

**From:** [Serge Bonte](#)  
**To:** [Kamei, Ellen](#); [Lucas Ramirez](#); [Hicks, Alison](#); [Abe-Koga, Margaret](#); [Lieber, Sally](#); [Matichak, Lisa](#); [Showalter, Pat](#)  
**Cc:** [City Clerk](#); [Shrivastava, Aarti](#); [McCarthy, Kimbra](#)  
**Subject:** re: Agenda Item 4.4 Notice of Intention to Vacate Public Street and Easements-Gamel Way  
**Date:** Friday, August 20, 2021 4:19:00 PM

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Honorable Mayor and City Council Members:

I've written to you recently about the lack of transparency with the public on planning decisions: no details on which projects are exempt of or subject to SB330, no information provided on why projects are exempt of Phase II BMR, no documentation provided for when/how applications are "deemed" .....

It pains me to have to write again about the lack of transparency for the Gamel Way project. After over 2 years of secretive closed session negotiations, it's hard to believe this agenda item would be on the consent calendar. This means that even if the item is pulled from the consent calendar, the public will be deprived of a meaningful public hearing on the reasons and the benefits of that sale.

While the council report belatedly provides some information, there is simply not enough time for the public to digest let alone for the residents to make informed life altering decisions on the offer they are just now discovering.. Also, many details are still not public (see list of questions below).

I respectfully request that you postpone this agenda item to a later time and with a proper public hearing; and use that delay to provide much needed transparency on that proposed sale of public land.

Here is a list of questions you will hopefully address before or during a proper public hearing:

- Is this project subject to or exempt from SB330? I've looked at the Administrative Zoning Hearing and saw no mention of SB 330 in the Findings Report. If exempt, please share documentation on when the application was deemed complete.
- Project seems to have requested State Density Bonus Law which requires a percentage of affordable housing units. However there is no explanation to the public of how that percentage results in 6 Very Low Income Units and 23 Low Income Units.
- A first right of refusal to buy the affordable units has been mentioned but for income levels up to 120% AMI. How does it compute with the Very Low and Low Income levels set for the affordable units?
- What is the City planning to do with the proceeds of the sale? That alone should warrant a public policy discussion.
- In the same meeting, you are holding a public hearing for Lot 12 to be declared Exempt Surplus Land. Why is a different legal mechanism used for disposing of Gamel Way than for disposing of Lot 12? Both are publicly owned land, both have a similar current use (accommodating cars) ....why use a different law?

Again, transparency is the best insurance for the public and the affected residents that decisions are made fairly and "above board", especially in the absence of strong lobbying regulations in Mountain View and when a project has been mostly discussed in closed sessions.

Sincerely,

Serge Bonte  
Lloyd Way

**From:** [Sonia Menzies](#)  
**To:** [City Council](#)  
**Cc:** [REDACTED]  
**Subject:** Notification of Work, Colony St Connection to Permanente Creek Trail Project 18-48  
**Date:** Tuesday, August 24, 2021 7:41:29 AM

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Dear Mayor and Council Member,

My name is Sonia Menzies and my address of ownership and residence is [REDACTED]  
Mountain View 94043

I am writing to vehemently oppose the project above and also to strongly speak out against the way in which the hearings on this were conducted and the lack of reasonable notification associated.

I am in receipt of notification from your office dated August 17th 2021, the postage on the envelope showed August 18th and it was in my mail box August 20th. Your public hearing on this project on the other hand was on August 19th !!!!! This is utterly unacceptable and did not allow for any of the parties impacted adversely by this plan to properly be able to connect or to speak at this hearing.

In specific regard to this project:

There is absolutely no need to add this entrance point to the walkway, thereby adding both additional parking and foot traffic to our quiet cul-de-sac and opportunity for homeless encampment that we have never been subject to along with instance of police associated need that are evident at multiple other similar types of entrance points.

This is a quiet residential location where my elderly mother with multiple health issues and home bound will be subject to dust, noise and obstruction, during a build, where the already impacted parking on our street based on the multiple townhouses that have been built over the past few years, is already problematic and again add a point of potential for illegal activity.

