

## Gutierrez, Jeannette

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**From:** Yuju Park ·  
**Sent:** Tuesday, April 13, 2021 11:07 AM  
**To:** Kamei, Ellen; Ramirez, Lucas; Abe-Koga, Margaret; Hicks, Alison; Lieber, Sally; Matichak, Lisa; Showalter, Pat  
**Cc:** City Clerk; City Council; Alkire, Martin; Shrivastava, Aarti; David Meyer; Mitch Mankin; Rick Gosalvez  
**Subject:** SV@Home Letter Re: R3 Zoning Update Study Session  
**Attachments:** SVH CC R3 Zoning Update 4.12.21.pdf

Dear Mayor Kamei, Vice Mayor Ramirez, and Councilmembers Abe-Koga, Hicks, Lieber, Matichak, and Showalter:

On behalf of Silicon Valley at Home and our members, we write today to provide comments on the Draft R3 (Multi-Family Residential) Zoning District standards, materials, and concepts. We are pleased that the City is considering updating the R3 Zoning Code to provide more opportunities for a wider variety and number of multi-family housing types while protecting existing residents against displacement, and believe that the draft R3 Zoning Code is a good starting point. Thank you to staff for all of their hard work on this.

The proposal to update the City's R3 Zoning District standards came about because the current R3 Zoning Code is not achieving the City's goals of building enough housing and has contributed to displacement pressures. As the staff report states, recent projects in the R3 Zone, limited as they are by the density and/or unit maximums of the existing code, have tended to either be Rowhouse projects or redeveloped stacked-flat projects with premium sizing, amenities, and rents. New rowhouse development has reduced opportunities for higher-density development that could include more affordable homes, and there has been growing concern from residents that they will be displaced if their naturally affordable housing projects are replaced by new development with higher rents. Indeed, recent redevelopment projects such as 2005 Rock Street, 2305 Rock Street, and 600 Mariposa Avenue in the City's R3 Zone both displaced residents and led to an overall reduction in affordable homes and/or no net new units at all.

The update to the R3 Zoning Code is an exciting opportunity to facilitate redevelopment where market pressure exists in a way that increases the overall number of homes and affordable homes while addressing concerns around displacement. We have several recommendations and ideas we believe could be helpful in updating the R3 Zoning Code:

- **Consider a Transit Oriented Development overlay or increase the capacity of any R3 subzones near high quality transit stops.** Allowing more density near bus stops and rail stations will lead to more sustainable development by reducing the number of workers reliant on personal vehicles, increasing transit ridership, and improving residents' quality of life. This could be paired with reduced parking requirements to help the city meet its environmental sustainability goals.
- **Consider re-designating some R3 subzones to increase density and add more housing units.** SV@Home believes that the Del Medio area could support more of the R3-D subzone category because it is adjacent to the San Antonio Precise Plan area where a height of 7 stories is allowed, as well as the Cuernavaca R3 areas east of interstate 85 on the Sunnyvale border. Both areas are also near transit.
- **Consider the possibility of parcel aggregation in R3-A subzones to allow for the potential of higher density and/or 100% affordable development in the future.** Allowing development standards to adjust to parcel aggregation would create opportunities for targeted growth. For example, a small property owner should ideally be able to aggregate several contiguous properties in an R3-A subzone to build more homes. Parcel aggregation can be an important tool to make 100% affordable housing possible. The Charities Housing Development at 329-353 Page Street, San Jose combined several parcels containing single family homes to

make it possible to build 82 affordable homes. The City could consider adding incentives to make these sites more likely to be targeted for 100% affordable developments.

