicle traffic associated with the dealership will inevitably lead to a decline in air quality. Exhaust fumes, particulate matter from brake and tire wear, and potential emissions from the auto body repair operations will contribute to air pollution, posing a health risk to residents, particularly children, the elderly, and those with respiratory conditions. This contradicts Mountain View's stated commitment to environmental sustainability and public health. The removal of a large amount of trees, and potentially a hedge of 61 redwood trees, will only worsen this impact, as they currently act as a natural buffer.
- 4. Loss of Heritage Trees:** The removal of 80 Heritage Trees, including a hedge of 61 redwood trees, is an environmental tragedy. These trees provide vital ecological benefits, such as carbon sequestration, air purification, shade, and habitat for wildlife. Their removal will significantly diminish the aesthetic beauty of our neighborhood and further compromise air quality. The loss of such a large number of mature trees is irreversible and should not be taken lightly. The CEQA Guidelines exemption for "In-Fill Development Projects" should be reconsidered in this context.
- 5. Incompatible Land Use:** While the zoning may be designated as CS (Commercial

Services), a large car dealership is fundamentally incompatible with the surrounding residential character of the neighborhood. The scale and intensity of the proposed development are more appropriate for an industrial or heavily commercialized area, not a neighborhood where families live and children play.

6. **Light Pollution:** The bright lighting associated with car dealerships, necessary for security and display purposes, will create light pollution that will spill over into neighboring residences. This will disrupt sleep patterns and diminish the enjoyment of the night sky.

I urge the Zoning Administrator to seriously consider the profound negative impacts of this project and to deny the application for a Development Review Permit and Heritage Tree Removal Permit. The proposed car dealership is simply not a suitable development for this location. We must prioritize the well-being of our community and the preservation of our environment over the interests of a single commercial enterprise.

I request that my concerns be carefully reviewed and addressed.

Sincerely,

Shuwei Qiang

██████████ Mountain View, CA, 94043

From: [REDACTED]
To: [Administrative Zoning Hearing](#); [Snelling, Aki](#); [Planning Division](#)
Subject: Opposition to the Proposed Toyota Dealership and Request for Comprehensive Mitigation Measures
Date: Tuesday, December 17, 2024 9:20:35 PM

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

Subject: Opposition to the Proposed Toyota Dealership and Request for Comprehensive Mitigation Measures

Dear Mountain View City Planning Division Members,

I am writing as the president of the Maravilla HOA and on behalf of my family and many concerned neighbors in the Maravilla community to oppose the proposed Toyota dealership development immediately behind our homes in Mountain View. Having reviewed the project documents, attended the July 24, 2024 community meeting with Toyota's representatives, and examined the CEQA-related materials provided, we remain deeply troubled by the project's anticipated impacts on our health, privacy, and quality of life.

1. Insufficient Community Notification and Engagement

From the outset, the community engagement process was flawed. Approximately 1,700 postcards intended to notify residents of the original meeting were sent to incorrect addresses due to misinformation from the City of Mountain View. Toyota did not resend corrected postcards for the rescheduled meeting, relying instead on minimal signage at the lot and notification to the Maravilla HOA. This hindered residents' early and meaningful participation and falls short of the transparency and outreach we expect in projects of this magnitude.

2. Air Quality, Noise, and CEQA Concerns

The CEQA analysis, as we have seen, raises red flags. At the Maximally Exposed Individual (MEI) location, construction-related cancer risk (about 6.63 per million) and PM2.5 levels (0.16 $\mu\text{g}/\text{m}^3$) are alarmingly close to Bay Area Air Quality Management District (BAAQMD) thresholds. With newborns and other vulnerable individuals in our households, we need:

- **Clarification of Risk Metrics:** Are these cancer risk and PM2.5 values peak or average? How will Toyota ensure that these levels remain safe under varying weather and operational conditions?
- **Noise Impacts:** Construction noise can reach 70 to 90 dBA within 50 feet, per CEQA data. Toyota committed to starting heavy noise activities at 8:00 a.m., which is appreciated but still inadequate for many families who requested a start time of 9:00 a.m. or quieter tasks before that hour. Considering that noise above 75 dB can be harmful to infants, we urge stricter noise controls and adjusted work hours to better protect residential well-being.