Those who wish to walk or bicycle have perfectly adequate access at the safe and non residential entry point at Old Middlefield Rd. I believe that you are endangering the wellbeing of my family and my neighbors with this completely unnecessary access point and have chosen this as you feel that the polynesian family (mine) and our neighbors who are hispanic are least likely to create an uproar at both the inappropriate notification you sent, that did not allow proper public comment and because you will place this at the end of our street and not impacting the more affluent locations close to us. There is clear inherent bias in your decisions making which is similar to activities in redlining.

If there is a need, which we do not believe there is, to add an entry point, when there is clearly one already on Old Middlefield Rd, then please look to locate it amongst the new residential areas where the townhouses are located and not in our quiet cul de sac. We enjoy having our neighbors children able to play basketball and meet and socialize with us at the end of our street. I believe you profiled us when you made this decision as you decided that it would cause you the least public outcry.

I assure you that we as the closest and most impacted families by this project, neither need nor want it and wish to we clearly see the assessment of need that was established to initiate this, where it came from and why those requesting it do not have the entry point in their part of the neighborhood. It is completely unacceptable and furthermore I strongly believe you racially profiled our location rather than placing this entry at a location where the public who will actually be the users of this, would actually object to the construction.

I would like to see a proper hearing on this not the bogus send of a notice 2 days ahead and want a clear explanation as to why this council should feel that you can place an unnecessary and potentially dangerous entry point where our two families, along with the value of our homes, will be directly and adversely impacted.

I object in the strongest terms and would like to know the next steps to take associated action to stop this project immediately. I would like to know how you would like this on your quiet street!

Sonia Menzies

Home owner [REDACTED]

**From:** [Serge Bonte](#)  
**To:** [Kamei, Ellen](#); [Matichak, Lisa](#); [Ramirez, Lucas](#); [Hicks, Alison](#); [Abe-Koga, Margaret](#); [Lieber, Sally](#); [Showalter, Pat](#); [City Clerk](#)  
**Cc:** [Chen, Wayne](#); [McCarthy, Kimbra](#)  
**Subject:** re: Agenda Item 6.1 Application to State Community Development Block Grant Homekey Program for the LifeMoves Mountain View Project  
**Date:** Monday, August 23, 2021 11:55:36 PM

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Honorable Mayor and City Council Members:

I am in full support of the LifeMoves Mountain View Project and of installing solar (with storage) on the property.

I am far less sure of the parking part of the proposal especially since it wouldn't be adjacent to the property.

I do realize the grants are on a tight timeline and it might be challenging to find an alternate project but please consider trying and put a higher priority on the solar project.

I would also like to suggest a far cheaper and far more expeditious way for providing nearby parking to the project residents; remove the no overnight parking signs (technically no parking between 2:00AM and 6:00AM) near the property.

I don't know the history of these signs but suspect they were there at a time where the whole area was industrial or commercial. Now that there is residential use, I see no reason to keep these signs. LifeMoves residents should have the same access to free street parking you and the majority of Mountain View residents have.

Just imagine how many pitchforks would show up at City Hall if you prevented your neighbors from parking overnight in front of their home. With a single strike of a pen and at virtually no cost, you could be providing free parking right by the LifeMoves project.

Sincerely,

Serge Bonte  
Lloyd Way

**From:** [REDACTED]  
**To:** [City Council](#)  
**Subject:** Lot 12 Development  
**Date:** Saturday, August 21, 2021 9:43:33 AM

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Dear Sir/Madam,

I live on [REDACTED].

I am writing to you regarding Lot 12 Development. I think that this project is great. It will beneficially increase the density of the city. Which in turn will incentivize better development of public transportation. Also, obviously you will get an increase in value per acre, thus more resources for further improvement of the city.

The only thing that I would like to mention is that I think you should definitely decrease the amount of parking in downtown to push people use alternative modes of transportation and to create more useful (as you are actually doing with this development). Meaning, since with this development you are "losing" 25 parking places and adding more people, I definitely don't think that you should offset it with more parking somewhere else. In my opinion, it is better to spend resources on making alternative modes of transportation more attractive. For example, honestly, cycling along huge "stroads" like El Camino Real does not feel safe or convenient. I'm pretty sure that basically no parent in Mountain View would allow to cycle their child in a 3-to-4 lane road even with marked bicycle path. The same goes for walking, a lot of people walk/run in quiet neighborhood streets, and definitely avoid loud, polluted, unpleasant for pedestrian El Camino Real.

