

From: Serge Bonte

Sent: Tuesday, March 14, 2023 9:05 PM

To: epc@mountainview.gov; mv.epc.jose@gmail.com; jyin.mvepc@gmail.com;
chrisclarkmv@gmail.com; wcranstonmv@gmail.com; hankdempseymv@gmail.com;
preeti.hehmeyer@gmail.com; alex.nunez@pm.me

Cc: Yau, Ellen <Ellen.Yau@mountainview.gov>; Anderson, Eric B. <Eric.Anderson2@mountainview.gov>

Subject: re: 3/15/23 EPC Meeting - Agenda Item 5.1 Housing Element

Honorable Environmental Planning Commissioners:

While well intentioned, the new HCD process seems quite byzantine and somewhat subjective when comparing other already accepted Housing Elements. Staff should be commended for plowing through this.

I wanted to bring to your attention a few inaccuracies regarding schools.

Figure 75 - The underlying data seems wrong (my neighborhood has access to excellent schools) which is a bit worrisome as it's what HCD is basing its analysis on.

In Exhibit 1

1. Schools School Impact Fees School fee is based on Statewide Level 1 fee of \$4.08/SF, distributed to the two school districts.

=> It should read as "to the 3 school districts" (MVWSD, MVLA and LASD).

2. Schools Parcel tax All parcels in Mountain View pay a parcel tax to fund schools.

=> The portion of Mountain View within LASD pays 2 parcel taxes. Also, there are exemptions for seniors. FYI, in LASD we pay 2 parcel taxes for \$597 and \$223 per year.

3. Schools Additional annual assessments or taxes Local school districts are considering levying additional assessments or special taxes to help fund schools.

==> This seems speculative, MVWSD has talked about that possibility in 2021 but has made no decision to move forward since. Also, school districts are always looking at ways to balance their budgets or build/maintain schools, so the possibility of additional taxes is evergreen -aka "C'est la vie!"-

4. ==> Missing constraints are payments of various bonds issued by school districts to build and maintain schools (All 4 school systems have one: MVWSD, LASD, MVLA and FootHill Community Colleges) The costs are a percentage of the assessed value of a parcel.

In Exhibit 2:

1. Schools Parcel tax Annual parcel tax payment Parcel tax of \$191 per parcel \$ 3,141 0.2% \$ 16 0.0% Minimal

==> The math seems inaccurate for two reasons,

- \$191 is parcel tax for MVWD, for parcels in LASD it's \$823 per year

- It's a parcel tax : fixed cost per parcel regardless of size, use, population a rowhome (or a condo) pays that amount. For multi unit rental properties, it's still the same parcel tax amount (which you could divide by the average number of units in Mountain View maybe?)..

2 ==> Missing are current school bond repayments for 4 districts: MVWSD, LASD, MVLA and FootHill.

Hoping for a prompt adoption and acceptance of the Housing Element, so that Mountain View can move on to actually building all that needed housing.

Sincerely,

Serge Bonte
Mountain View

Via Email

March 14, 2023

Mountain View Environmental Planning Commission
City of Mountain View
500 Castro Street
Mountain View, CA 94041

Re: Support for Mountain View Housing Element

Environmental Planning Commissioners:

I wish to thank the Mountain View Planning team, notably Eric Anderson and Ellen Yau, for their tireless efforts on the Housing Element. I especially appreciate their meeting with me to discuss the latest modifications to the draft Element.

I applaud the key programs and policies contained in the draft that strengthen the City's long-standing commitment to providing affordable housing throughout our community. Some of these programs are:

- **Updating and Streamlining the NOFA and Development Review Processes.** I appreciate the concepts contained in Program 4.1. I ask the City to go beyond "facilitate and support 100% affordable housing development" and include a clear statement that affordable housing proposals are the highest priority for review throughout the development review, building permit, and construction processes; this priority should apply to all Departments and Divisions involved in these processes.

Likewise, the allocation of designated staff to review affordable housing projects should be clarified to apply to all Departments and Divisions involved in the entire development process and that those designated staff members be trained on the details of the development and financing system that are specific to affordable housing. Alta Housing, and I'm sure other nonprofits, would gladly assist with this training.

- **Partnerships with Affordable Housing Developers.** Alta Housing greatly appreciates the City's ongoing support and partnership. The detail added to Program 4.5 adds greater specificity on the program's implementation. The priority list of amenities to locate near affordable housing communities will integrate new housing into the fabric of the Mountain View community and benefit the surrounding neighborhoods. There can be great synergies between the amenity list and adding 65 affordable housing units in Downtown.

- **Specific Target Areas for Affordable Housing.** Program 1.4 (Religious and Community Assembly Sites for Housing) has been strengthened in this draft. Staff has accelerated this program and included details on the location of sites, with the goal of 65 units by 2027.
- **Funding for Affordable Housing.** While these programs and policies were in the original draft, I thank the City for its commitment to advocate for a regional funding measure to support a range of affordable housing needs. Such support and advocacy will be critical. Further, the commitment to a local ballot measure to fund affordable housing should a regional measure not occur is excellent.

I believe the City staff has made a good-faith effort to substantially address the changes requested by residents, advocates, and HCD. The revised draft is a significant improvement and a strong expression of the City of Mountain View's commitment to addressing the community's housing needs. I urge the Environmental Planning Commission to recommend adoption of the draft Housing Element.

Sincerely,

A handwritten signature in black ink, appearing to read "Randy Tsuda". The signature is stylized with large, overlapping loops.

Randy Tsuda
President & CEO

Cc: City Council, Kimbra McCarthy, Aarti Shirvastava, Eric Anderson, Ellen Yau

March 13, 2023

Via E-mail

Ellen Yau, Senior Planner
City of Mountain View
500 Castro Street, P.O. Box 7540
Mountain View CA 93039-7540

Email: ellen.yau@mountainview.gov

Re: City of Mountain View Housing Element Update (March 6, 2023 Draft)
Comments of Housing Action Coalition

Dear Ms. Yau:

On behalf of the Housing Action Coalition, we write to comment on the March 6, 2023 draft of the 2023–2031 Housing Element for the City of Mountain View.¹

Under Government Code section 65583.2(g)(1) and (g)(2), the City is required to analyze obstacles to development – such as existing leases – that would make it unlikely that a site would become housing during this Housing Element cycle. Given the significant need for housing affordable to lower income residents, the Legislature imposes a special requirement for affordable housing sites: a non-vacant site may not be listed on the inventory “absent findings based on substantial evidence that the [existing] use is likely to be discontinued during the planning period.” Government Code § 65583.2(g)(2).

