



Mountain View Coalition for Sustainable Planning
Mountain View, CA 94041

November 8, 2015

Mountain View City Council
City Hall, 500 Castro Street
PO Box 7540
Mountain View, CA 94039-7540

In re: Study Session Agenda Item 3.1, November 10, 2015: North Bayshore Precise Plan Residential Land Use Scenarios

Honorable Mayor McAlister and Members of the City Council:

Members of the Mountain View Coalition for Sustainable Planning (MVCSP) have reviewed the Staff report on the North Bayshore Residential Land Use Scenarios and have the following input for the City Council Study Session.

MVCSP has long supported maximizing the housing opportunities in North Bayshore, and this continues to be our primary goal. Achieving this goal, however, should be in concert with policies that promote high density mixed use development that reduces vehicle miles travelled (VMT), promotes a sustainable walkable and bikeable North Bayshore community, and provides the prerequisite density for high capacity transit connections from other areas in Mountain View to North Bayshore. With these planning goals and principles in mind, the following is our input to several of the questions posed by staff to gauge Council support:

No. 1A: MVCSP strongly supports Scenario #1 with the highest residential potential of 6,700 to 9,100 housing units, and a footprint of at least 60 acres. This should be the Preferred Plan Alternative, so that the benefits of housing development on VMT and peak period traffic are fully analyzed in the Precise Plan EIR. We support eliminating the 2.7 acres near the habitat overlay zone and either expanding the housing study area, intensifying residential development on the remaining acreage, and/or adding the VTA site to the housing study.

No. 1B: MVCSP supports the flexible policy approach that would promote high density mixed use development of office, retail, and residential development. We fully support land use policies that will incentivize landowners to convert low density office uses to high density mixed uses, including residential development. There is a recognition that landowners need sufficient office space for their businesses to thrive; at the same time we need sufficient residential units to help mitigate the impact of the significant jobs/housing imbalance in Mountain View. Conversion from the current suburban business park sprawl to high density mixed use development will likely require some higher density 12-story buildings and fewer 5-story buildings. Policies should consider bonus floor area ratios (FAR) in the core area for landowners who desire the transfer of development rights for existing low density office outside the core area to high density mixed use development in the current residential study areas, while staying within the General Plan framework for allowable increases in office development in North Bayshore.

MVCSP would also support a policy to incentivize additional residential development if the high density mixed use development includes office development that exceeds the additional 3.4-million square foot office cap—but only if the applicant can demonstrate that the proposed additional residential development has a major mitigating effect on the jobs/housing imbalance and the office development produces zero net new peak period single occupancy trips through the arterial gateways into North Bayshore.

While the focus of the study session is on residential land use scenarios, the land and transportation connections should be addressed at the same time as residential policies and land use maps are formulated. The *Voice* reported recently on the City Council discussion about transportation infrastructure, including the Google sponsored study of light rail. The Precise Plan should identify potential right of way and future station locations for high capacity transit alternatives so that the prerequisite high density office and residential uses are planned accordingly along the corridor and station areas.

No. 2: Attachment 3 images are inadequate for showing the potential for high density mixed use development and an emphasis on non-car transportation in North Bayshore. New images are recommended.

No. 3. Building heights and intensities should allow several 12-story buildings to incentivize mixed use development that includes residential uses.

No. 4. The housing unit mix should include a range of intended unit sizes. We suggest 30-40% micro-units and studios, 35–45% 1-bedroom, 20–30% 2-bedroom, and 0–5% 3-bedroom units. This provides necessary flexibility for landowner interests and market conditions.

No. 7 We support adding area 7 to the residential study area as a means for both increasing housing supply and eliminating the need for 2.7 acres of residential development adjacent to HOZ areas.

No. 8 MVCSP has long supported LUD 17.1 on connectivity, including the Charleston Bridge to connect North Bayshore and NASA Ames with other parts of the city. We fully support a potential bridge crossing connection at or near L'Avenida for bikes, pedestrians, and transit vehicles. We applaud staff's initiative in including this connection as part of the Precise Plan EIR analysis.

Sincerely,



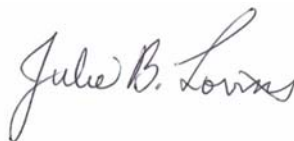
Cliff Chambers



Aaron Grossman



Deb Henigson



Julie B. Lovins



Lucas Ramirez

for the Mountain View Coalition for Sustainable Planning

cc: Martin Alkire, Randal Tsuda, Daniel H. Rich