

From: [Tim Mather](#)
To: [City Council](#)
Cc: [Michelle Ohye](#); [Aaron Miller](#)
Subject: May 24th City Council Meeting
Date: Friday, May 20, 2022 7:23:15 PM
Attachments: [Milk Pail Presentation.pdf](#)

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Hi,

Three neighbors, all residents of Mountain View, request permission to speak about agenda item #5 during the May 24th City Council meeting. Specifically, we want to give the attached presentation to the City Council about high density developments in the San Antonio area (PR-40). We request a single nine (9) minute speaking segment (3 minutes per speaker) for a seamless, coherent presentation. Thank you.

Tim Mather
Mountain View, CA (Silicon Valley)
U.S.A.
- I stand with Ukraine! Слава Україні



Mountain View's Overwhelmed, Failing Infrastructure

And residents' declining quality of life



Tim Mather, Aaron Miller, Michelle Ohye (neighbors)
All three are Mountain View residents for > 20 years

What infrastructure is overwhelmed, failing?

- San Antonio Road



- Telecommunications (MNOs - mobile network operators)
- Wi-Fi

San Antonio Road - daily; this is 10:40 AM



Exif data:

Camera

Apple iPhone 12 Pro

GPS Position

37.414903 degrees N, 122.103858 degrees W

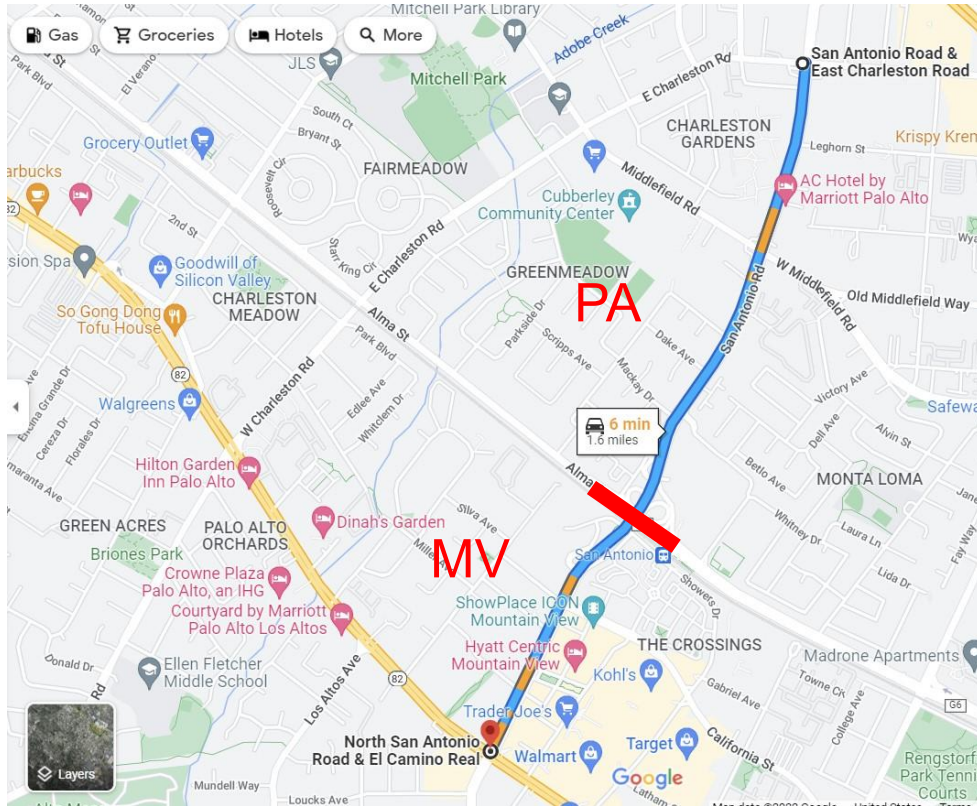
Date of Creation

2022:04:12 10:39:54

Resolution

2016x1512

Let's look at this 1.6 mile section of San Antonio Road



- East Charleston Road to El Camino Real
- Important because this is how many residents in this part of the city (and parts of Los Altos) get to / from Highway 101
- Even at the outset of the pandemic, the road was overwhelmed