Anyways, thank you very much for reading this, your time and attention. I thought that it is important to give a feedback that there are people who wants the city to be less car-dependent and more sustainable in environmental and economic aspects.

Maria

**From:** [Lenny's Sonic](#)  
**To:** [Kamei, Ellen](#); [Ramirez, Lucas](#); [Hicks, Alison](#); [Lieber, Sally](#); [Showalter, Pat](#); [Abe-Koga, Margaret](#); [Matchak, Lisa](#)  
**Cc:** [City Council](#)  
**Subject:** Items 7.2 and 7.3 on Tuesday's Agenda  
**Date:** Monday, August 23, 2021 1:11:08 PM

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I believe that Mountain View's publicly owned downtown surface parking lots are a precious resource, both because of their locations and because as property owner the city has the ability to determine exactly what will be built there. My preference is housing, particularly affordable housing.

Though in the long run I would like fewer people to drive private automobiles to come downtown, today there is a need for off-street parking. Perhaps someday transit and ridesharing will allow us to move away from providing parking spaces for private autos, but in their absence many people will be discouraged from coming downtown and drivers that do come will park in adjacent neighborhoods. Given the value of downtown property, I believe that developments on city-owned property, like those on private property, should rely primarily on underground parking.

I don't want to unduly delay the construction of Lot 12 housing, but I believe that the Council should re-visit the October 2020 split decision to remove underground parking from the project. As long we need parking downtown, we should be replacing surface lots with underground parking, keeping surface parking for quick trips, deliveries, and the disabled.

Furthermore, I oppose the construction of a five-story garage on Lot 5, with no underground parking and no ground-floor commercial. Not only would such a structure be a blight on the landscape, but it would also prevent the construction of housing on the property. I believe converting a parking garage, with ramps, to housing is thoroughly impractical.

Lenny Siegel

—

Lenny Siegel

Author: *DISTURBING THE WAR: The Inside Story of the Movement to Get Stanford University out of Southeast Asia - 1965–1975* (See <http://a3mreunion.org>)

**From:** [Rick Gosalvez](#)  
**To:** [Kamei, Ellen](#); [Ramirez, Lucas](#); [Hicks, Alison](#); [Abe-Koga, Margaret](#); [Matichak, Lisa](#); [Lieber, Sally](#); [Showalter, Pat](#)  
**Cc:** [City Council](#); [David Meyer](#)  
**Subject:** SV@Home Comment RE: 2021-08-24 - Item 7.2 - Lot 12 Development  
**Date:** Monday, August 23, 2021 1:49:23 PM  
**Attachments:** [image001.png](#)  
[SV@home 21-08-23 Comment RE - Lot 12 Development.pdf](#)

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

### **RE: Item 7.2 - Lot 12 Development**

On behalf of SV@Home and our members, we support recommendations to approve negotiated business terms with Alta Housing and Related Management Company to advance the development of the Lot 12 site in Downtown Mountain View.

Mountain View continues to be a leader on addressing our shared housing challenges through housing-centered land use planning, progressive development actions, and other successful policies to incentivize market rate and affordable housing. **Approving Item 7.2 is an example of those initiatives at work.**

Support for the Lot 12 development is an investment in Mountain View's future as Alta Housing and Related's proposed development will provide 120 new homes affordable to people with extremely low, very low, and low incomes. Fifty percent of these homes will be two and three-bedroom units available to families and 2,200 square feet of ground floor space will be made available for community serving commercial uses. Further, the downtown location of this development is ideal. Businesses on Castro St are having a tough time hiring service sector workers; these homes will afford those working in downtown Mountain View the ability to live near their jobs and avoid long commutes that contribute to traffic in the area.