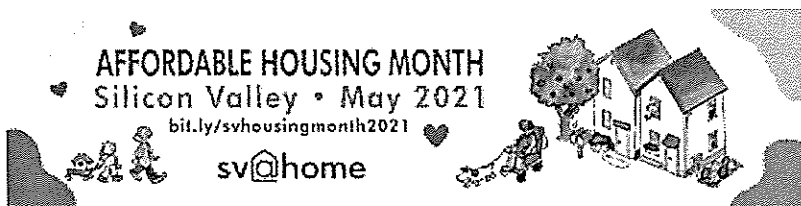
- **Consider specifying how R3 Density Bonus rules align with Council’s recent, unanimously, adopted City Density Bonus Ordinance update** (Feb. 9, 2021). SV@Home believes that clarifying alignment with existing Density Bonus regulations will avoid possible misinterpretation and confusion regarding what Density Bonus rules apply.
- **Consider including explicit guarantees that anti-displacement strategies are being considered in tandem with the R3 work.** SV@Home appreciates the coordination between the R3 team and the Housing and Neighborhood Services Division on potential anti-displacement strategies and strongly supports the potential strategies mentioned in the staff report, including increasing densities to incentivize replacement of naturally affordable units on-site and considering alternative mitigations to on-site replacement of affordable homes. Addressing displacement concerns through the R3 Zoning update is a critical piece of this process, and SV@Home would like to see assurance that the timeline for the new displacement policy is being conducted in parallel with the updates to the R3 Code.

**Overall, SV@Home supports the overall process and goals of updating the R3 Zoning Code. We believe that designating subzones within the R3 Zone will provide opportunities to increase the amount of much-needed housing and affordable housing units in the City while diversifying the number and types of multi-family developments. We also strongly believe that integrating anti-displacement measures within the R3 Zoning Code update is a key component of ensuring that longtime neighborhoods stay intact.**

Sincerely,  
SV@Home

Yuju Park  
Senior Planning Associate, SV@Home

[yuju@siliconvalleyathome.org](mailto:yuju@siliconvalleyathome.org)



***Silicon Valley Is Home. Join us for [Affordable Housing Month 2021](#)***

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April 13, 2021

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Mayor Kamei and Members of the Mountain View City Council  
City of Mountain View  
500 Castro Street  
Mountain View, CA 94041

Dear Mayor Kamei, Vice Mayor Ramirez, and Councilmembers Abe-Koga, Hicks, Lieber, Matichak, and Showalter:

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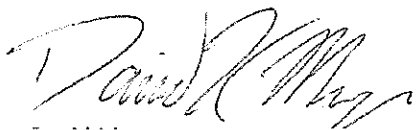
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Sincerely,



David K Meyer  
Director of Strategic Initiatives

## Gutierrez, Jeannette

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**From:** Bruce England  
**Sent:** Tuesday, April 13, 2021 1:00 PM  
**To:** Albert Jeans  
**Cc:** Cameron, Dawn; City Council; McCarthy, Kimbra; kammy.lo.mvepc@gmail.com;  
**Subject:** Re: Unnecessary Tree Removal

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Hello, all:

I had a similar reaction to Dawn's description as Albert's. Specifically, wanting to see this project put on ice until we see what happens after the 85-101 work, and after we see what happens with commute patterns post-COVID. Although some companies are already setting requirements for how often they want employees to be on campus, I'm not at all convinced that they will see the compliance numbers they hope for. Telework/commute patterns is a big topic right now in the community, and I'm sure it's true for the City as well while doing as best as they can to plan around moving targets.

Thanks!

Bruce England

On Mon, Apr 12, 2021 at 8:24 PM Albert Jeans <aljeans@mountainview.gov> wrote:  
Hi Dawn,

Thanks for your email. I'm glad to hear there's still some chance of saving some of the trees even if the additional left turn lane is put in.

I am well aware of the (pre-COVID!) traffic conditions along the Shoreline corridor, having done detailed micro simulations under varying conditions along with direct observations. As you probably know, completion of the 85-101 off-ramp reconfiguration will drastically reduce congestion along Shoreline Blvd., allowing all of the intersections to operate as they were intended with no downstream congestion blocking traffic. Throughput will increase and queueing will be reduced. Of course that project is still several years away from completion, but hopefully the reduction in traffic due to people working from home during the pandemic will carry over to some extent even after the pandemic is over, and keep congestion down until the project is complete. I'm wondering if the two left-turn lanes were proposed before the 85-101 off-ramp reconfiguration was analyzed? I also have a hard time seeing how future developments in North Bayshore will lead to increased traffic on West Middlefield between Shoreline and Rengstorff. Adding an additional turn lane seems like a relatively small, independent project not directly tied to the Reversible Transit Lane. Couldn't we wait until it's clear that it is needed? Once the trees are felled, there's no turning back.