No traffic analysis for San Antonio Road

- What coordination has the City of Mountain View done with the City of Palo Alto on this traffic problem?
- City of Mountain View's P-40 (San Antonio) Precise Plan does not contain a traffic analysis for San Antonio Road; it contains only a description of the current transportation infrastructure
- Far more attention has been paid to parking analysis than traffic analysis to get to that parking
- Addendum to the San Antonio Precise Plan EIR for Precise Plan Amendments, dated February 2022, acknowledges that the "...traffic volumes at affected intersections [on San Antonio Road, will not increase] **beyond 44,000 vehicles per hour**;" [Emphasis added; page #57] - that is an **5x** peak traffic on Highway 85, **not** San Antonio Road

And yet, *magically*...

- That same report states on page #35 that:
- “The project proposes the following Transportation Demand Management (TDM) measures and strategies, which are **anticipated to reduce peak-hour traffic by approximately 30 percent**. [Emphasis added.] These measures include, but are not limited to:
 - Providing secure, transit-oriented building entrances
 - Enhancing transit stops, pedestrian crossings, and **bicycle** network through incorporation of shuttle stops and passenger loading zones, and supporting new **bike** signage, sharrows, and lanes
 - Constructing secure **bicycle** parking
 - Providing an onsite **bicycle** maintenance and repair station
 - Implementing a **Bicycle** Share program;....”

And, the traffic problem is only going to get ***much*** worse

- San Antonio Village Center Phase I: 330 apartment units
- San Antonio Village Center Phase II ([Hyatt Centric](#)): 167 hotel rooms
- 458 San Antonio Road ([The Dean](#)): 7 stories with 583 apartment units
- *2580 and 2590 California Street / 201 San Antonio Circle ([Landsby](#)): mixed-use development with 632 residential units and 20,000 square feet of commercial space with below-grade parking (partially completed)*
- 744 San Antonio Road, Palo Alto ([AC Hotel by Marriott](#)): 144 guest rooms
- 750 San Antonio Road, Palo Alto ([Hotel Citrine](#)): 150 guest rooms
- *334 San Antonio Road (currently a Valero gas station): 5-story, mixed-use building with 62 condominium units and 2,003 square feet of ground floor retail with underground parking (not yet approved)*

Summarizing:

- An increase of **2,068** 'residential' units (i.e., apartments, condominiums, and hotel rooms) - directly along San Antonio Road in < ten (10) years, not even 'nearby'
- These are all new, additional 'residential' units; none of these developments have replaced existing residential housing
- This is just from East Charleston Road to El Camino Real - a mere 1.6 miles
- Plenty of (easy) parking discussions; few (hard) discussions about vehicles getting to and from that parking

Sources: [Planning Division Development Update, February 2022](#); [Mountain View Voice](#)

San Antonio Road traffic offset by CalTrain ridership?

- Several developments are proclaiming themselves close to CalTrain as an offset to increasing traffic
 - ["It is located within easy walking distance of the San Antonio station"](#) (Landsby)
 - ["Walk to San Antonio Caltrain Station"](#) (The Villages Residences @ San Antonio Center)
- Even though San Antonio (CalTrain) station is a **limited** station (i.e., no Baby Bullet service), it is the 17th busiest station already (out of 31 total stations)
- #233 train leaving San Antonio station northbound is already one of the fullest trains, running over capacity @ 104%
- How much more passenger traffic are trains to / from San Antonio station expected to absorb?