Enabling the Lot 12 development to advance will help to position the proposal competitively for crucial State and County funding opportunities. A delay could risk Lot 12's ability to effectively compete for \$27 million in State funding and \$3 million in County Project Based Vouchers. For these reasons, **we urge the City Council to continue to support the Lot 12 development and approve Item 7.2 without delay.**

Sincerely,  
Rick Gosalvez  
c/o David Meyer, Director of Strategic Initiatives



Housing Development Senior Assoc.  
350 W Julian St. #5, San Jose, CA 95110



For COVID-19 related housing updates & resources click [here](#)  
[Website](#) [Facebook](#) [LinkedIn](#) [Twitter](#) [Become a Member](#)

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STAFF  
Leslye Corsiglia  
*Executive Director*

**TRANSMITTED VIA EMAIL**

August 23, 2021

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

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

**RE: Item 7.2 - Lot 12 Development**

On behalf of SV@Home and our members, we support recommendations to approve negotiated business terms with Alta Housing and Related Management Company to advance the development of the Lot 12 site in Downtown Mountain View.

Mountain View continues to be a leader on addressing our shared housing challenges through housing-centered land use planning, progressive development actions, and other successful policies to incentivize market rate and affordable housing. **Approving Item 7.2 is an example of those initiatives at work.**

Support for the Lot 12 development is an investment in Mountain View's future as Alta Housing and Related's proposed development will provide 120 new homes affordable to people with extremely low, very low, and low incomes. Fifty percent of these homes will be two and three-bedroom units available to families and 2,200 square feet of ground floor space will be made available for community serving commercial uses. Further, the downtown location of this development is ideal. Businesses on Castro St are having a tough time hiring service sector workers; these homes will afford those working in downtown Mountain View the ability to live near their jobs and avoid long commutes that contribute to traffic in the area.

Enabling the Lot 12 development to advance will help to position the proposal competitively for crucial State and County funding opportunities. A delay could risk Lot 12's ability to effectively compete for \$27 million in State funding and \$3 million in County Project Based Vouchers.

**For these reasons, we urge the City Council to continue to support the Lot 12 development and approve Item 7.2 without delay.**

Sincerely,



David Meyer  
Director of Strategic Initiatives  
SV@Home

**From:** [Ryan Andrade](#)  
**To:** [City Council](#); [Neighborhoods](#)  
**Subject:** Please Support Lot 12 Development  
**Date:** Monday, August 23, 2021 2:34:34 PM

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Good Afternoon,

Having just received the courtesy notice that city council will be discussing the Lot 12 development at tomorrow's meeting (8/24), I would like to write to fully support the development of the Lot 12 public parking lot into affordable housing. As a renter, I know that any amount of additional housing supply, no matter the type of housing, is a good thing! This proposed housing seems especially well located too, since it is in a walkable area and close to transit. I am sure that many of my fellow renters feel the same way too!

Thank you for reading, and please always support new housing projects!

Ryan Andrade

## Gutierrez, Jeannette

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**From:** , City Clerk  
**Subject:** RE: New Downtown Parking Structure

**From:** Gretchen and Don <[REDACTED]>  
**Sent:** Friday, August 13, 2021 8:46 PM  
**To:** Eric B. Anderson <[Eric.Anderson2@mountainview.gov](mailto:Eric.Anderson2@mountainview.gov)>  
**Subject:** New Downtown Parking Structure

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

Dear Eric,

On many levels, the notice about a potential new parking structure downtown is a bad idea.

- 1. Need:* Your data on need is likely outdated. The pandemic changed downtown Mountain View, and the parking needs have changed.
- 2. Strategy:* Look at the dead zone created at the CVS parking site, Bryant and California. With another dead zone you pretty much kill any downtown expansion that is positive.
- 3. Impact on Downtown:* Adding an ugly and possibly unused structure is a liability for our city, and it might attract homeless encampments, especially on the corridor you have created for homeless/unhoused/street people en route to Hopes Corner.
- 4. Impact on Old MV:* Are you changing downtown for residents or for the Chamber of Commerce? MV has plenty of income from high tech companies. This enables you (representing us) to grow with confidence and care. Why consider another dead zone that kills potential positive growth?
- 5. Something to Consider:* if you (not we) construct an ugly and unnecessary parking structure immediately across the street from the equally ugly dead zone of AT&T, will you not be killing that area as a place to visit? Do business? Park?