3. Height, Privacy, and Site Design Issues

The proposed two-story building (with rooftop parking) creates a structure nearly as tall as a three-story residential building. From the rooftop, staff and customers will have direct lines of sight into our bedrooms, living rooms, and other private spaces. Residents requested that Toyota consider

underground parking to maintain a lower building profile—similar to some other commercial buildings in the area—but Toyota declined, citing cost concerns.

We also asked that the noisy and odorous features (trash storage, repair center) be moved away from the residential side toward Old Middlefield Road or adjacent commercial properties, reducing noise and pollution in our backyards. Toyota refused, leaving us facing 11 hours of repair operations (7:00 a.m. to 6:00 p.m., Monday through Saturday) and long sales hours (Toyota stated they would do shorter hours—e.g., 9:00 a.m. to 8:00 p.m. on weekdays and Saturdays, and 10:00 a.m. to 7:00 p.m. on Sundays—but the originally proposed hours extended as late as 9:00 p.m. on some days). Even with the slightly shorter hours now under consideration, residents will still experience significant disturbance.

4. Landscaping, Heritage Trees, and Buffer Zones

A key protective element—mature redwood trees—is largely being removed. Of the 24 redwood trees on-site, only 5 will remain along the south fence. The rest, including healthy heritage trees that under local guidelines should only be removed if dead or structurally unsound, will be cut down. This action strips away natural sound, dust, and visual buffering.

In addition, a mere seven-foot fence and a few young, scattered plantings cannot adequately screen a multi-level commercial operation. Residents requested more mature evergreen trees, taller fencing, and denser plantings for immediate privacy and noise reduction. Toyota's commitments remain limited—just a few existing trees and the possibility of some additional plantings. It will take years for younger plantings to provide meaningful screening, leaving residents exposed in the interim.

5. Partially Addressed Requests

From the multiple community proposals, only two requests were partially addressed:

- **Ramp Placement:** Residents requested moving the vehicle ramp to the east side to reduce disturbance. Toyota indicated they would consider it. Even so, the final outcome remains uncertain, and we have not seen firm commitments or a revised plan fully addressing the initial concerns about exposure to noise and lights from the ramp area.
- **Screening Trees on the South:** Residents asked to keep all screening trees. Toyota agreed only to retain some existing trees in an alternating pattern. This falls far short of the robust, continuous natural barrier residents sought.

Meanwhile, our main concerns—underground parking, preserving more heritage redwoods, relocating trash and service areas away from residences, and significantly increasing privacy and noise buffers—were outright rejected or not substantively addressed.

6. Construction Mitigations and Operational Controls Needed

We also worry about dust and debris during demolition and construction. Will there be a temporary screening structure at a residential-home height on the south side? How will Toyota ensure compliance with dust and noise mitigation requirements? We ask the City to demand stronger controls, including taller construction screens, more frequent dust suppression, and real-time monitoring of environmental conditions.

For ongoing operations, the City should impose conditions on any use permits to ensure that repair work is conducted with doors closed, limit outdoor activities, and truly minimize the disturbance to adjacent homes. We also ask the City to verify that the planned 10-foot landscaping buffer meets all regulatory standards and consider enhanced buffers that go beyond the bare minimum.

7. Traffic and Queuing Concerns

The project's queuing analysis focuses on on-site service lanes but does not fully account for the impact on Independence Avenue, a quiet one-lane residential street. We urge a more thorough traffic analysis to ensure increased commercial activity doesn't degrade residential street conditions and safety. Delivery trucks, customers, and employees should not turn our neighborhood streets into backlot thoroughfares.

8. Community Engagement and Legal Responsibilities

While Toyota representatives attended community meetings, critical resident concerns remain mostly unaddressed, with cost-saving and convenience for Toyota prioritized over neighborhood livability. The City's role is to balance these interests, ensuring new developments respect established neighborhoods. Transitional zoning principles, design standards, and buffer zones are tools the City can and should use to protect residents, but so far, these have not been effectively applied.

