

Gutierrez, Jeannette

From: Lisa McLain <president@lwvlamv.org>
Sent: Sunday, April 11, 2021 4:05 PM
To: Kamei, Ellen; Ramirez, Lucas; Hicks, Alison; Matichak, Lisa; Abe-Koga, Margaret; Showalter, Pat; Lieber, Sally
Cc: City Council; McCarthy, Kimbra; Shrivastava, Aarti; Chen, Wayne; Alkire, Martin
Subject: Re: Council Study Session, April 13, Agenda Item 3.1 – R3 Zoning District Updates
Attachments: Letter to MVCC re R3 Zoning Update-Apr2021.pdf

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

Dear Mayor Kamei and Members of the City Council,

The League of Women Voters would like to comment on agenda item 3.1 - R3 Zoning District Updates. Please see the attached .pdf or the included text below.

Sincerely,

Lisa McLain, President
Donna Yobs, Co-Chair Housing Committee
League of Women Voters Los Altos Mountain View
president@lwvlamv.org |
lwvlamv.org | votersedge.org/ca | easyvoterguide.org
Empowering Voters. Defending Democracy.

— Included Text

The LWV enthusiastically supports measures to increase the supply of safe, decent, and adequate housing for all Californians. Therefore, we are pleased to see that the proposed R3 zoning district update might lead to 12,000 new housing units over time. As we wrote to the EPC, our main concern with the plan is its failure to include “**no net loss**” and tenant protections such as currently required by SB 330, which will sunset in 2025. The City has seen significant redevelopment in the R3 zones recently, leading to much displacement and often a lower number of new units being built replacing naturally affordable housing. We understand that the City plans to coordinate a new displacement policy with the R3 zoning update, but we would prefer that specific **anti-displacement measures be imbedded in the R3 zoning**, along with adoption of an Ellis Act ordinance. Approximately 11,500 units in the R3 zone are under CSFRA; our hope is that with the proposed changes the City will see older R3 apartments being replaced by higher density units while ideally not displacing existing tenants.

Another way to help mitigate displacement is to provide incentives like additional height or lower parking requirements to developers who provide more than the required number of replacement units.

Like the EPC, we commend the emphasis on form-based zoning rather than density, including the important concept that form-based zoning considers transitioning to adjacent neighborhoods. We also agree that height, lot coverage, setbacks, and parking requirements have been factors limiting new

development. Unbundling parking is a concept we have long supported, along with reduced parking near transit.

We are pleased to see the stress on welcoming streetscapes and tree canopy. These features work well with the concept of allowing POPA as parks; we agree with the comments that amenities such as parks near denser housing need to be considered. We also believe there are lost opportunities in the proposed subzones as in many instances denser housing is not proposed near transit. Perhaps transit overlay zones would be helpful, while generally replacing the existing overlay zones with the new R3 subzone standards.

We wonder if there could be incentives to encourage units with more bedrooms for larger families or commercial/retail on the ground floor where feasible or other types of development the City may want to incent.

Overall, we commend staff for the proposal to create four “subzones” as the R3 zone applies broadly to so many different situations in Mountain View. We agree that a design handbook guiding redevelopment of property within the “subzones” would be helpful. (Please send any comments about this letter to Donna Yobs at

Lisa McLain, President
Donna Yobs Co-Chair, Housing Committee
LWV of Los Altos Mountain View

cc: Wayne Chen
Kimbra McCarthy Martin Alkire
Aarti Shrivastava



April 11, 2021

Mayor Kamei and Members of the City Council
City of Mountain View
500 Castro Street
Mountain View 94041

Re: Council Study Session, April 13, Agenda Item 3.1 – R3 Zoning District Updates

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Lisa McLain, President LWV of Los Altos Mountain View
Donna Yobs Co-Chair, Housing Committee

cc: Wayne Chen Kimbra McCarthy Martin Alkire Aarti Shrivastava

Gutierrez, Jeannette

From: David Watson <
Sent: Monday, April 12, 2021 9:46 PM
To: Abe-Koga, Margaret; Matichak, Lisa; Ramirez, Lucas; Hicks, Alison; Kamei, Ellen; Lieber, Sally; Showalter, Pat
Cc: City Council; McCarthy, Kimbra; Shrivastava, Aarti; Alkire, Martin
Subject: RE: City Council Session, April 13th, Agenda Item 3.1 R3 Zoning District Update
Attachments: Letter to council RE_ R3 Council Session 04_13_2021.pdf

Dear Mayor Kamei and Members of the City Council,

Mountain View YIMBY would like to provide some comments for Item 3.1 R3 Zoning District Update.

To begin, we'd like to thank the city for hiring Opticos to carefully analyze the feasibility of multi-family development in Mountain View and applaud the city's form-based approach. We believe that infill multi-family housing is necessary to achieve the city's missing middle housing goals.