Best regards,  
Albert

On Mon, Apr 12, 2021 at 7:52 PM Cameron, Dawn <[Dawn.Cameron@mountainview.gov](mailto:Dawn.Cameron@mountainview.gov)> wrote:

Hello Mr. Jeans,

Thank you for sharing your concerns about the potential removal of the four trees in the median strip for eastbound West Middlefield Road at North Shoreline Boulevard.

The City's construction plan for the project includes trying to preserve these trees, and only removing one or more of them if absolutely necessary. Adding the second left turn lane will intrude into the root system of these trees, and we will not know the extent of the intrusion until excavation begins. An arborist will evaluate the root systems once they are exposed to assess the viability of preserving the trees. The trees will only be removed if the arborist's determination is they cannot be preserved.

The addition of second left turn lanes from both directions of Middlefield Road at the Shoreline Blvd intersection was identified as a traffic impact mitigation for the adoption of the North Bayshore Precise Plan (NBPP). The Environmental Impact Report (EIR) Mitigation Monitoring and Reporting Program stipulates this mitigation be included in the Shoreline Transit Lane Project currently under construction.

The traffic count data presented in your slides that lead to your conclusion that the average queue length was 7 cars is based on the assumption that the vehicle count is equal to vehicle demand. This intersection (and the entire Shoreline Blvd corridor) is in oversaturated condition during the AM and PM peaks. There are more vehicles that want to move through the intersection than are actually getting through and when the left-turn lane is full, the overflow can block the through lanes, which in turn can block vehicles further back in the through lanes that want to access the left turn lane. The count volumes are used as a basis for the analysis, but the actual analysis (under oversaturated conditions) is based on demand volumes. Demand volumes are developed by adjusting count volumes in a traffic analysis model to reflect observed field conditions. Using demand volumes, the average queue length is in fact much higher, and the maximum queue length during both the AM and PM peaks exceeds the turn pocket storage length. The proposed improvements increase intersection throughput by 10%, which ultimately results in reduced delay, queueing, and vehicle emissions.

Please let me know if you have any further questions.

**Dawn Cameron**

Public Works Director

City of Mountain View

650-903-6311

[www.mountainview.gov](http://www.mountainview.gov)



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**From:** Albert Jeans  
**Sent:** Saturday, April 10, 2021 4:49 PM  
**To:** Hicks, Alison <[Alison.Hicks@mountainview.gov](mailto:Alison.Hicks@mountainview.gov)>; Kamei, Ellen <[Ellen.Kamei@mountainview.gov](mailto:Ellen.Kamei@mountainview.gov)>; Matichak, Lisa <[Lisa.Matichak@mountainview.gov](mailto:Lisa.Matichak@mountainview.gov)>; Ramirez, Lucas <[Lucas.Ramirez@mountainview.gov](mailto:Lucas.Ramirez@mountainview.gov)>; Margaret Abe-Koga <[magaret.abe-koga@mountainview.gov](mailto:magaret.abe-koga@mountainview.gov)>; Showalter, Pat <[Pat.Showalter@mountainview.gov](mailto:Pat.Showalter@mountainview.gov)>; Lieber, Sally <[Sally.Lieber@mountainview.gov](mailto:Sally.Lieber@mountainview.gov)>  
**Cc:** Bruce England <[kammy.lo.mvepc@gmail.com](mailto:kammy.lo.mvepc@gmail.com)>; <[kammy.lo.mvepc@gmail.com](mailto:kammy.lo.mvepc@gmail.com)>; <[wcranstonmv@gmail.com](mailto:wcranstonmv@gmail.com)>  
**Subject:** Unnecessary Tree Removal

