

From: [REDACTED]
To: [Administrative Zoning Hearing; Penollar, Krisha](#)
Cc: [, Planning Division](#)
Subject: Parking Concerns Regarding Proposed Development at 266-272 Tyrella Ave.
Date: Sunday, August 3, 2025 3:08:40 PM

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Dear Zoning Administrator, Planning Department,

I'm writing to express my concerns regarding the proposed development at 266-272 Tyrella Avenue (APNs 160-32-006 & 160-32-007).

While I support thoughtful development and am not opposed to increasing housing availability in our city, I am deeply concerned that the proposed parking provisions are severely inadequate. In practice, most households in this area have at least one car per adult, and often multiple vehicles per unit, in addition to the need for guest parking. The current proposal does not reflect this reality and would inevitably place a significant burden on surrounding streets and neighbors.

Unless the number of parking spaces—both resident and guest—is increased substantially, I must oppose this development in its current form. I urge the city to revisit the parking requirements to ensure they align more closely with actual neighborhood usage patterns.

Thank you for your time and consideration.

Sincerely,
Ahmad Rahmati

[REDACTED]

From: [REDACTED]
To: [Planning Division; Penollar, Krisha](#)
Subject: Opposition to Proposed Project at 266–272 Tyrella Avenue
Date: Tuesday, August 12, 2025 7:45:10 AM

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Dear Committee Members and Ms. Penollar,

I am writing to oppose the proposed 47-unit, four-story development at 266–272 Tyrella Avenue in its current form. While I support increased housing density and affordable housing in Mountain View and believe this site could accommodate increased density, this proposal exceeds reasonable limits through oversized massing, inadequate transitions to neighboring properties and unverified transit findings.

1. Questionable “major transit stop” exemption requires verification
The applicant and the city claim the project qualifies for parking reductions because it is within 0.5 miles of a “major transit stop.”
 - PRC § 21064.3 defines a major transit stop as rail, bus rapid transit, a ferry terminal, or the intersection of two or more bus routes with a less than twenty minute service interval during peak commute times.
 - VTA Route 21, the most frequent bus route serving this area, operates every thirty minutes during peak hours exceeding the 20 minute threshold.
 - Metropolitan Transportation Commission’s Transit Priority Area GIS map confirms the site is outside designated 0.5-mile transit priority areas (<https://www.arcgis.com/home/item.html?id=370de9dc4d65402d992a769bf6ac8ef5>) (see also A0.08).
The Committee should require independent verification and confirmation of major transit stop status before approving any parking reductions. If no qualifying transit stop exists, parking must meet city standards.
2. Excessive waiver not necessary to accommodate bonus units. While the applicant seeks State Density Bonus benefits for providing affordable housing the actual contribution is minimal:

- Zero net new affordable units. The five “affordable” units are replacements for existing units on site, as required by Gov. Code § 65915(c)(3)(B) due to demolition of existing affordable housing.
 - Disproportionate waivers: For 11 additional market-rate units (31% increase) applicant seeks:
 - i. 47.5% increase in Floor Area Ratio
 - ii. 34.3% increase in site coverage
 - iii. Complete elimination of upper-floor setbacks: 19’9” (2nd floor), 30’ (3rd floor) and 44’ (4th floor).
 - iv. 23% height increase
 - The applicant has not shown that smaller average unit sizes or more efficient layouts could not yield 47 units within base height and setback limits. Without this showing, these waivers are not “necessary” and can be denied under Gov. Code § 65915(e)(1)
- 3. Design conflicts with the 2030 General Plan which requires preservation of neighborhood character and appropriate transitions to lower-intensity residential areas. The proposal fails by:
 - Placing a 4-story wall directly adjacent to a single-story home and two-story apartments (see A0.09);
 - Providing no meaningful step-downs in height

Locating emergency and trash access along the property line shared with a single-family home causing year-round nuisance impacts.

4.

CEQA Categorical Exemption Barred by Cumulative Impacts. Analysis insufficient for cumulative impacts - recent area changes not considered. The city recently approved a 7-story, 80-unit project at 294-296 Tyrella Avenue. Combined impacts require analysis:

- 127 total new units on a small street not designed for this density
- These combined projects will increase traffic, parking demand and utility loads and remove mature trees.
- Traffic study required to determine if peak-hour impacts necessitate traffic controls

The Committee should require updated transportation analysis considering both projects together instead of relying on a 2024 Transportation Demand Management Plan that predates both.

Request: Given these issues, I urge the Committee to require:

- Transit verification before approving parking reductions
- Deny unnecessary waivers where 47 units could fit with smaller units or alternate layouts.
- Require design changes to step down massing and mitigate impacts to adjacent homes.
- Conduct cumulative impact analysis for the Tyrella Avenue corridor

This current proposal pushes regulatory flexibility beyond reasonable limits.

