

From: [Janet Werkman](#)
To: [City Council](#)
Subject: Agenda Item 4.4 - Vacating Gamel Way
Date: Tuesday, August 24, 2021 1:51:24 PM

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Dear Mayor Kamei and Councilmembers:

I am writing to request that the vote to vacate Gamel Way be postponed, pending a study session that will provide the public with adequate information and an opportunity to comment about the development project proposed for this site.

The purpose of the vacation is to pave the way for a development project that will demolish 29 rent controlled apartment units to build market-rate condominiums. To date, discussions about this project have taken place behind closed doors. Given that preventing displacement has been designated as a Council priority, it is imperative that every proposal that will further reduce the existing affordable housing supply be subject to public scrutiny.

Thank you for considering this request.

Janet Werkman, [REDACTED] Mountain View

 Reply Forward

From: [Eddie Keating](#)
To: [Kamei, Ellen](#); [Ramirez, Lucas](#); [Hicks, Alison](#); [Lieber, Sally](#); [Showalter, Pat](#); [Abe-Koga, Margaret](#); [Matichak, Lisa](#); [City Council](#)
Subject: Gamel Way has many unanswered questions - a Study Session is needed
Date: Tuesday, August 24, 2021 3:29:36 PM

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Dear City Council Members,

From the information which has been publicly released, I cannot tell if the Gamel Way development will cause displacement or not. I also cannot tell if the 29 affordable units offered in the proposed development are a better or worse addition to Mountain View's affordable housing supply than the current 29 rent controlled units. More information is needed, and the public needs time to review that information. If all the information comes out the Thursday before Sept. 28, there may be essential questions that are omitted. The biggest reason that there are unanswered questions is that the developers are proposing ownership units for low income and very low income levels.

This is unusual, and leads to many questions - some of which may make the whole idea of low income ownership just not work at all. Then what? Below I list some of my questions. But I want to emphasize the minimum that I see is needed - a study session at least two weeks before September 28.

As a volunteer who worked many hours to pass and to defend rent control, I believe that the community needs to fully understand what is being offered when 29 rent controlled units face demolition.

Partial list of questions

1. How are HOA fees factored into determining an affordable cost.
2. What happens if HOA fees increase? Or if there is an assessment on owners?
3. What if residents with a right of return have difficulty obtaining a loan to purchase a unit?
4. To whom can low income residents sell their property if they wish to leave?
5. How will resale prices be determined, and who will manage this?
6. Are very low income owners expected to have a reserve for appliance replacement or other repairs?
7. Has there been thought to having a nonprofit own these units and rent them?
8. How could non-profit ownership be financed?
9. What is a hypothetical sale price for a low income or very low income unit?
10. How will low income residents come up with a down payment?
11. When will the public be provided with more information?
12. What will happen if generally people at low income levels are not able to obtain a down payment and an approved loan?
13. What rights will the children of original occupants have to continue to live in the units if they wish to?

Thank you for considering these questions. Please make sure there is adequate opportunity for both the Council and the public to understand the affordable housing aspect of this development proposal.

Sincerely,

Edie Keating



Mountain View

From: [REDACTED]
To: [BPAC Communication](#)
Cc: [City Council](#)
Subject: 8/25/21 meeting agenda item 6.1 (Stierlin Road)
Date: Tuesday, August 24, 2021 3:32:49 PM
Attachments: [Jack in the Box Square.pdf](#)

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To: City of Mountain View Bicycle/Pedestrian Advisory Committee
From: Joel Dean, [REDACTED] MV
Subject: 8/25/21 Meeting, Agenda Item 6.1
(Stierlin Road Bicycle and Pedestrian Improvements, Project 17-41)

I encourage the B/PAC to give the subject project its strongest support. It is a vast improvement over the extravagant and possibly counterproductive proposals in the 2014 Shoreline Boulevard Corridor Study. It should not be jeopardized by tacking on unnecessary bells and whistles, especially any which would require ROW acquisition.

I live in the near vicinity of Project 17-41, have no car, bike, scooter, skateboard or roller-blades, and have to walk along this stretch of Shoreline to get anywhere. The most critical element for increasing pedestrian safety is a protected left turn signal phase to cross Shoreline at Montecito or Stierlin. I have corresponded with DPW via AskMV on this subject. The attached file includes an extract from that correspondence and several frames from videos recorded at the intersection showing how people crossing Shoreline are currently at risk from left-turning vehicles. DPW's language in both their AskMV response and in the staff memo for the 8/25 meeting is slightly murky and does not explicitly state that they will be implementing the protected-left phase. It would be most helpful if the B/PAC could clarify DPW's intent.

The benefits of Project 17-41's other proposal for Shoreline at Montecito -- turning it into a protected or 'Dutch' intersection -- are more dubious. This design originated in Europe, where right-on-red is generally not allowed. The 'Dutch' configuration prevents motorists from making right turns out of bike lanes, which is where the CA Vehicle Code says they should be made from. If the first car queued up in the rightmost lane is planning to turn right on red, he or she (NOTE: women are just as aggressive as men in this respect) will be inclined to block the crosswalk and bike path while waiting for a break in the cross traffic. If the first car intends to go straight, it will block anyone behind it wanting to make a right turn. Some of those blocked will relieve their frustrations by cutting through the Safeway parking lot, or through the car wash on the opposite corner. Others will be even less inclined than usual to look out for pedestrians trying to cross in front of their right turn. The same set of problems could occur at Shoreline and Middlefield, which is also getting the 'Dutch' treatment, for which it is ill-suited. The result is likely to be considerable diversion of eastbound Middlefield-to-downtown traffic onto San Pierre Way, Montecito, and Mountain Shadows Drive, thus complicating the lives of pedestrians and cyclists on these residential streets.