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Dear Mayor Kamei and Councilmembers,

As construction on the Reversible Transit Lane has begun, yellow ribbons have appeared around trees marked for removal along Shoreline Blvd. However, I was dismayed to see yellow ribbons around 4 trees on W. Middlefield Rd., 3 of which are mature, healthy redwoods. I recall staff saying that it might be necessary to remove these trees in order to put in an additional left turn lane from eastbound Middlefield to northbound Shoreline; evidently they have decided it is now necessary.

I plan to present the attached presentation at Tuesday's council meeting, but of course there's never enough time to do it justice so I wanted to send it to you in advance. Slides 2-3 show the trees in question while slide 4 shows the existing left turn pocket which is about 250 feet long. The next two slides show pre-COVID traffic data for the intersection for the morning and evening rush hours. The left turn volumes are highlighted in green and give the number of cars counted for each 15 minute interval. Since the cycle time for that signal is 150 seconds or 2 1/2 minutes, there are 6 cycles for every 15 minute interval. The maximum left turn volume measured was 41 vehicles between 8:30 am and 8:45 am, giving an average queue length of 7 vehicles per cycle. Allowing 20 feet on average per vehicle, the existing 250-foot-long left turn pocket is more than enough to handle this *peak* volume (slide 8).

I am not aware of any future developments which would significantly change the traffic volumes on this part of West Middlefield Rd. Therefore I think it is premature to add an additional left turn lane here at the expense of cutting down these magnificent trees which have probably been there for half a century. I know that this construction project is well underway, but I hope it's not too late to make a relatively minor change and save these beautiful trees.

Sincerely,

Albert Jeans

San Lucas Ave.



## Gutierrez, Jeannette

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**From:** Emily Ramos  
**Sent:** Tuesday, April 13, 2021 11:00 AM  
**To:** City Council; Abe-Koga, Margaret; Matichak, Lisa; Showalter, Pat; Lieber, Sally; Hicks, Alison; Kamei, Ellen; Ramirez, Lucas  
**Subject:** Re: 6.3 - 1255 Pear Ave  
**Attachments:** LTC - 6.3 - 1255 Pear Ave.pdf

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To Mayor Kamei and members of the City Council

Mountain View YIMBY is a chapter of South Bay YIMBY. We are a group of people who live or work in the city of Mountain View and believe in increasing equitable access to the opportunities offered by this amazing city, and combating global warming through urbanization. We do so by advocating for construction of homes at all income levels from supportive housing to market rate! We protect Mountain View's more vulnerable residents by defending Mountain View's rent control law, and advocating for better displacement protection policies. Last but not least, we push for more transit, and bike and pedestrian infrastructure.

Therefore, Mountain View YIMBY expresses enthusiastic support for staff's recommendations to conditionally approve modifications for the previously approved permit and map **allowing the Sobrato project to move forward with phase 1 of the development.**

The 220 units proposed will be the first new housing built in North Bayshore. We also applaud the 1.4 acre of land dedication for affordable housing and the extension of Indigo Way being moved into the first phase.

We eagerly anticipate the construction of the entire project which will lead to over 600 units of housing, property taxes, and housing impact fees. These fees: over \$5 million for the Shoreline Community, estimated \$2.9 million in additional property taxes, and the over \$7 million impact fees will be helpful for the upcoming affordable housing projects in the pipeline. The deed restricted land on the North side will also help ensure that it is set aside for only residential purposes. The modified project still retains the necessary components for an amazing North Bayshore.

Thank you for considering our input.

Kind regards,  
Emily Ann Ramos  
On behalf of the members of MV YIMBY

**Re: 6.3 - 1255 Pear Ave**

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Thank you for considering our input.

Kind regards,  
Emily Ann Ramos  
On behalf of the members of  
MV YIMBY



Mountain View  
**YIMBY**