HCD has provided guidance of what the “substantial evidence” requirement means:

Examples of substantial evidence that an existing use will likely be discontinued in the current planning period include, but are not limited to:

- The lease for the existing use expires early within the planning period,
- The building is dilapidated, and the structure is likely to be removed, or a demolition permit has been issued for the existing uses,
- There is a development agreement that exists to develop the site within the planning period,

¹ The Housing Action Coalition is a nonprofit that advocates for building more homes at all levels of affordability to alleviate the Bay Area and California’s housing shortage, displacement, and affordability crisis.

- The entity operating the existing use has agreed to move to another location early enough within the planning period to allow residential development within the planning period.
- The property owner provides a letter stating its intention to develop the property with residences during the planning period.

If multiple sites make up a common existing use and the same factors affect each of the sites, the same findings can be used for each of the sites (e.g., an abandoned shopping mall with sites under common ownership that will not be restored to commercial use located in an area where there is recent residential development. . . . In this type of situation, use of the same findings for each of the multiple sites would be appropriate.

However, the same finding for multiple sites in a specific area may not be appropriate if their characteristics widely vary. For example, nonvacant sites with differing existing uses and lacking in common ownership, whether contiguous or located in the same general area, may not rely on a generalized analysis. While the sites may be located in an area with common economic issues, individual owners may not wish to sell their property or redevelop their site with residential uses. In addition, each site's existing use, e.g., grocery store, retail shop, parking lot, and offices, may have lease agreements of different lengths of time or the owner may not wish to relocate or redevelop the site with a more intensive residential use. In this type of situation, use of the same findings for the multiple sites would not be appropriate.

HCD Housing Element Sites Inventory Guidebook, May 2020, at pp. 27-28.

Applying these principles to the March 6, 2023 draft shows that the site inventory and Housing Element are not yet ready to be adopted as final. As an overarching comment, we point out that the analysis of "Suitability of Non-Vacant Sites," at pp. 305-308, appears to make only generalized points comparing attributes of sites where owners have decided to redevelop (from Table 50 on p. 306) with some of the sites on the site inventory (mentioned at p. 307). Arguing that "Opportunity Sites are underutilized and fall short of the site's development potential" or that "Market trends and the high demand for housing are expected to result in the continued redevelopment" of, for example, auto service related uses, does not satisfy the requirement of "substantial evidence" for purposes of listing the site as meeting the lower income RHNA: as HCD has explained, "While the sites may be located in an area with common economic issues, individual owners may not wish to sell their property or redevelop their site with residential uses."

Similarly, pointing out that Google has decided, as part of its significant initiative to redevelop office and research facilities as residential housing (including the office property at 401 Ellis Street), and did so after investing in building improvements, does not mean that Google is reasonably predicted to abandon all existing uses including for those properties where it has *not* declared its intention to redevelop, in the face of substantial and recent improvements. An express owner declaration of intention to develop the property for residential use can supply

“substantial evidence” that the existing use will cease and, as an example, Mountain View has this evidence for the office building at 401 Ellis. But it does not have a similar letter or express owner interest in redeveloping 475 Ellis, and so has no evidence that the existing use in that Google building is likely to discontinue during the next eight years. In short, each property must be individually evaluated as to whether the existing use is likely to discontinue.

In the comments below, we group the sites into several categories: those where the City appears to lack substantial evidence (or at least, hasn’t described it yet), those where we’ve identified evidence that makes it *unlikely* that the site will redevelop, and those where there are other special issues. These all trace back to the same essential statutory requirement: the City cannot list a non-vacant site unless it has substantial evidence that the existing use is likely to discontinue during the next eight years. But we understand that there may be a difference in the way that staff is thinking about the sites – some of which seem quite likely to become housing at some point – and so we won’t lump them together.²

With these principles in mind, we first call the City’s attention to the following sites where discontinuation of the existing use appears *unlikely*:

At 1280 Space Park Way (APN 116-14-071) is Pickering Laboratories, which makes high technology instruments and chemical reagents for environmental, pharmaceutical, and biochemical laboratories. Pickering owns the building, and is headquartered here. Without a letter from Pickering indicating that it intends to discontinue operations here or move, this longstanding business (founded in 1982) should be expected to remain during this Housing Element cycle. It is not likely to accommodate the need for 107 units of affordable (lower income) housing in the next eight years.

At 475 Ellis (APN 160-58-011) is a research and development building used by the City’s largest company: Google. 475 Ellis, also known as Google Building E475, had a number of recent projects to remodel its laboratories there, including several in 2021 and several more in 2022. *See, e.g.*, Project # 2022-1917 (“provide power in emulation lab for new and relocated equipment”); 2022-1675 (“remove and replace (5) rooftop HVAC units”); 2022-0676 (“install UPS equipment and batteries within existing UPS and battery storage rooms”). Mountain View has no market conditions evaluation suggesting that Google is about to shut down operations, stop doing research at its R&D facilities, or that it plans to relocate out of Mountain View. While a number of Google buildings nearby to 475 Ellis are the subject of submitted plans for housing redevelopment, 475 Ellis is conspicuously not one of them. All indications are that Google intends to continue operations at this research facility. Absent “substantial evidence that

² We also note why this exercise is important even if the City ultimately ends up with a buffer of lower income units beyond the RHNA: this exercise is critical because the site inventory will be used in evaluating “No Net Loss” in the future. Including unrealistic sites now would give the future planners and applicants a false sense that the regional need for housing is met. Ensuring that the list includes only realistic, statutorily-compliant sites, will make clear when and whether additional rezoning needs to take place in the future.

the existing use is likely to discontinue,” the City may not count on 475 Ellis to accommodate lower income housing needs. 475 Ellis is counted on the current site inventory for 150 lower income units.