Source: [Caltrain 2019 Annual Passenger Count Key Findings](#) (latest available)

PG&E's capacity planning is completely unacceptable

Outage Date:	# of Customers Impacted	Outage Date:	# of Customers Impacted
May 20th, 2020		September 18th, 2021	Planned; 5.5 hours
August 27th, 2020		December 13th, 2021	2,227
January 19th, 2021		December 14th, 2021	1,771
March 24th, 2021	8,213	December 20, 2021	2,213
April 9th, 2021		March 27, 2022	2,223
June 3rd, 2021	2,213	April 11, 2022	4,851
July 12, 2021	2,218	May 7th, 2022	
Fourteen (14) outages in the last two (2) years, lasting from minutes to several hours			
"Customers" = households or businesses, not individuals. <u>Source</u> : PG&E voicemail messages			

Impact of PG&E's unacceptable capacity planning

- Significant negative impact on remote / home workers
- PG&E's lack of capacity planning also has a direct negative impact on the local EV charging infrastructure (e.g., waiting for 4+ years @ Crossings Condominiums)
- What is the City's liaison to PG&E doing about these local capacity issues?

5G Telecommunications - no public access high band

- Check the MNOs (mobile network operators) own coverage maps
 - [AT&T](#) - midband only
 - [T-Mobile](#) - low band only
 - [Verizon](#) - midband only, with the exception of the Waymo campus (100 Mayfield Avenue, adjacent to San Antonio Road), which has high band for its own use
- The result: dropped calls, calls that never complete dialing, voicemail messages that arrive hours after being sent
- Certainly understand that this is not directly under control of the City; however, **the City should be pressuring the MNOs to increase capacity along the San Antonio Road corridor; it's about the City working to improve residents' quality of life**

Wi-Fi

- Wi-Fi density is so high in newer housing developments, that latency often makes the networks unusable
- Not a City responsibility. However, the City should be running a public service campaign to educate and encourage residents to upgrade to [Wi-Fi 6](#) (specifically engineered for dense environments)
- **It's about the City working to improve residents' quality of life**

Scan & Analyze

Recommendation: multiple WIFI routers/access points are using the same channel as yours. That may cause digital traffic jams thus slow down your internet. We recommend you to change your channel to a less busy one.

Network	Signal	Channel	Band	Security	Uptime
ORBI353	-50dBm	6	2.4GHz	RsnaPsk	13d 12h 39m
ORBI353	-50dBm	40	5GHz	RsnaPsk	13d 12h 39m
Unknown	-50dBm	6	2.4GHz	11	13d 12h 39m
✓ CitizenFour	-50dBm	6	2.4GHz	RsnaPsk	3d 4h 31m
NETGEAR00	-53dBm	11	2.4GHz	RsnaPsk	3d 9h 6m
Unknown	-55dBm	157	5GHz	11	13d 12h 39m
Jimmy	-56dBm	4	2.4GHz	RsnaPsk	3d 1h 55m
Unknown	-59dBm	6	2.4GHz	11	3d 4h 28m
daeman14	-59dBm	6	2.4GHz	RsnaPsk	3d 4h 28m
Unknown	-59dBm	6	2.4GHz	11	3d 4h 28m
Unknown	-63dBm	6	2.4GHz	11	3d 9h 14m
Unknown	-63dBm	6	2.4GHz	11	3d 9h 14m
Sesame Street 2.4	-63dBm	6	2.4GHz	RsnaPsk	3d 9h 14m

Ssid : CitizenFour Signal : -50dBm Security : RsnaPsk
Bssid : 00:ace0:3e:5d:e0 Channel : 6 Encryption : Ccmp
Status : InternetAccess Band : 2.4GHz Phy Kind : HT
Uptime : 3d 4h 31m Frequency : 2437000kHz Network Kind : Infrastructure