In Conclusion

This proposed Toyota dealership poses serious challenges to our neighborhood—health risks from air quality, intrusive noise, loss of privacy, destruction of heritage trees, and insufficient mitigation measures. We respectfully request that the City:

1. Require Toyota to re-evaluate design choices, such as underground parking and building placement, that could significantly reduce negative impacts.
2. Enforce stronger landscaping and fencing requirements, including more mature evergreen plantings and taller fences.
3. Impose strict conditions on noise, dust, and traffic through the CEQA and CUP processes, including real-time enforcement and adjustments to operational hours that genuinely consider community well-being.
4. Ensure that Toyota implements the ramp relocation and enhanced screening measures they indicated they would consider, and require a firm commitment rather than vague assurances.
5. Protect heritage trees and adhere to the City's own guidelines, ensuring that only trees proven to be dead, dying, or hazardous are removed.

We trust that the City of Mountain View will not overlook the legitimate concerns of longstanding residents. Our health, environment, and quality of life depend on thorough, balanced, and enforceable oversight of this project.

Thank you for your time and attention.

Sincerely,

Behnam Bina

President, Maravilla of Mountain View Home Owner Association

From: [REDACTED]
To: Planning Division
Cc: [REDACTED]
Subject: SCVBA comment re: Item 6.1 on the December 18 Zoning Administrator agenda
Date: Tuesday, December 17, 2024 1:14:38 PM
Attachments: [SCVBA comment on Proposed Automobile Dealership at Independence & Old Middlefield.pdf](#)

Dear Zoning Administrator,

Please find attached a letter from the Santa Clara Valley Bird Alliance (formerly Audubon Society) regarding the proposed Automobile Dealership at Independence & Old Middlefield, Item 6.1 on the December 18 Zoning Administrator agenda. In this letter, we request that the Planning Division work with developers to explore alternatives that balance economic growth with environmental preservation. Specifically:

- Redesign the project to integrate the heritage trees along the residential development into the site plan, and additional trees to the largest extent possible.
- Implement robust mature tree-planting and maintenance requirements onsite if removal is unavoidable.
- Limit outdoor lighting temperature to below 2700K. With the exception of lighting required for security, require a curfew for indoor and outdoor lighting within 2 hours of business closure.

Respectfully,

Shani Kleinhaus, Ph.D.
Environmental Advocate
Santa Clara Valley Bird Alliance

[REDACTED]



From: [REDACTED]
To: Snelling, Aki
Subject: Opposition to Mountain View Toyota Dealership Construction PL-2023-232
Date: Wednesday, December 18, 2024 7:18:09 AM

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

I, as one of Maravilla community's residents, strongly oppose the Toyota dealership construction project PL-2023-232 at Old Middlefield Way in Mountain View, near our homes, for the following reasons:

- 1. Excessive Noise Levels:** The CEQA report indicates that the construction equipment may generate noise levels exceeding 85 DBA, and even over 100 DBA for specific machinery. This poses significant health risks, particularly for children and infants in our neighborhood.
- 2. Privacy Concerns:** The building height exceeds 26 feet, while our neighborhood only has a 7-foot wood fence. This raises serious privacy concerns. We propose increasing the fence height to at least 19 feet, which is taller than the heritage trees in the area, to address this issue.
- 3. Cancer Risk and Pollution:** According to the CEQA report, the project may result in a cancer risk of 6.63 and PM 2.5 levels of 0.16. However, the report does not clarify the range, peak, or average values, leaving uncertainty about how these numbers were calculated. This lack of transparency raises concerns about potential long-term health impacts on residents.
- 4. Increased Traffic and Safety Risks:** The dealership will bring heavy traffic, including delivery trucks, endangering pedestrians, families with newborns, and pets who currently enjoy our quiet streets.

We urge the authorities to reconsider this project plan and conduct additional investigation to better safeguard the wellbeing and health of residents in this area.

Thank you for your attention!

Sincerely,

Anqi Li

[REDACTED]
Mountain View, CA, 94043

From: [REDACTED]
To: [Snelling, Aki](#); [Planning Division](#); [Administrative Zoning Hearing](#)
Subject: PL-2023-212 (Toyota) comparison with other dealerships
Date: Wednesday, December 18, 2024 1:20:53 AM
Attachments: [image.png](#)
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To the City of Mountain View,

I strongly opposed to the the proposed project PL-2023-232.