At 325 and 345 E. Middlefield (APN 160-52-010 and APN 160-52-012) is the worldwide headquarters of IGM Biosciences; it also has a relatively new lease for a facility at 875 Maude (APN 160-59-004). IGM Biosciences moved into 325 E. Middlefield in 2019, and has more recently been remodeling it for long-term use: a recent building department submittal (Project # 2022-3129) shows that it is converting office spaces to expand its existing laboratories, including culture rooms. This is not the behavior of a short-term tenant, in a building about to be torn down to build affordable housing. And indeed, IGM Biosciences is not a short-term tenant at all: publicly available information shows that it signed a lease in 2021 that lasts until 2032, precluding the landlord from terminating the existing use and redeveloping the property as housing. <https://property.compstak.com/325-East-Middlefield-Road-Mountain-View/p/3908> IGM Biosciences also continues to look for additional space within Mountain View (including a recent new lease at 875 Maude), making it unlikely that it intends to relocate. The properties at 325 and 345 E. Middlefield are counted on the current site inventory for 150 and 82 lower income housing units respectively, and 875 Maude is counted for 74 units.

At 448-450 E. Middlefield (APN 160-53-006) is the headquarters of Coros, Inc., a technology company for supply chain issues founded in 2019. In 2021, it signed a seven year sublease³ for 448-450 East Middlefield, with an initial expiration date of 2028 (it is unclear whether there are options to extend). <https://property.compstak.com/448-East-Middlefield-Road-Mountain-View/p/3749> This site thus does not have a lease expiring “early within the planning period.” HCD Guidebook at p. 27. The City lacks the substantial evidence required to claim that this site meets the need for 110 lower income units.

1350 Pear (APN 116-14-114) is described on the site inventory as a “vacant, multi-tenant light industrial” building. It is not vacant; there are tenants there, and as of February 2023, the building continues to be offered for commercial leases, showing that the owner is not planning on converting it to residential anytime soon. In case there was any doubt, we emailed the real estate broker listed on the recent “for lease” sign at the property. Asked if the owner had any intention to redevelop as residential, he responded: “Ownership has no intention to redevelop at any point. The goal is to continue leasing forever.” This property is not likely to provide 92 units of affordable housing.

³ The listing for the sublease is still available at: <https://www.loopnet.com/Listing/448-450-E-Middlefield-Rd-Mountain-View-CA/18490281/>; see also the brochure at: <https://www.loopnet.com/viewer/pdf?file=https%3a%2f%2fimages1.loopnet.com%2fd%2fsFxiIEaea93EphcWUC35MRza0P58sw8DDpbSfzorkXo%2f448%2520E%2520Middlefield.pdf> showing that the sublease runs until March 2028. Coros thus likely subleases from Ducati, which Compstak shows had a lease starting in 2017 and running through 2028.

In addition, the following sites would appear to lack *substantial evidence* that the existing use is likely to discontinue *during the planning period*. These sites may develop, or may not, but the City does not seem to have identified any evidence that redevelopment during before January 31, 2031 is *likely*, after taking into account factors like existing leases⁴:

At 335 E. Middlefield (APN 160-52-011) is a research facility for Volvo’s autonomous driving technology group. Given the high market demand for engineers in Mountain View who have the necessary technological expertise, Volvo is unlikely to want to discontinue operations here. The property is currently leased to Volvo long-term under a ten year lease running until sometime in 2026; it is unclear whether Volvo has options to extend the lease. Even if it didn’t, other non-residential uses might be interested in the site (e.g., IGM Biosciences might want to lease this property that separates its facilities at 325 and 345; the landlord might want to continue to lease to technology companies). Without determining whether the existing lease is an obstacle to development during the planning period, and whether the landlord has an interest in redeveloping in the next eight years, the City lacks evidence that this property – in a neighborhood of other technology companies (MobileIron, eHealth, and Symantec are also on the same block) – will accommodate the need for 72 units of lower income affordable housing, as claimed on the inventory.

Similarly, at 855 Maude, HackerDojo (an open working space for software projects, founded in 2009), has a lease that currently runs until 2026. <https://property.compstak.com/855-857-Maude-Avenue-Mountain-View/p/2135021>. The City should determine whether the lease has any options to extend, or whether the landlord plans to change the existing use when the lease expires. Otherwise, it should not claim 76 units of lower income housing will be accommodated here during the next eight years.

At 1070 La Avenida (APN 116-14-108) is a U.S. Postal Service Carrier Annex, in a building built in 1980. The building is not dilapidated, and we have been unable to find any evidence that the Postal Service plans to move out. The block itself is unlikely to be redeveloped as housing; the Postal Service annex is across the street from Microsoft’s Silicon Valley headquarters, and one door down from an additional Microsoft research facility. Absent evidence that the Postal Service plans to discontinue operations here and relocate, and to do so early enough in the planning period for housing to be built, this site should not be counted as accommodating the need for 53 units of lower income affordable housing.

At 608 San Antonio Road (APN 148-16-017), 630 San Antonio Road (APN 148-16-016), and “Fayette Drive” (APN 148-16-014) are each multi-tenant retail centers. The shopping center

⁴ The draft notes that lease information is not always public. The solution is to contact the owners and ask about their intentions and whether there are existing leases that are an obstacle. If the owners react by explaining that they plan to redevelop, and that any existing leases will expire early enough for them to do so during the planning period, the City will have the substantial evidence it needs. If the owners will not answer, and do not provide any statement of intention to redevelop, then the City will lack substantial evidence.

at 630 San Antonio Road is currently anchored by CVS. (Note: CVS is on a parcel not listed on the inventory, APN 148-16-012). The site inventory does not accurately describe these properties; it states only that there is a “one story vacant, single tenant grocery store” on APN 148-16-016, and a “single tenant bank” on APN 148-16-017. Neither is correct. APN 148-16-016 has existing, current uses of a Little Caesar’s Pizza (in the main structure), an Oracare Dental (also in the main structure), and a La Salsa Mexican restaurant (in a building along the street frontage), in addition to the grocery space formerly occupied by Sprouts until June 2022. APN 148-16-017 has a bank (Citibank), an art school (Cal Color Academy) at 612 San Antonio, a religious organization at 616 San Antonio (in the back; *see* photo at mvprayerhouse.com/contact/), and a space that appears to be available for lease at 620 San Antonio. Even if the City had substantial evidence that the existing uses were going to discontinue – and it identifies none – it would need to heavily discount the capacity calculations to take account of the likelihood that the properties will continue to be used as retail as permitted under the zoning, as it did with the sites listed on table 51. The multi-tenant shopping center at 630 San Antonio (APN 148-16-016) is, like those sites, over 2 acres, and has more than three tenant spaces. Utilizing the same 80% discount approach to realistic capacity would reduce 630 San Antonio from 150 lower income and 20 moderate down to 30 lower income and 4 moderate. Alternatively, the City should remove these sites altogether because it lacks substantial evidence that the existing uses will likely discontinue.

