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Brooks, Linda

To: Anderson, Eric - Planning
Subject: RE: East Whisman Change Plan Concerns (Important)

From: Atul W
Sent: Friday, July 20, 2018 6:22 PM
To: Anderson, Eric - Planning
Subject: East Whisman Change Plan Concerns (Important)

Dear Mr. Anderson,

I'd like to express my concerns about the development in the east Whisman change area. I think that having a transition zone all the way up to Whisman is not a good idea because there are residential areas just on the other side of Whisman, and these offices would make the view from those houses painful. This is also the case on Middlefield close to Central Expressway, because there are 2-story apartments behind LinkedIn and the neighboring building. There should also be a transition zone there, to be considerate of the residential area (see map). Additionally, several of the 2-story offices currently between Whisman and Ellis are quite modern. To address the issue, I have made a map at <https://goo.gl/TuV5qe>. It shows my ideas for development. In the areas marked light blue, or "No major development", please try to only go up to 3-4 stories. In areas marked dark turquoise, Office development is ok, because it is already in a freeway area with no significant effect on local residential areas. In a potential village center, I believe that it is essential to give the existing businesses in the current plaza a home in the new building. We also need to see a supermarket such as Whole Foods or Trader Joes. The village center should not go all the way up until Flynn, because there are neighboring residential areas. The tiny leg of land marked orange in my map should be housing.

No matter what, one problem will remain – Transit. Maybe building offices would not be such a problem if we had a transit system that makes it convenient and fast for employees to travel in by train or other public transport instead of having to live in "high-density" boxes that crowd the city. Such a transit system would be good not only for Mountain View, but for most of the cities included in a potential new transit system. I understand that you want to impose fees on companies that exceed the car traffic limit per office, but that won't have any significant effect because we're looking at multi-billion-dollar companies and it would not solve the problem, it would just be fining them with no effect. What we do need is a next-generation, fast and convenient transit system capable of transporting employees from farther away quickly. For the rest of the trip, it should be possible to quickly hail a rideshare like Lyft and arrive at the destination. It should be part of the "trip" that people can create online or at the train station. This is something that the companies with offices here must fund because they are the ones who need it.

Remember that before we build offices, we need infrastructure to meet the demands of the daily commute. I hope that you try to incorporate some of my ideas in your final plan.

Sincerely,

A Resident

P.S. – What is the goal of the east Whisman change plan?

Brooks, Linda

5.1

To: Anderson, Eric - Planning
Subject: RE: East Whisman Precise Plan

From: kevin guibara
Sent: Monday, October 01, 2018 2:42 AM
To: Anderson, Eric - Planning
Subject: East Whisman Precise Plan

Hi Eric,

I live at _____ next to the East Whisman precise plan area and I walk my dog regularly in the East Whisman area.

I am a strong proponent of building height as a solution to the housing crisis. Building height and density allows people to live very close to the VTA station, which allows for more people to use public transit and in turn allows for trains to come more frequently. Since there are very few residents currently, I would encourage planning to push building heights to 10 and 20 stories to allow for this density close to the light rail.

Sincerely,
Kevin Guibara

5.1

Brooks, Linda

From: Ellis Berns
Sent: Wednesday, October 03, 2018 3:41 PM
To: Anderson, Eric - Planning
Cc: Perry Hariri; Brian Milman; Jessica Rothschild; Bryan Shiles; Brooks, Linda
Subject: Comments from MG 400 Logue, LLC RE: EPC Meeting Oct. 3 East Whisman Precise Plan

Eric

Please find below comments related to the East Whisman Precise Plan being heard by the EPC this evening. Perry Hariri does plan to make these comments during the Study Session.

- As noted in the staff report the original EWPP circulation drawings showed a street crossing diagonally through the 400 Logue Avenue site (shown in Map 4). Staff has since recommended that the street be re positioned to align with the projects northern boundary which we support.
- We are proposing a high density residential project with for-sale and for-rent housing and we believe that we can accommodate this revised location and the staff recommendation that the right-of-way be used only as a bicycle/pedestrian connection and not a full sized street.
- We would also request that the EPC consider some flexibility in the setback areas (except utility easements) to accommodate some structures such as a below grade parking garage. Giving up the easement area for a future street bike/ped trail takes away approximately 20,000 sq ft. of a 2.5 AC , or 18%, which reduces residential uses in the area.
- Flexibility with the use of this easement it would be helpful. Use of this area for emergency fire access would be appreciated. Having the opportunity to have some of the building projections over the area above the ground level that would not impact the grade level street/bike/ped trail would add design options.
- Also, should it become impracticable in the future, due to VTA objections or otherwise to cross the VTA line, prior to final project approval, we would appreciate reconsideration of the size of the right-of-way setback.

We appreciate the opportunity to comment.

Thank You.

Perry Hariri