Speaking of Mountain Shadows Drive, it is a great relief to learn that DPW is not considering signaling the intersection with Shoreline. It is only about 500 feet from there to Middlefield, and a red light there during the evening peak with pre-pandemic traffic would have caused backups into and beyond the Shoreline-Middlefield intersection. The recommended pedestrian crossing at Safeway is a far superior alternative. Mountain Shadows Drive could use parking prohibitions within 60 feet of its intersections with both Shoreline and Vaquero Drive. Anything parked closer -- even an ordinary passenger car -- can block drivers' vision of a pedestrian or cyclist crossing the street.

Stray observations: (1) The 100 Moffett parking garage could use warning devices to alert pedestrians and departing vehicles to each other's presence; (2) the "Bailey Park Safeway" sign obstructs departing drivers' view of pedestrians who may be approaching from their right, even if they bother to look right, which many don't; (3) most of the sidewalks in the neighborhood of Project 17-41 are cheesy -- two slabs wide, no setback from the curbs, full of signposts, hydrants, utility poles, vaults, dips at driveways and discarded face masks; (4) cyclists and pedestrians do not mix well and ought to respect each other's designated spaces. Lots of luck with that one.

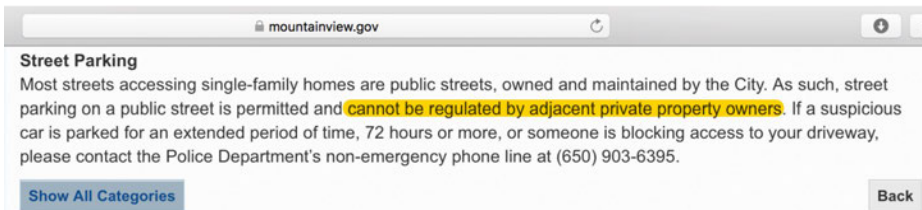
Thank you for your attention.

From: [Doug Schuck](#)
To: [City Council](#)
Subject: Church St Parking/Sobrato Garage
Date: Tuesday, August 24, 2021 3:05:16 PM
Attachments: [image.png](#)

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Good afternoon City Council,

I would like to make note that pre pandemic, it was a daily occurrence that employee's of the Sobrato/Wells Fargo building would park on Church St instead of using the hundreds of parking spots in the parking garage. I personally watched tenants employee's parking blocks away on Church St, and walking to the office's, which made little sense to me. I contacted Sobrato, and this is what I received back regarding the parking issue on Church St.



Not only was I surprised, but they did not seem to care about addressing the situation. Why build hundreds of parking spaces if few people are going to use them, and it would be considerate to ask the tenants to suggest to their employees to utilize the parking provided.

I also feel that the parking structure should be offered for public use on the weekends, even though very few Church goers use the parking..We need parking downtown, and this is an opportunity. Sobrato also plans to build at the old Wells Fargo lot, and potential parking should be discussed there as well.

Thank you for your time

Doug Schuck
[REDACTED] Resident

From: [BRUCE KARNEY](#)
To: [City Clerk](#); [City Council](#)
Cc: [CFMV Board](#); [Bruce England](#)
Subject: Comments on Downtown Parking Garage Framework
Date: Tuesday, August 24, 2021 3:35:09 PM

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Dear Council Members and City Clerk,

I am mildly supportive of the parking garage proposal and concur with Staff that if there is to be a new parking garage it should be built on Lot 5.

However, I want to remind you of two recommendations from the 2018 Environmental Sustainability Task Force report. Previous Councils expressed support for the report as a whole, though I cannot say to what extent they supported these two recommendations:

* Recommendation T6 was "Restrict parking to encourage and fund alternative modes [of transportation]" The thrust of this recommendation was to charge for downtown parking and residential on-street parking permits, as so many other nearby cities already do. The funds raised could then be used to encourage active transportation measures that emit no GHGs.

* Recommendation T4B was to pilot discounted pooled ridesharing. It envisioned a future in which small to medium-sized autonomous vehicles would provide on-demand transportation that was bus-like in cost and taxi-like in convenience. If such transportation services come into widespread use in the next decade, as I believe they surely will, then almost every city will find itself over-supplied with parking. A real-world example of how new transit alternatives can create an over-supply of parking can be seen at SFO and in off-site lots like Anza Parking in Burlingame. In the last decade, airline passengers have switched to Uber/Lyft to such a degree that these lots and garages are rarely close to full anymore and have cut their prices to attract business. I envision the same thing happening in urban areas across the world, including downtown Mountain View, in the decade of the 2030s.

Finally, the Staff Report does not mention the coming increase in service frequency and speed of the electrified CalTrain line. If more workers are taking the train to jobs in Mountain View, presumably fewer will be driving.

Given these concerns, you may wonder why I am even mildly supportive of the garage proposal. My reasoning is that in 20 years or so we may be able to redevelop all of the surface lots into denser uses -- primarily residential. Three parking structures, plus the new underground garage at Lots 4/8 would then be able to provide all of the parking needed downtown.

Regards,

Bruce Karney