We are in a new scenario, where your old assumptions are being seriously questioned. I encourage you and your colleagues to wait, revisit old assumptions, and develop new plans. This is disappointing to staff who have worked hard to create the current plan. But the goal needs to be what is best for the City of Mountain View, and not to keep the ball rolling.

Respectfully,

**Don McPhail**

[REDACTED]  
Mountain View, CA

**From:** [Ronit Bryant](#)  
**To:** [City Council](#)  
**Subject:** Item 7.3 Downtown Parking Structure  
**Date:** Friday, August 20, 2021 11:19:19 PM

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Dear Mountain View City Council,

In your strategic plan for Mountain View, you called out sustainability and climate resilience as well as livability and quality of life as key priorities. I applaud you for doing so. Now, as you consider building a parking structure on Hope Street, I ask you to look at the possible options through these lenses.

In the staff report, Parking Lot 5 (on the west side of Hope between Villa and Dana) is presented as the preferred location. It is a large lot with sparse canopy coverage. A parking structure could be accommodated with little impact on current green space and biodiversity (although it would be splendid to also add some housing to so large a lot).

Lot 7 (on the west side of Hope between California and Mercy) is one of the alternative locations proposed by staff. It has a couple of redwoods.

The other alternative location, Lot 6 (on the west side of Hope between Dana and California) is quite a different story. Lot 6 is blessed with the canopy of at least of 15 thriving large trees: several oaks, one of them particularly significant, a number of Chinese elms, and a ginkgo or two. Lot 6 is the very epitome of a parking lot that serves as urban forest – as called out in the Parks and Open Space Plan, City-Wide Priority 2 (“Preserve and enhance the City’s urban forest and canopy”).

Please take Lot 6 out of consideration as a location for a parking structure. Given your and the community’s concern for the environment and for the mitigation of urban heat islands, Lot 6 **SHOULD NOT BE TOUCHED!** In the best of all possible worlds, it would eventually be explicitly designated a park – but, in the meantime, please do not look at it as a possible location for a parking structure.

Thank you for your service,  
Ronit Bryant

**From:** [Jonah Mann](#)  
**To:** [City Council](#)  
**Subject:** Comment on new downtown parking structure  
**Date:** Sunday, August 22, 2021 7:59:16 AM

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Hello,

My name is Jonah Mann, and I live at [REDACTED] in Mountain View right behind the post office. I'm writing to comment on the new downtown parking structure proposed for Parking Lot 5 (or 6 or 7).

I think the project reflects the wrong priorities. Especially in the downtown area (but throughout the whole city too), we should be removing parking and car-centric infrastructure and replacing it with biking, walking, and transit infrastructure. Specifically:

- We should eliminate all parking requirements, if not in all of Mountain View then at least in the downtown area (the area covered by the Precise Plan).
- We should encourage and facilitate biking to the downtown by installing a broad, thorough network of grade-separated protected bike lanes on the streets leading to the downtown area, especially including El Camino Real, Central Expressway, Rengstorff, Shoreline, and Calderon. A parent needs to feel safe biking with their elementary-school aged children on the path, otherwise they won't use it. That means full grade separation, not just painted lines alongside cars going 40mph. The current biking infrastructure is especially inadequate at the crossings of the Caltrain tracks where the bike lane disappears and bikers are expected to merge into the car lanes.
- The bigger of the above streets should also have dedicated bus-only lanes.
- We should provide more high-quality bike parking options in the downtown area.
- More people should be able to access the downtown area purely by walking. This requires letting more people live within walking distance of the downtown area. Ideally we should allow unlimited residential density in the entire downtown area, on top of ground-floor retail. This goes hand-in-hand with eliminating parking minimums, and we should even impose parking maximums in the downtown area. If people are willing to live car-free lifestyles (and developers are willing to build for them), we should welcome that. Between the Caltrain, light rail, and the walkability of the downtown itself, this kind of lifestyle is truly feasible. I lived in MTV for over two years with no car.
- If not unlimited density, at least we should increase height minimums to 12 stories to match the Mountain Bay Plaza building, or even 5 stories to match the proposed parking garage. How is it possible that we would consider five stories to house cars but not five stories to house humans? It pains me to see all the single-story retail buildings on Castro street that could have homes atop them. As our city's own Precise Plan says, "Increased housing downtown will mean more people to support daytime and nighttime downtown businesses."
- Unlimited density also includes removing setback requirements, which serve to make the area less strollable.