1. I have searched 4 different brand dealerships (Toyota, Honda, BMW, and Mercedes) near our city in google maps.
2. There is **NO dealership like this project** with a bare minimum setback to the residential homes with 1 lane street and with the 3-story height building.
3. All of them were with other dealerships by the **freeway or major street (3 lanes)** with a **huge setback**. Sunnyvale was the smallest setback, and its setback is bigger than the proposed project's whole lot size.
4. **No other cities permitted this type of proposal in the CS zone next to the residential homes.** Please check the other dealerships and Toyota's proposed plans on the bottom to compare.

1) Toyota
A. Sunnyvale Toyota (3 lanes and setback is way bigger than the building)



B. Fremont (no residential area)



C. Stevens Creek (3 lanes or 2 lanes: Way bigger than the building)



D. Milpitas (Next to freeway and no residential homes)



E. Redwood city (Next to freeway and no residential homes)



2) Honda dealers (San Carlos, Burlingame, Palo Altos, ...)



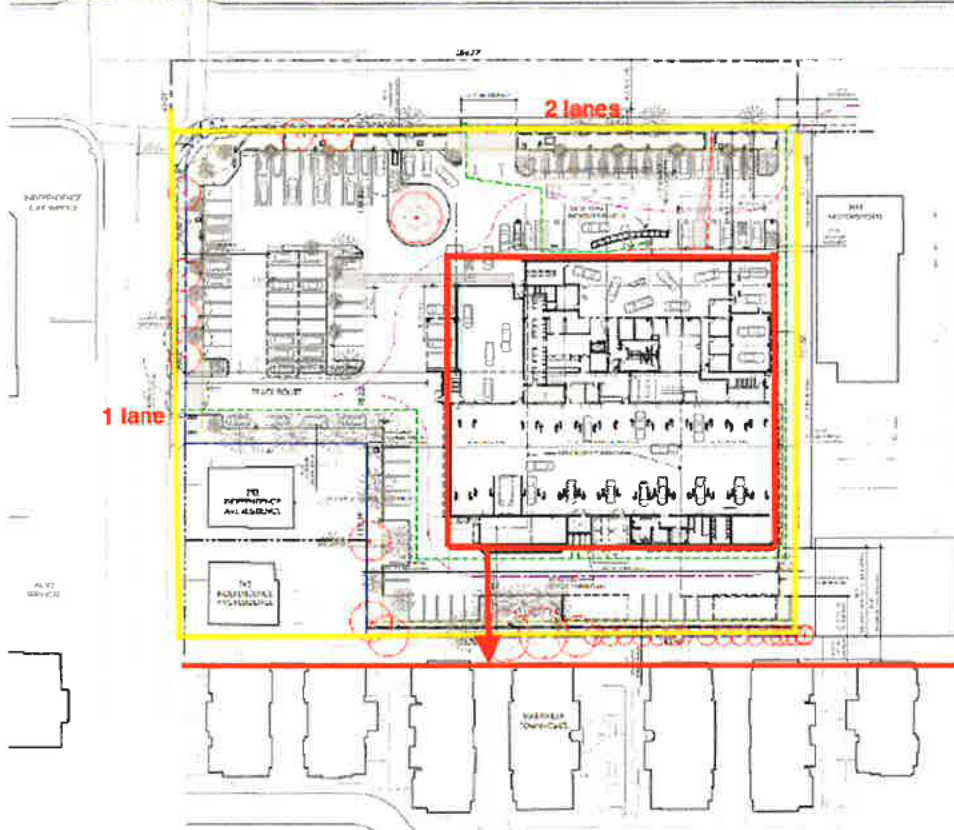
3) BMW dealers (Mountain View, San Mateo, Fremont, San Rafael, Berkeley, San Francisco...)

None. Same as above.

4) Mercedes (San Jose, Fremont, Stevens Creek, Sunnyvale...)

None. Same as above.x

5) Propose Toyota project (Right next to the residential homes with almost no setback compared to other dealerships.)



Thank you for checking all the other dealership maps to understand my concerns. Please protect and secure the quality of living of the Mountain View residents.
Best regards,

Julian