Respectfully,

Tim Palmer

From: [REDACTED]
To: [Penollar, Krisha](#)
Subject: Opposition to Proposed Project at 266–272 Tyrella Avenue
Date: Tuesday, August 12, 2025 10:25:04 AM

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

Subject: Opposition to Proposed Project at 266–272 Tyrella Avenue

Dear Committee Members and Ms. Penollar,

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- Conduct cumulative impact analysis for the Tyrella Avenue corridor

This current proposal pushes regulatory flexibility beyond reasonable limits.

Respectfully submitted,

Roger Noel



Aug 12, 2025

**City of Mountain View
500 Castro St.
Mountain View, CA 94041**

Re: Proposed Housing Development Project at 266-272 Tyrella Avenue

**To: planning.division@mountainview.gov; amber.blizinski@mountainview.gov;
Elaheh.kerachian@mountainview.gov**

**Cc: cityattorney@mountainview.gov; city.mgr@mountainview.gov;
community.development@mountainview.gov; city.clerk@mountainview.gov;
diana.pancholi@mountainview.gov;**

Dear Mountain View Zoning Administrator,

The California Housing Defense Fund (“CalHDF”) submits this letter to remind the City of its obligation to abide by all relevant state laws when evaluating the proposed 47-unit housing development project at 266-272 Tyrella Avenue, which includes 5 very low income units. These laws include the Housing Accountability Act (“HAA”), the Density Bonus Law (“DBL”), AB 130 and California Environmental Quality Act (“CEQA”) guidelines.

The HAA provides the project legal protections. It requires approval of zoning and general plan compliant housing development projects unless findings can be made regarding specific, objective, written health and safety hazards. (Gov. Code, § 65589.5, subds. (d), (j).) The HAA also bars cities from imposing conditions on the approval of such projects that would render the project infeasible (*id.* at subd. (d)) or reduce the project’s density (*id.* at subd. (j)) unless, again, such written findings are made. As a development with at least two-thirds of its area devoted to residential uses, the project falls within the HAA’s ambit, and it complies with local zoning code and the City’s general plan. Increased density, concessions, and waivers that a project is entitled to under the DBL (Gov. Code, § 65915) do not render the project noncompliant with the zoning code or general plan, for purposes of the HAA (Gov. Code, § 65589.5, subd. (j)(3)). The HAA’s protections therefore apply, and the City may not reject the project except based on health and safety standards, as outlined above. Furthermore, if the City rejects the project or impairs its feasibility, it must conduct “a thorough analysis of the economic, social, and environmental effects of the action.” (*Id.* at subd. (b).)

**2201 Broadway, PH1, Oakland, CA 94612
www.calhdf.org**

CalHDF also writes to emphasize that the DBL offers the proposed development certain protections. The City must respect these protections. In addition to granting the increase in residential units allowed by the DBL, the City must not deny the project the proposed waivers and concessions with respect to maximum height; front, side, and rear setbacks; maximum floor area ratio; and maximum site coverage. If the City wishes to deny requested waivers, Government Code section 65915, subdivision (e)(1) requires findings that the waivers would have a specific, adverse impact upon health or safety, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact. If the City wishes to deny requested concessions, Government Code section 65915, subdivision (d)(1) requires findings that the concessions would not result in identifiable and actual cost reductions, that the concessions would have a specific, adverse impact on public health or safety, or that the concessions are contrary to state or federal law. The City, if it makes any such findings, bears the burden of proof. (Gov. Code, § 65915, subd. (d)(4).) Additionally, the California Court of Appeal has ruled that when an applicant has requested one or more waivers and/or concessions pursuant to the DBL, the City “may not apply any development standard that would physically preclude construction of that project as designed, even if the building includes ‘amenities’ beyond the bare minimum of building components.” (*Bankers Hill 150 v. City of San Diego* (2022) 74 Cal.App.5th 755, 775.)

Furthermore, the project is exempt from state environmental review under the Class 32 CEQA categorical exemption (In-Fill Development Projects) pursuant to section 15332 of the CEQA Guidelines, as the project is consistent with the applicable general plan designation and all applicable general plan policies as well as the applicable zoning designation and regulations; the proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; the project site has no value as habitat for endangered, rare, or threatened species; approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and the site can be adequately served by all required utilities and public services. [if under 85ft and 20 acres add] Furthermore, the project is eligible for a statutory exemption from CEQA pursuant to AB 130 (Pub. Res. Code, § 21080.66), which was signed into law on June 30, 2025 and effective immediately (Assembly Bill No. 130, 2025-2026 Regular Session, Sec. 74, available [here](#)) Caselaw from the California Court of Appeal affirms that local governments err, and may be sued, when they improperly refuse to grant a project a CEQA exemption or streamlined CEQA review to which it is entitled. (*Hilltop Group, Inc. v. County of San Diego* (2024) 99 Cal.App.5th 890, 911.)