Thanks for your attention,  
Jonah Mann



**From:** [Lenny's Sonic](#)  
**To:** [Kamei, Ellen](#); [Ramirez, Lucas](#); [Hicks, Alison](#); [Lieber, Sally](#); [Showalter, Pat](#); [Abe-Koga, Margaret](#); [Matchak, Lisa](#)  
**Cc:** [City Council](#)  
**Subject:** Items 7.2 and 7.3 on Tuesday's Agenda  
**Date:** Monday, August 23, 2021 1:11:08 PM

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I believe that Mountain View's publicly owned downtown surface parking lots are a precious resource, both because of their locations and because as property owner the city has the ability to determine exactly what will be built there. My preference is housing, particularly affordable housing.

Though in the long run I would like fewer people to drive private automobiles to come downtown, today there is a need for off-street parking. Perhaps someday transit and ridesharing will allow us to move away from providing parking spaces for private autos, but in their absence many people will be discouraged from coming downtown and drivers that do come will park in adjacent neighborhoods. Given the value of downtown property, I believe that developments on city-owned property, like those on private property, should rely primarily on underground parking.

I don't want to unduly delay the construction of Lot 12 housing, but I believe that the Council should re-visit the October 2020 split decision to remove underground parking from the project. As long we need parking downtown, we should be replacing surface lots with underground parking, keeping surface parking for quick trips, deliveries, and the disabled.

Furthermore, I oppose the construction of a five-story garage on Lot 5, with no underground parking and no ground-floor commercial. Not only would such a structure be a blight on the landscape, but it would also prevent the construction of housing on the property. I believe converting a parking garage, with ramps, to housing is thoroughly impractical.

Lenny Siegel

—

Lenny Siegel

Author: *DISTURBING THE WAR: The Inside Story of the Movement to Get Stanford University out of Southeast Asia - 1965–1975* (See <http://a3mreunion.org>)



**From:** [Shao Wang](#)  
**To:** [Anderson, Eric B.](#); [City Council](#)  
**Subject:** Suggestion regarding Public Parking Garage  
**Date:** Monday, August 23, 2021 5:59:27 PM

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Hello Eric and council members,

I'd like to make two suggestions with this planned 5-story parking garage.

First, IMO lot 5 is the best location among the 3 without disturbing nearby residents, and lot 7 is the least due to the vast residential areas right across from it.

Second, to enlarge the eligibility pool for the parking permits. I'd suggest including R2/R3 zoning properties right outside the current Parking District.

Please see the attached picture for an example. I have a rental property there (in the red circle) but only have one off-street parking spot for 3 tenants. If the Parking District can be enlarged a bit, it will benefit renters who live in those much denser areas just like my tenants.