At 401 E. Middlefield Road (APN 160-52-021), on the same block (and currently occupied by MobileIron, a technology company whose headquarters are across the street, the site inventory indicates that an earlier application “for residential development on this site [was] withdrawn due to historic significance of adjacent site.” If the owner has decided, after due deliberation, not to proceed with development for this reason, then it would seem to preclude listing the site, because it is not realistic to expect it to redevelop. If the City has an indication from the owner that it will proceed with a smaller project on the site, then this could constitute substantial evidence. We do note that the prior proposal had far fewer affordable units: just 27 lower income units and 41 moderate on a project encompassing 6 acres, rather than the 150 lower income and 150 moderate income now claimed on the site inventory. While state law arguably permits a site to be designated as meeting the need for lower income housing as long as it is zoned to permit more than 30 du/ac, it would be better not to overstate the expected number of affordable units, in order to ensure that the Housing Element truly plans to meet the regional need for lower income housing based on actual expectations and evidence, instead of merely attempting to “check the box” on statutory analysis.

Several of the sites appear certain to redevelop at some point, because there is a commitment to dedicate them to the City for affordable housing. For these sites, however, there is still a question as to either the *timing* or the *realistic capacity* under the existing zoning:

In the North Bayshore Precise Plan, there are several sites that have existing uses – office/research centers for Google – that do not appear likely to cease during the planning period, even if the sites are slated to become housing in the longer term. The sites at 1250 Space Park

Way, 1345 Shorebird Way, and 1375 Shorebird Way⁵ are each described on the inventory as being ones where “property owner has submitted application for development agreement to develop this site with residential as part of Phase 2 of a multi-year master plan.” At page 323 of the March 6, 2023 draft Housing Element, it explains that the timeline of Phase 2 in the North Bayshore Precise Plan is many years away: “land dedication” is “tentatively by 2029,” with construction starting “within two years from land dedication.”⁶ Given that the planning period ends January 31, 2031 (*see* draft at p. 285), the currently projected timeline would mean that construction would not even begin until 2031 (and could be later if Phase 1 takes longer, as construction projects often do). The Phase 2 affordable housing dedications should therefore not be counted as meeting the need for affordable housing during the January 31, 2023-January 31, 2031 planning period.

Housing that is not available until 2031 or later will not address the regional need for affordable housing during the next eight years. This makes a big difference to whether the Housing Element satisfies the RHNA: 73 units of lower income housing are claimed for 1250 Space Park Way, 321 units (37 lower income) are claimed for 1345 Shorebird Way, 347 units (110 affordable) are claimed for 1375 Shorebird Way, and 338 units are claimed for 1383 Shorebird (all AMI), for a total of 220 lower income units, and 1,079 total units.

The site at 885 Maude will be dedicated to the City for affordable housing in 2026, and so may be redeveloped in time to meet this RHNA cycle’s need. However, this site’s capacity

⁵ Google pulled four permits in 2021-2022 for this property, for a new digital photography lab and anchorage for lab equipment, and upgrading the electrical system. (Projects 2022-3378, 2022-3119, 2022-2373, and 2021-2168, all available at <https://epermits.mountainview.gov/h.aspx>). This activity reinforces that a redevelopment is not imminent. The question is just how long Google will continue to use the facility, and whether it will likely redevelop in time to meet Mountain View’s share of the Cycle 6 regional need for lower income housing.

⁶ On page 323-324, with respect to the Middlefield Park Master Plan, the City outlines the timeline of events that need to happen after a land dedication:

- City to select nonprofit developer(s) – approximately 1 year
- Plan preparation & funding – less than 1 year
- Entitlement (SB 35) – less than 1 year
- Building permit – 6-9 months for each site

Draft at pp. 323-324. Thus, even before construction begins, there is a predicted 2-3 year timeframe after land dedication. Indeed, the 1255 Pear Avenue housing project was entitled in October 2018, but is still not complete. The Phase 2 land dedications in the North Bayshore Precise Plan, expected to occur in 2029, thus come far too late to meet the regional need in a Cycle 6 Housing Element. Indeed, there is a serious question as to whether the Middlefield Park Master Plan units – listed as 800 Maude (APN 160-57-012, listed for 179 lower income units) and 885 Maude (APN 160-59-005, listed for 159 lower income units) will be available to meet the regional need before the planning period ends.

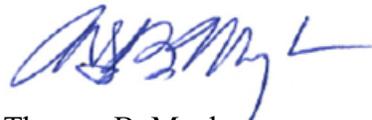
should be adjusted so that it matches the realistic density of other sites with the same zoning. The site is currently zoned as East Whisman “Medium Intensity”⁷; based on Table 46 at p. 300 of the draft, it thus has a “realistic density” of 79 du/ac. Because it is only 1.03 acres, it should therefore be shown on the site inventory as 81 units (i.e., 1.03 times 79 du/ac). It should not be shown as accommodating the need for 159 units of lower income housing unless there is a commitment to rezone and pursue a project with a higher density after the land is dedicated to the City.

Finally, a separate issue affects one of the largest sites on the inventory: the 15.75 acre site at 1500 Shoreline that is claimed to meet the need for 100 units of lower income housing, 100 units of moderate income, and 800 units of above moderate (i.e., market rate). First, as with other sites, the City does not address whether Century Cinemas, the current tenant, has a lease that precludes development during the planning period, even if the owner ultimately plans to redevelop. But additionally, under Government Code section 65583.2(c)(2)(B), the site may not be used for RHNA credit toward the lower income housing need, because the City has not adequately demonstrated that a site this large can be developed as lower income housing (an affordable housing developer could not take on a project this large), and the City fails to show that “sites of equivalent size were successfully developed during the prior planning period for an equivalent number of lower income housing units as projected for the site . . .”⁸

* * *

We urge the City to continue work on its obligation to plan for housing for all income levels, including low and very low income households. This can only be done if additional, realistic sites are identified after proper analysis, and in those cases where non-vacant land is being used to meet the need, by a showing of substantial evidence that redevelopment is likely during the next eight years.