As you are well aware, California remains in the throes of a statewide crisis-level housing shortage. New housing such as this is a public benefit: by providing affordable housing, it will mitigate the state’s homelessness crisis; it will increase the city’s tax base; it will bring new customers to local businesses; and it will reduce displacement of existing residents by reducing competition for existing housing. It will also help cut down on

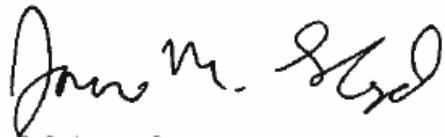
transportation-related greenhouse gas emissions by providing housing in denser, more urban areas, as opposed to farther-flung regions in the state (and out of state). While no one project will solve the statewide housing crisis, the proposed development is a step in the right direction. CalHDF urges the City to approve it, consistent with its obligations under state law.

CalHDF is a 501(c)(3) non-profit corporation whose mission includes advocating for increased access to housing for Californians at all income levels, including low-income households. You may learn more about CalHDF at www.calhdf.org.

Sincerely,



Dylan Casey
CalHDF Executive Director



James M. Lloyd
CalHDF Director of Planning and Investigations

From: [REDACTED]
Sent: Wednesday, August 13, 2025 2:58 PM
To: Administrative Zoning Hearing <azh@mountainview.gov>
Subject: PL-7343 (formerly PL-2023-130 and PL-2023-131)

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Dear Sirs,

As with the other proposed high-density housing forced onto this neighborhood, this complex is out of place and too large for the lot and the area. On a street with single-family homes and small apartment complexes, this level of density will overwhelm the neighborhood, degrading it for the current residents and creating an island of disconnected residents, almost like transients, existing outside of the current residents and community.

While I understand the need for more housing, destroying neighborhoods and the value of the current residents' homes is not the way to do it. The city should be outraged on behalf of the current residents at this misuse of the builders' remedy scam that allows developers to steal value from current residents and avoid sensible building codes. Clearly, the city council has decided that our area and the residents are of no value, and it is not worth the effort to protect us. None of them live here so they have made it obvious at previous city meetings that they don't care. That should not matter - the residents of this area deserve the same consideration that you would give to wealthier areas of the city.

Some nonsense ideas from other council meetings that I would like to refute:

- **Parking:** Insufficient parking at the unit will not mean that people use public transport. Here is why:
 - Public transport takes far longer to get you where you are going. Until you solve that issue, few people will utilize it.
 - Women will not take it because there is no safe way to get back and forth from this proposed development to downtown. I live here and I do not take the paths to downtown unless it is daylight. There are too many dangerous men lurking on those paths. In the winter, even during the day, I avoid that area because there is not enough foot traffic for

safety. I would never take those paths after dark without being in a group of three or more. Most of the year, women will be commuting after dark.

- If you are a woman with children you will not take it because there is no reasonable way to get home from work, pick up your kids at a random daycare location, and get dinner using public transit. Sure, if you had three or four extra hours a day, it would be exhausting but you could do it. No one will, however. They will all have multiple cars per household. That means the already full streets will be insufficient and the parking blight will extend into every neighboring street.
- Also, let me include traffic here as well. It will be horrible and will require more traffic lights and other changes for safety. I call BS on your traffic engineer's assessment. She is giving a ridiculous answer to meet the needs of the city council members to justify their lack of concern.
- Out of Character: This is a lovely area of small homes and apartments. While some increase in density is expected, these new proposals are ludicrous. If this happened next door to any of the council members, they would be justifiably outraged. The value of their property would be severely impacted. No one would want to live next to these monstrosities. The council members should be helping their constituents to push back, while looking for more appropriate areas for this high-density housing.
- The developers will skim the profits off the top and leave the current residents holding the bag for degraded conditions, including noise, traffic, parking, loss of open space and light, as well as generally diminished community. Why am I funding the profits of these money-grubbers? If the city thinks they deserve welfare, let them pay it. The residents should not.

I know neither you nor the council give a darn but you should. You are not representing your constituents and none of this housing will help anyone who actually needs housing. It will all go to rich people who could buy anywhere. Why don't you look for an opportunity to create real "affordable" housing instead of these fake, feel-good (for the council) projects which do not solve the issue.

Thank you.

Andrea Johnson

-----Original Message-----

From:

[REDACTED]

Sent: Tuesday, August 12, 2025 10:06 PM

To: , Planning Division <planning.division@mountainview.gov>

Subject: Public comment on item 4.1

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I am very pleased with the plans for the new development at 266-272 Tyrella. I often walk past on my way to get doughnuts and wonder what would happen to that empty lot. Happy to see it will be put to good use.

47 condominiums will help very much with the housing shortage, and was glad to see 1:1 replacement of existing units with affordable ones.

Additionally I think the unit layout is better than most. I also appreciate how the design makes use of available space but does not encroach too much on the surrounding buildings.

In short I love the project and hope it gets built ASAP.

-Isaac Stone