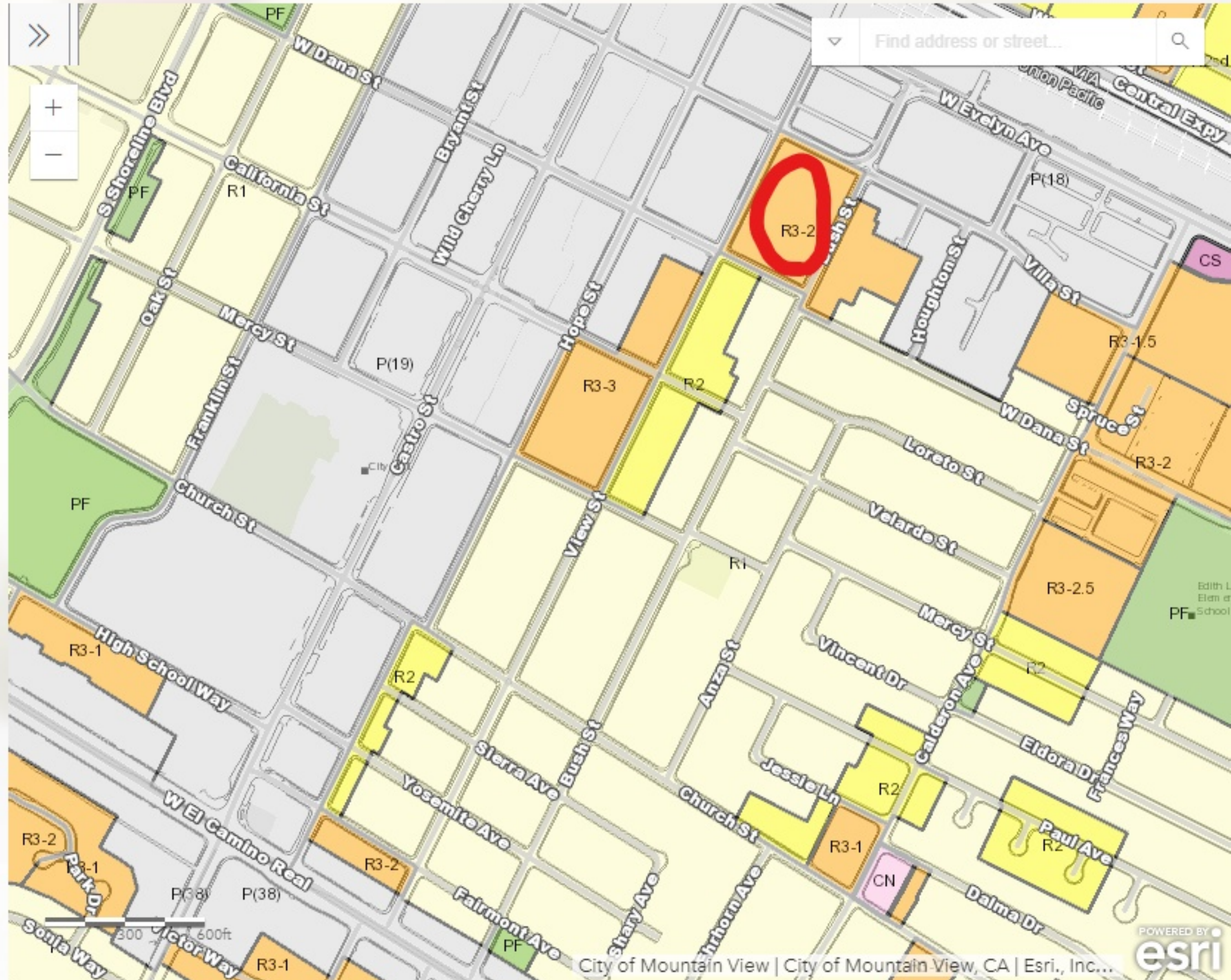
I don't live there but I do feel their pains when they have to find a parking spot every time they leave the house and come back, especially since they live so close to the downtown that their close-by street parking spots are easily taken by other visitors.

Thank you for your understanding and considerations!

Sincerely,

Shao Wang

The Zoning Map shows, through color coding and abbreviations, the zoning designation of all properties within the City. Below is an interactive zoning map to search by property address.



Download a PDF of the Zoning Map [here](#). Download source data [here](#).

**From:** [Robert Benson](#)  
**To:** [City Council](#); [Robert Benson](#); [Richard Benson](#)  
**Subject:** 1950 LEGHORN PARKING PROPOSAL  
**Date:** Monday, August 23, 2021 6:26:24 PM  
**Attachments:** [1950 LEGHORN RCB COMMENTS.pdf](#)

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To our Council members. Attached is our response to an interim parking proposal across from our site for your review. I would like to address the attendees tomorrow to express our concerns as noted. We do not approve of this proposal

thank you,

Bob Benson

Robert A. Benson  
RC Benson & Sons, Inc.  
1959 Leghorn St.  
Mtn. View, California 94043  
650 965-3430  
Fax 650 965-7139  
Cell 408 209-7677