Respectfully submitted,



Thomas B. Mayhew

TBM:tb

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⁷ <https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=32005> (East Whisman Precise Plan) at p. 56.

⁸ The only project on a site this large during Cycle 5 was 555 West Middlefield, where the development encompassed 323 units, but only 32 lower income units, on a site of 14.97 acres. This is not an “equivalent number” to the 100 projected for the site.

Hi Tom. Ownership has no intention to redevelop at any point. The goal is to continue leasing forever.
Thanks,
Colin

Colin Feichtmeir
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From: Mayhew, Tom x4948 <TMayhew@fbm.com>
Sent: Friday, March 10, 2023 12:12:23 PM
To: Colin Feichtmeir/USA <Colin.Feichtmeir@cushwake.com>
Subject: 1350 Pear, Mountain View

External Mail

Saw that you have a sign up to lease at 1350 Pear in Mountain View. I'm working on a project involving housing issues, and wondered if the owner has any current intention to redevelop the property as housing in the next eight years. Or, is the owner just planning to continue to lease it as they've been doing?

Thanks,
Tom Mayhew

Thomas B. Mayhew
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March 14, 2023

Re: Item 5.1 – 2023-2031 Draft Housing Element

Dear Chair Yin and Members of the Environmental Planning Commission:

The League of Women Voters supports the removal of barriers that inhibit the construction of low and moderate income housing.

We thank the City for incorporating public feedback, including ours, in preparation of this draft of the Housing Element, working hard to ensure that programs are effective and accountable and the sites inventory is more accurate in order to significantly address our housing crisis.

As such, we support the presented staff recommendation with a few minor adjustments.

- In Program 1.3, the minimum changes to R2 should allow for more capacity than what SB9 allows for R1, in order to maintain material differences between the two zones.
- In Program 1.8 in Exhibit E, insert the words “at least” [20%] in order to better reflect the language given in the staff report.
- In Program 2.6 in Exhibit E, the new changes should be done by December 2024 to provide earlier impact, with a check-in in 2028 to assess progress in case the City needs to make further changes to site more housing in our highest-opportunity areas.
- In Program 4.1a, the City should commit specifically to dedicate/designate staff *in all departments* relating to entitlement and permitting to be trained and to work in coordination on 100% affordable housing developments, given their unique timeline pressures

All in all, we are grateful to the work of staff, council, and commissioners through this long process, and we look forward to the City moving on from planning to implementation.

(Please send any questions about this email to Kevin Ma at housing@lwvlamv.org)

Karin Bricker, President of the LWV of Los Altos-Mountain View

cc: Ellen Yau Eric Anderson Aarti Shrivastava

From: Daniel Shane
Sent: Tuesday, March 14, 2023 10:59 AM
To: epc@mountainview.gov
Cc: City Council <City.Council@mountainview.gov>
Subject: Comments on Draft Housing Element 2023

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

My name is Daniel Shane, a homeowner in Mountain View. Here are my general comments on Mountain View housing development planning and review policies, programs, and procedures, urban land use planning philosophy and principles. These form the backbone, foundation, or core of the General Plan and its Housing Element.

I am the spokesperson for the Cypress Point Community Preservation Association. Based on our recent multiple year experience with the City of Mountain and the AvalonBay Communities REIT concerning a poorly planned high-density housing development at 555 W Middlefield Road in Mountain View, I would like to share our lessons-learned, remedies, and solutions to improve Mountain View's urban land use planning and housing development review and permitting process. I believe a change in philosophy and planning will result in the right actions being taken by our EPC and City Council. These actions will result with real and significant improvement and protection of public health, welfare, and the environment. In addition, I am asking our government officials to incorporate into their planning and decision-making the philosophy of harmoniously integrate the natural environment and ecosystems with housing developments and their infrastructure to successfully achieve the goals of improving livability, quality of life, sustainability, preservation of urban forests and wildlife, and protection of public health and the environment.

A key element in the success of our housing development process is the early engagement of the developer with the community during the project planning phase. This is important because it would allow useful input from the neighborhood on their issues and concerns such as, for example, the preservation of a highway vegetation barrier or HVB (aka pollution barrier) and other important trees which could be addressed and incorporated into the project plan design before large commitments of time and money by the corporate developer. This would change an adversarial and sometimes contentious or combative process into a collaborative, cooperative, coordinated, and communicative process. This paradigm shift in the philosophy in the urban land use planning process could save a tremendous amount of time and money and promote well-being and trust within the community. The Please city will need to promulgate rules and guidelines for early engagement between private developers and the public community in the housing development planning process. The following is a more descriptive summary of the issue concerning highway vegetation barriers (HVBs)

Due to the rising demand for housing developments, cities are actively destroying HVBs located between freeways and expressways and residential areas to build high-density housing developments. The natural tree barriers are the last defense against human exposures to very toxic and carcinogenic car and truck emissions. Many mature tree barriers have grown up high above the sound walls creating effective pollution and noise barriers. Based on EPA scientific research we know how effective tree barriers can be in improving air quality and noise reduction in living areas near these roadways. Tall, dense, and overlapping canopies are effective in filtering hazardous particulates and toxic gaseous air pollutants in our communities. The removal of these pollution barriers increases the risks to public

health. It is a significant public health threat where growing infants and children are the most susceptible to exposures to these types of toxins in the air. We need to act now to stop this public health threat to our communities because once these pollution barriers are removed they cannot be re-established for decades. There are no effective artificial or natural replacement for these trees and it takes at least 20-30 years for regrowth and maturation of the tree canopies. Of course, there are multiple benefits we gain from these highway vegetation barriers such as noise reduction, preservation of native trees and plants, wildlife habitat, soil and groundwater resources, and slowing climate change. We cannot allow corporate developers to take actions that cause significant harm to public health. I am asking We are asking the City Council and Environmental Planning Commission to elevate the importance of the preservation of highway vegetation barriers and the protection of public health in their review and permitting of residential housing and commercial developments. In addition, I am asking the city to promulgate rules and guidance for developers that address these concerns in their project proposals including architectural and engineering project plan designs for their developments. Best regards, Daniel Shane, on behalf of the Cypress Point Community Preservation Group. I can be reached at to discuss actions that can be taken to improve the urban land use planning process and protect public health and the environment in a very significant way.