How the City evaluates development projects

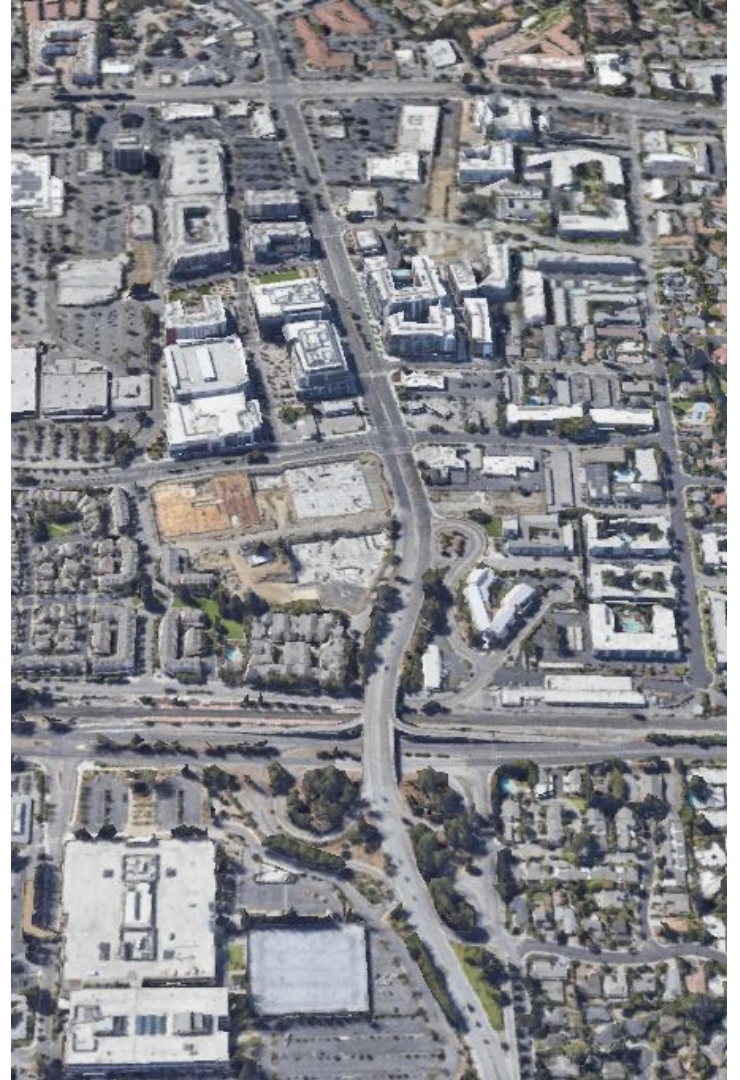
As Rebecca Shapiro, Deputy Zoning Administrator for the City of Mountain View, stated during the last EPC call, “**each development plan is reviewed individually**”. **That's exactly the problem!** The City looks at these developments through a **soda straw**. The City is utterly failing to appreciate the **cumulative impact** of all of these projects together. $R4 + R4 + R4 =$ too much development, and too much density for the present infrastructure to handle.



Change your methodology - **now**

- It's about the cumulative impact
- R4 + R4 + R4 + more = too much

Source: [Google Earth](#); photo taken on September 5th, 2020



In Summary

- As of 2014, ZIP code 94040 had a population of [34K](#), with a density of [9,205.41 inhabitants / square mile](#); detailed 2020 census data is not yet available (May, June). There is no substantive discussion about density and its impact on the San Antonio Road corridor in either PR-40 nor it's addendum
 - 94040 population density is already ½ that of SOMA (San Francisco)
 - R4 + R4 + R4 = **too much**
- Infrastructure in the San Antonio Road corridor is overwhelmed, and is only going to get **significantly** worse under current City planning
- Residents' quality of life is **deteriorating**
- The City of Mountain View is **failing** to properly serve its residents

Call to Action

- Why are so many of these high density projects being **dumped** on the San Antonio neighborhood?
- Milk Pail development (365 - 405 San Antonio Road / 2585 - 2595 California Street): turn it into open space instead
 - **Why is the City Council even considering the exemptions requested by the developer?**
- Valero gas station development (334 San Antonio Road): leave the gas station as is, for now
- **Both projects need to be rejected**; current infrastructure, and projected improvements, cannot and will not handle these additional developments