It is important to aim for a significant increase in new housing capacity because:

- Considering the length of the process involved in modifying the R3 code, and the fact that it was last modified about 30 years ago, and in light of Mountain View's 2031 RHNA allocation being ~11,000 households, **we urge the council to think long term** as the changes currently proposed won't cover our housing needs for even the next decade. We need to prepare for two to three times that amount.
- In order to avoid displacement, policies like SB 330 that require replacement of naturally affordable and rent-controlled units are crucial. We're pleased to see that the city is working on implementing our own **permanent displacement ordinance**. For reasons of economic feasibility, the more density we add, the more we can require developers to replace naturally affordable units. This is why we think a major increase in density should be employed in as many R3 areas as possible.
- Adding homes near the abundance of jobs in Mountain View will reduce overall regional vehicle miles travelled and reduce greenhouse gas emissions, a core goal for Mountain View.
- We applaud Council's continued commitment, since 2015, to adding thousands of homes in North Bayshore and East Whisman. However, because these homes are coupled with large expansions of office space, they will not ameliorate Mountain View's severe jobs-housing imbalance. To do that, we need thousands of homes in addition to NBS and East Whisman, particularly in existing R3 neighborhoods.

To that end:

- We think the city should legalize taller buildings than currently proposed in the highest density designation (R3-D).
- We would like to see R3-D applied to more areas in the city. In particular, we are disappointed to see that the R3-D designation isn't proposed near transit or downtown. This is a big missed opportunity to **permit a car-free lifestyle** for the inhabitants of these future homes.
- We think that more R3 areas should be designated R3-D even if they are near R1 zones. Rather than limit the amount of upzoning allowed near R1, we would like the city to **consider upzoning those R1 neighborhoods to R2** as much as possible to allow for the creation of more homes while achieving a smooth transition from one designation to another.
- We would like to see a transit-oriented overlay added to allow for a **reduced parking requirement** within a certain distance from public transit, along with the newly proposed R3 specifications.
- We believe the **city should strongly consider legalizing architectural arcades** that will both improve the pedestrian experience and allow for some additional building capacity.
- To achieve true form-based zoning, we believe the city shouldn't add any limit on the total number of units for any of the newly proposed R3 designations.

Our city has the privilege of being a hub of opportunity and prosperity. We have the potential to turn these parts of town into environmentally friendly, walkable urban centers increasing access to jobs and high quality schools to more people. We hope that our city will embrace this opportunity.

Best Regards,

David Watson

On behalf of Mountain View YIMBY



April 10 2021

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Best Regards,

David Watson

On behalf of Mountain View YIMBY



Mountain View
YIMBY

Gutierrez, Jeannette

From: raj abhyanker
Sent: Tuesday, April 13, 2021 12:31 AM
To: City Council
Subject: R3-A zoning densities are two low

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

Dear City Council,

I believe that R3-A close to Caltrain and downtown are way too low. These are very desirable areas of the city, in that they are close to Caltrain and transit. It is a shame that the proposed density only allows 2.5 to 3 stories. This is the area that can really create community and build a vibrant downtown corridor. Please consider making densities higher in this area, particularly consider 4 story with 5 story potential with reduced parking requirements.

Raj Abhyanker

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Raj Abhyanker
Partner



email: raj@trademarkia.com
web: <http://www.legalforcelaw.com/raj-v-abhyanker/>

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Gutierrez, Jeannette

From: Albert Jeans
Sent: Monday, April 12, 2021 11:29 AM
To: , City Clerk
Subject: Slides for Public Comment 2021-04-13
Attachments: Needless Tree Removal.pdf

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Dear City Clerk,

I'm planning to speak on Item 5 at tomorrow's meeting and would appreciate it if you could show these slides for me.