Note: A separate but accompanying email will be sent to you with a list of scientific and technical reference materials that support the importance of, and need to preserve and enhance, HVBs.

From: Daniel Shane

Sent: Tuesday, March 14, 2023 11:04 AM

To: epc@mountainview.gov

Cc: City Council <City.Council@mountainview.gov>

Subject: Daniel Shane's Comments No. 2 on the Draft Housing Development - List of References for Highway Vegetation Barriers or HVBs

References for Highway Vegetation Barriers (HVBs)

1) American Lung Association - <https://www.lung.org/clean-air/outdoors/who-is-at-risk/highways>; <https://www.urban.org/research/publication/polluted-life-near-highway>;

2) The New York Times, Trees Filter Out Pollutants

- <https://na01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.nytimes.com%2F2021%2F07%2F02%2Fclimate%2Ftrees-cities-heat-waves.html&data=05%7C01%7C%7C862069e8aabb4b542b8008d4fe5e5500%7C84df9e7fe9f640afb435aaaaaaaaaaaa%7C1%7C0%7C638101978359811154%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLjBtIi6k1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=xcTUR9DwF4mduqU5naFczEws6ubyQVXABtyxT0RcgGw%3D&reserved=0>;

3) FHWA Report <https://rosap.ntl.bts.gov/view/dot/64307>;

4) California Paper in

ScienceDirect https://www.sciencedirect.com/science/article/abs/pii/S135223101730821X?casa_token=9DNoCyUri7YAAAAA:ueYGvL1RdLjxxKAdPKF0CntWrliADfDnhUdSMpTs0blxO0eJ6FO00YMHZlkhEaVAE_GpAKM-

5) California paper in ScienceDirect

- https://www.sciencedirect.com/science/article/abs/pii/S0048969718350046?casa_token=mwp74LQnak8AAAAA:TCU0w1ifArXF3bbnPT37I3vIWY147ACPKbUgeUqRQjLw7oRyjRBGFoXmMA642ysmvPrFbkW-

6) EPA Report and Fact Sheet on constructing highway vegetation barriers

- https://cfpub.epa.gov/si/si_public_record_report.cfm?Lab=NRMRL&dirEntryId=321772&simpleSearch=1&searchAll=Recommendations+for+constructing+roadside+vegetation+barriers+to+improve+near+road+air+quality; https://www.epa.gov/sites/default/files/2016-08/documents/recommendations_for_constructing_roadside_vegetation_barriers_to_improve_near-road_air_quality.pdf;

7) Richard Baldauf Scientific Article in PubMed

- <https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fpubmed.ncbi.nlm.nih.gov%2F30057483%2F&data=05%7C01%7CBaldauf.Richard%40epa.gov%7Cc3000d5ad3b5492f21ae08da9e97bffc%7C88b378b367484867acf976aacbeca6a7%7C0%7C0%7C637996671854166578%7CUnknown%7CTWFpGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=geOpsI5qSJMrf4YVShyFwcEzBhRdsLTfWht8%2B%2BcBpPA%3D&reserved=0>;

8) CalEPA/ARB Report from Gita Dev - https://ww2.arb.ca.gov/sites/default/files/2017-10/rd_technical_advisory_final.pdf;

9) Sacramento AQMD Report

- <https://na01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.airquality.org%2FLandUseTransportation%2FDocuments%2FSMAQMDFinalLandscapingGuidanceApril2017.pdf&data=05%7C01%7C%7C6aa59bbda6e1485284d508dae374d70f%7C84df9e7fe9f640afb435aaaaaaaaaaaa%7C1%7C0%7C638072388213866004%7CUnknown%7CTWFpGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=nIOspdiAqelLuiGrBl2JmKwRdsdUksazpamp9bLo3OA%3D&reserved=0>;

10) Chicago Schools Tree Planting - <https://chicagorti.org/resources/vegetation-barrier-toolkit-for-schools-and-communities/>;

11) Urban Institute Report "The Polluted Life Near the Highway"

- <https://www.urban.org/research/publication/polluted-life-near-highway>;

12) Richard Baldauf Poster Session.

Set-Backs for Carbon Capture (D'Souza)

- <https://na01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.foodandwaterwatch.org%2F2022%2F09%2F08%2Fin-california-big-win-on-setbacks-big-setback-on-carbon-capture%2F&data=05%7C01%7C%7Cc9cc1db2a8fa4f3d467d08dafef49882%7C84df9e7fe9f640afb435aaaaaaaaaaaa%7C1%7C0%7C638102625746819170%7CUnknown%7CTWFpGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=hVUXGPoX8DqAZwSNw0ZbHo0STd11hEtDqnBW2tSqWI%3D&reserved=0>



www.epa.gov/research

Integrating Air Pollution and Climate Mitigation into Roadside Green Infrastructure Projects

Richard Baldauf

U.S. Environmental Protection Agency, Office of Research & Development, Washington, DC, USA
U.S. Environmental Protection Agency, Office of Transportation & Air Quality, Ann Arbor, MI, USA