AUGUST 23, 2021

CITY OF MT. VIEW  
500 CASTRO STREET  
MT. VIEW, CA 94039-7540

ATTN: CITY COUNCIL AND PLANNING DEPARTMENT

RE: PROPOSED PARKING  
1950 LEGHORN ST  
MT. VIEW, CA

WE ARE A GENERAL CONTRACTOR LOCATED ACROSS THE STREET FROM THE PROPOSED PARKING LOT AT 1950 LEGHORN ST. WE HAVE BEEN LOCATED THERE SINCE 1980 AND BEFORE THAT WE WERE LOCATED NEXT DOOR AT 1987 LEGHORN ST

WE WOULD LIKE TO EXPRESS THAT WE ARE NOT HAPPY WITH A PARKING LOT FOR A BUILDING THAT IS OVER 1/2 MILE AWAY FROM THE SITE THE PARKING IS NEEDED. IT IS STATED AS NEARBY PARKING BUT IT IS A LEAST AN 11 MINUTE WALK ACROSS RENGSTORFF ROAD AND THEN ACROSS INDEPENDENCE AVE AND ALMOST TO SAN ANTONIO THAT IS IN ANOTHER CITY  
HOW THIS CAN BE CLASSIFIED AS NEARBY PARKING????

FURTHERMORE THIS SITE IS SUPPOSED TO BE USED FOR INDUSTRIAL NOT RESIDENTIAL THE CITY OF MT VIEW STATED THAT WANTED TO KEEP A SECTION OF THE CITY AND THIS LOCATION SO IT WAS NOT USED FOR RESIDENTIAL DEVELOPMENT

WE INQUIRED MANY YEARS BACK ABOUT DEVELOPING OUR SITE AS A RESIDENTIAL CONDO DEVELOPMENT AND AGAIN WERE TOLD THAT LEGHORN ST WAS TO BE FOR INDUSTRIAL USE ONLY. WHY WOULD THIS EVEN BE CONSIDERED AT THIS TIME CAN WE NOW REQUEST A 50 UNIT CONDO DEVELOPMENT ON OUR SITE SINCE THE CITY OF MT. VIEW IS CHANGING THE GENERAL PLAN AND GUIDELINES??

WHEN WE CONSTRUCTED OUR BUILDING WE WERE LIMITED TO THE SIZE OF THE BUILDING BASED ON THE AMOUNT OF PARKING THAT WE COULD FIT ON OUR SITE NOW ARE SEEING THAT ANOTHER DEVELOPER IS BEING CONSIDERED TO BUILD A BUILDING WHERE THERE IS NOT ENOUGH PARKING ON SITE???  
OUR BUILDING ACTUALLY HAS LIMITS ON THE TYPE OF USE OFFICE VS WAREHOUSE DUE TO THE AMOUNT OF PARKING SPACES. CAN WE NOW JUST CHANGE THAT??

WE ARE ALSO CONCERNED WITH ANY DRIVEWAYS AND TRAFFIC NEAR THE BLIND CORNER AT LEGHORN AND SIERRA VISTA. WHEN THE PROPOSED BUILDING AT 1950 WAS APPROVED IN THE PAST IT WAS NOTED THAT THERE WOULD BE NO PARKING ON THAT SIDE OF THE STREET UNTIL THE DRIVEWAY THAT CORNER IS A REAL ISSUE AS WE HAVE CARS AND ILLEGAL MOTORHOMES PARKED (CITY SIGN ON LEGHORN IS NOT BEING OBEYED) THE STREET IS FULL OF CARS ALL THE WAY DOWN THE STREET. THE CORNER HAS PARKING ON IT AND MAKES IT VERY NARROW FOR CARS GOING AROUND THE CORNER. I HAVE HAD MANY NEAR MISSES WITH CARS CUTTING THE CORNER ALREADY. WITH MORE TRAFFIC FOR A SITE THAT IS NOT ON OUR STREET DOES NOT MAKE SENSE ESPECIALLY IF IT IS ALL PARKING

WE STRONGLY OBJECT TO THIS USE OF THE SITE AND HOPE THE COUNCIL WILL REJECT THIS PROPOSAL AND LET SOMEONE PUT A NICE OFFICE OR WAREHOUSE ON THE SITE PER THE EXISTING CITY PLAN INSTEAD OF BENDING THE RULES FOR SOMEONE ALMOST IN PALO ALTO

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