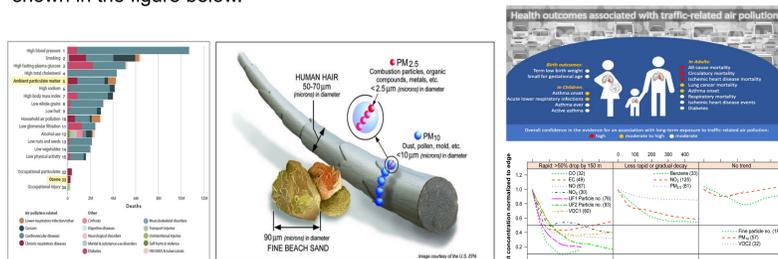
EPA-420-H-23-001

Abstract

Air pollution is one of the leading causes of death and illness worldwide according to the World Health Organization. Exposures to air pollution for people who live, work, and go to school near large transportation sources has been shown to be of especially high risk due to the proximity and frequency of these exposures to vehicle emissions. While many roadside green infrastructure projects focus on stormwater management and other ecosystem services, recent research shows that roadside vegetation can also have a significant impact on local air quality as well. This research shows that certain roadside vegetation designs can greatly reduce local air pollution levels by 50% or more; however, other vegetation characteristics can have detrimental effects and deteriorate local air quality. Guidance is needed to support roadside vegetation plantings that do not adversely impact local air quality. In addition, this guidance can be used to promote roadside plantings that improves local air quality while also achieving other ecosystem services including mitigation of greenhouse gases, improved urban cooling, and improved stormwater management. Since many communities located near large transportation facilities are already overburdened by environmental impacts, improved roadside planting designs for air quality and climate benefits will support equitable, sustainable, and safer transportation systems while avoiding unintended consequences and public health concerns from urban green infrastructure projects in these neighborhoods. This poster will review the concerns related to air pollution exposures near transportation sources, previous research on the positive and negative air quality impacts created by roadside vegetation, and design characteristics and opportunities to provide air pollution and climate mitigation benefits. The poster will also review how integrating roadside vegetation with solid structures like noise barriers and fencing can further reduce local air pollution concentrations and avoid some of the potential negative impacts of roadside vegetation alone

Air Pollution Impacts from Transportation

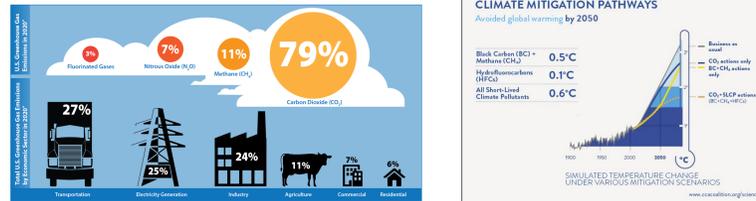
The World Health Organization (WHO) reports that air pollution is a leading cause of death and illness worldwide.¹ Exposures to particles in the air are especially damaging to human health and welfare. These airborne particles are very small and are categorized as PM10 (particles less than 10 µm in diameter) and PM2.5 (particles less than 2.5 µm in diameter). These particles are smaller than a human hair as shown in the figure below.



Numerous health studies have shown that exposures to air pollutants emitted by transportation sources, especially when exposures to these emissions occur near the source of emissions such as highways and other large roadways, can be especially harmful to human health. A recent meta-analysis by the Health Effects Institute showed that people who live, work, and go to school within approximately 300-500 meters of large roadways face increased risks for numerous adverse health effects including asthma and other respiratory effects, cardiovascular illnesses, birth and developmental effects, and even premature mortality.² Other studies have shown increased risks for additional adverse health effects including childhood leukemia, cognitive development, and neurological effects including autism. These studies generally show increased risks out to 500 meters from the road, air pollution measurement studies show that air pollution concentrations are especially high within the first 100-150 meters of the road.³ While this is a relatively short distance, the EPA estimates that over 50 million people live within just 100 meters of a major road and as many as 17,000 schools are located within 250 meters of a large roadway.⁴ Thus, mitigating these air pollution impacts on human health near the source are extremely important.

Climate Impacts from Transportation

As of 2020, transportation sources emitted the highest amount of greenhouse gases (GHGs) for the fifth year in a row. The majority of these emissions occurred as carbon dioxide (CO2) followed by methane (CH4) and nitrous oxide (N2O). Not included in this inventory is the short-lived climate pollutant (SLCP) black carbon (BC), often referred to as soot. Transportation sources, especially diesel-powered vehicles, can emit significant amounts of BC. As noted by the United Nations, reducing ambient air concentrations of SLCPs, especially BC and CH4, will be critical in achieving the goal of limiting climate change to 1.5°C.



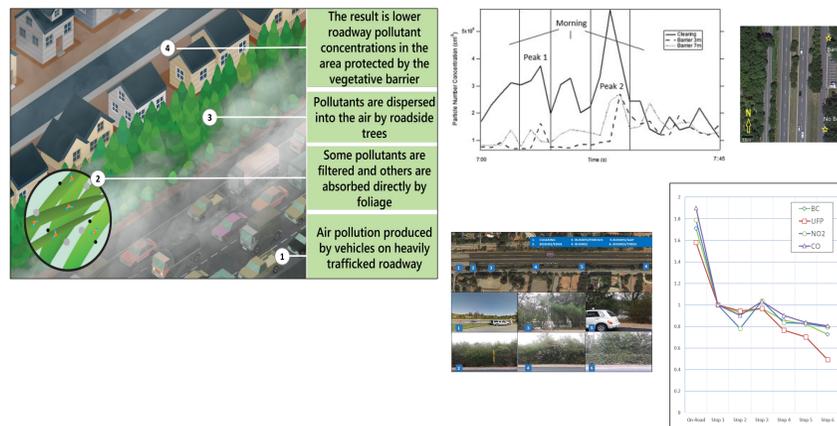
Air Pollution Emissions from Transportation

Motor vehicles emit air pollution when operating through tailpipe emissions from gasoline and diesel fuel combustion, evaporation and leaking of fuel and fluids, wear from brake and tire use, rusting and deterioration of vehicle components, and the re-entrainment and suspension of dust and other materials deposited on the roadway. These emissions include PM2.5, PM10, and BC along with many other forms of airborne particles and gases. While strategies have been implemented to reduce vehicle emissions, notably the increased electrification of the motor vehicle fleet, this fleet transition will take decades to fully implement, and emissions will continue from brake and tire wear and the re-suspension of roadway materials. Thus, methods will continue to be needed to reduce air pollution exposures from traffic emissions, especially close to large highways and arterial roads.



Roadside Vegetation Research

Research has demonstrated that roadside vegetation can reduce air and climate pollutants when located adjacent to large roadways. Studies indicate that PM concentrations, including BC, can be reduced by as much as 50%, depending on the particle size and composition. PM concentration reductions are highest for larger, coarse PM10 as well as for very small particles below 100 nm in diameter (often called ultrafine particles). BC particles are typically in the ultrafine particle size range. Research also shows that concentrations of some gaseous pollutants can be reduced as well. Roadside vegetation reduces air pollution concentrations by two mechanisms: increasing the dispersion of pollutants after being emitted by nearby motor vehicles and deposition of particles and gases on vegetation leaf and branch surfaces. In order to effectively remove air and climate pollutants, the design and characteristics of the vegetation are extremely important.



Roadside Vegetation Recommendations

Research shows the characteristics of the roadside vegetation are critical in determining whether traffic-emitted air pollution concentrations will be reduced, or if the presence of roadside vegetation will potentially cause increased air pollution concentrations in the near-road environment. In general, roadside vegetation must be tall, thick, and have the leaves and branches completely cover from the ground to the top of the canopy to achieve pollutant reductions. If the vegetation has gaps and/or is highly porous, the vegetation can allow the air pollutants to pass through while also stagnating wind flow, leading to an increase in downwind air pollution concentrations. The U.S. EPA developed recommendations to highlight the characteristics needed by roadside vegetation to improve local air quality.⁷ This report also summarizes other important considerations to achieving air quality benefits from roadside vegetation including species types, site characteristics, and maintenance. The report also describes methods to combine vegetation with solid barriers such as noise walls and fencing to achieve air quality benefits, which research shows can be more effective than vegetation alone.

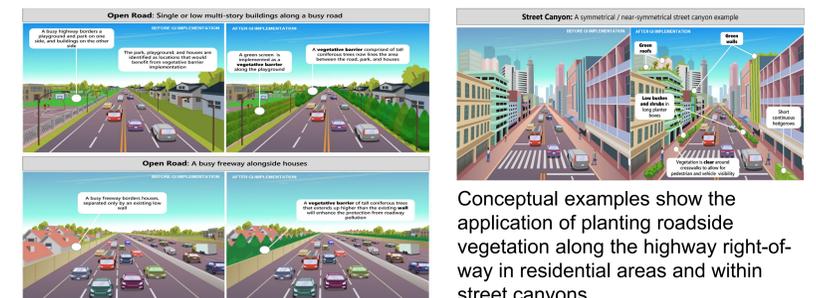
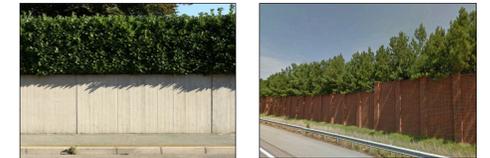


Roadside vegetation designs and characteristics that can result in **decreased** downwind air pollution concentrations.



Roadside vegetation designs and characteristics that can result in **increased** downwind air pollution concentrations.

Combining solid barriers with trees and hedges can result in the highest reductions of downwind air pollution concentrations compared with either solid barrier or vegetation alone.



Conceptual examples show the application of planting roadside vegetation along the highway right-of-way in residential areas and within street canyons.

Disclaimer, Acknowledgements, References

This presentation has been subjected to the Agency's review process and has been approved for publication. These are the views of the authors and do not necessarily reflect official policy of the EPA. Mention of trade names or commercial products does not constitute endorsement or recommendation for use. The author would like to acknowledge the contributions of Sheila Batka and Ken Davidson of the U.S. EPA who lead the implementation of pilot studies in Detroit and Oakland, respectively, and Olivia Ryder of Sonoma Technology who contributed to many of the graphics used in this presentation. The author also acknowledges John Gallagher (Trinity College Dublin), Prashant Kumar (Univ. Surrey), and K. Max Zhang (Cornell Univ.) for collaboration on the research efforts and guidance materials that informed this summary.

¹ World Health Organization (<https://www.who.int/health-topics/air-pollution>)
² Health Effects Institute (<https://www.healtheffects.org/publication/systematic-review-and-meta-analysis-selected-health-effects-long-term-exposure-traffic/>)
³ Karner et al. 2010, Environ Science & Tech, 44(14), pp.5334-5344
⁴ U.S. EPA Best Practices for Reducing Near-Road Pollution Exposure at Schools (<https://www.epa.gov/mobile-source-pollution/how-mobile-source-pollution-affects-your-health/best-practices-for-schools>)
⁵ Baldauf, 2017, Transport Res Part D: Transport & Environ, 52, pp.354-361
⁶ Abhijith et al, 2017, Atmospheric Environment, 162, pp.71-86
⁷ U.S. EPA Recommendations for Constructing Roadside Vegetation Barriers to Improve Near-Road Air Quality (<https://www.epa.gov/air-research/recommendations-constructing-roadside-vegetation-barriers-improve-near-road-air>)

From: David Watson

Sent: Tuesday, March 14, 2023 8:00 PM

To: epc@mountainview.gov

Cc: HousingElements@hcd.ca.gov; Megan@HCD <Megan.Kirkeby@hcd.ca.gov>;

Melinda.Coy@hcd.ca.gov; David@HCD <David.Zisser@hcd.ca.gov>; Keith Diggs <keith@yimbylaw.org>;

Sonja Trauss <sonja@yimbylaw.org>; City Council <City.Council@mountainview.gov>; Shrivastava, Aarti

<Aarti.Shrivastava@mountainview.gov>; Anderson, Eric B. <Eric.Anderson2@mountainview.gov>;

mmartin@mv-voice.com; Yau, Ellen <Ellen.Yau@mountainview.gov>; reid.miller@hcd.ca.gov

Subject: Subject line: Agenda Item 5.1 - 2023-2031 Housing Element

Dear Environmental Planning Commissioners,

I am pleased to write on behalf of Mountain View YIMBY that our organization **strongly supports** the March Draft of the Housing Element with the additions in Exhibit E of the resolution. We believe that, with those additions, the Draft fully complies with state law and merits HCD's prompt approval.

The March Draft is the product of two years of community outreach, extensive stakeholder engagement, and data-driven analysis. Ellen Yau, Eric Anderson, Aarti Shrivastava and other city staff should be applauded for the herculean effort and conscientious analysis that they've invested into this roadmap for the city's future.

Finally, a note of thanks to all of you who, as members of the EPC, have invested countless hours into reading stacks of housing element-related documents. Mountain View is fortunate to have such thoughtful and thorough planning commissioners.

Thank you,

David Watson on Behalf of Mountain View YIMBY