Thank you,
Albert Jeans

Needless Tree Removal

Public Comment

by

Albert Jeans

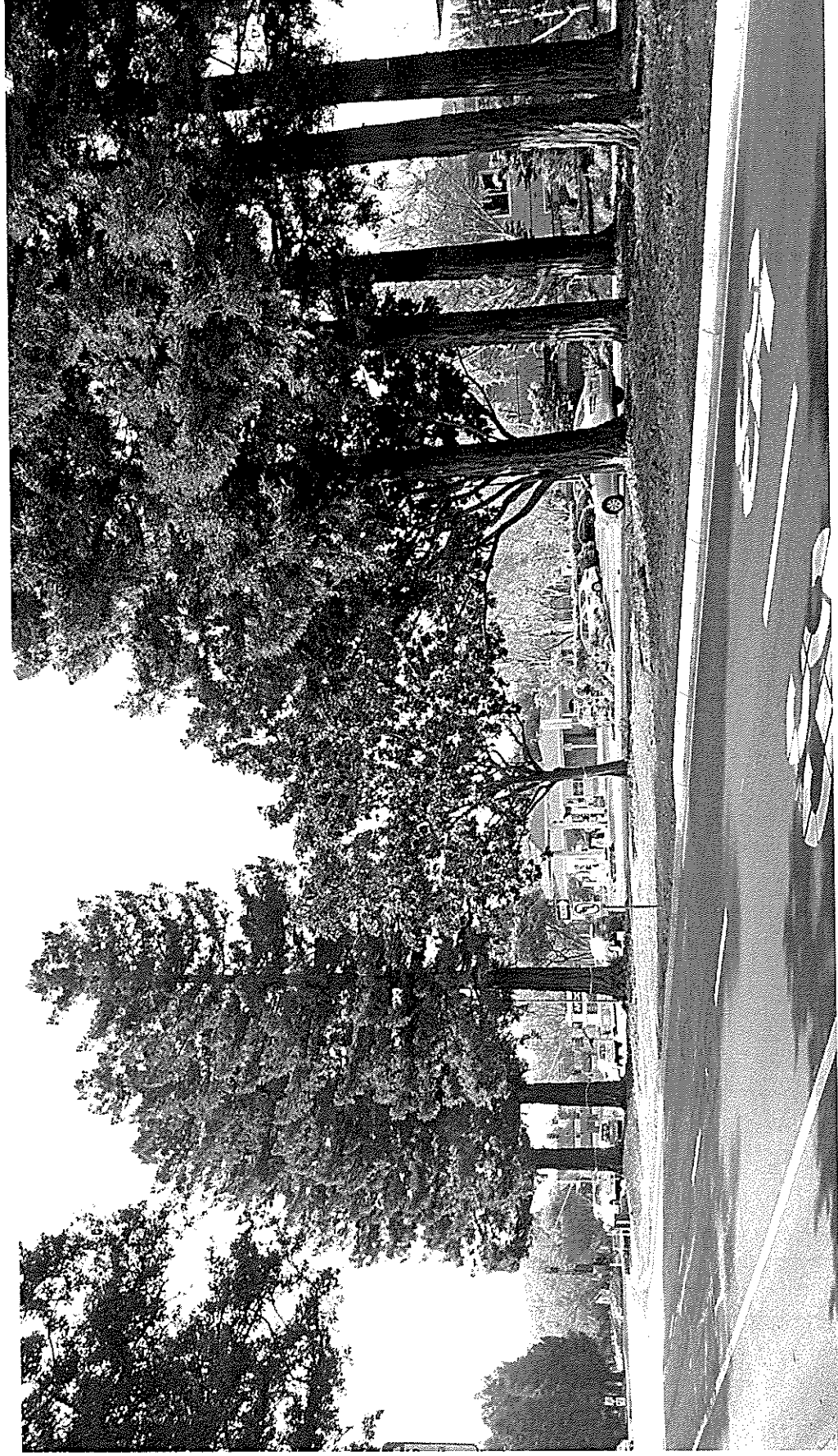
April 13, 2021

4 Trees Marked for Removal



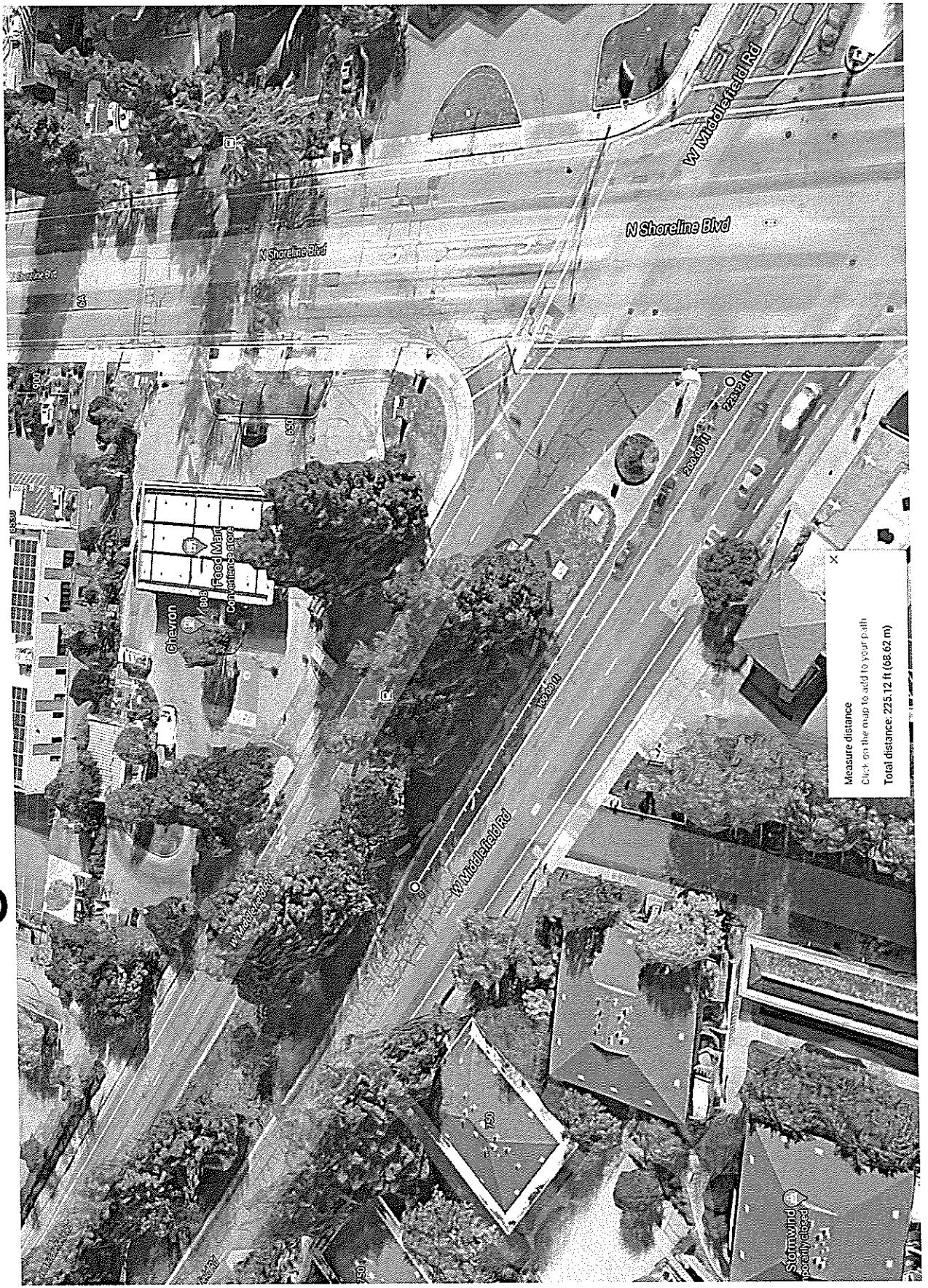
Median strip on West Middlefield Road at N. Shoreline Blvd. intersection.

3 Large Redwoods & 1 Magnolia



Median strip on West Middlefield Road at N. Shoreline Blvd. intersection.

Existing Turn Pocket: 225 ft.



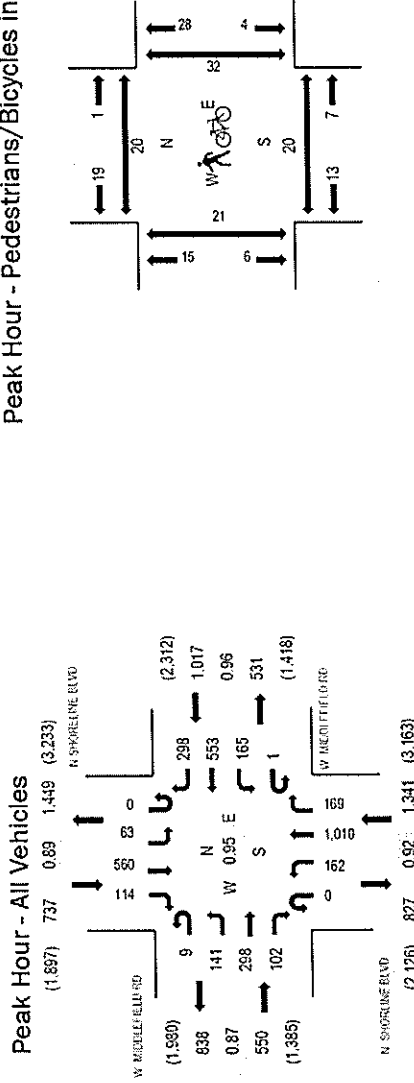
Traffic Count Data (Pre-COVID)



(303) 216-2439
www.alltrafficdata.net

Location: 1 N. SHORLINE BLVD & W. MIDDLEFIELD RD AM
Date and Start Time: Wednesday, May 17, 2017
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	W. MIDDLEFIELD RD Eastbound			W. MIDDLEFIELD RD Westbound			N. SHORLINE BLVD Northbound			N. SHORLINE BLVD Southbound			Rolling Hour				Pedestrian Crossings					
	U-Turn	Thru	Right	U-Turn	Thru	Right	U-Turn	Thru	Right	U-Turn	Thru	Right	U-Turn	Thru	Right	Total	Hour	West	East	South	North	
7:00 AM	2	14	18	2	27	53	34	0	18	143	14	0	16	86	21	464	2,517	3	2	0	1	
7:15 AM	2	19	30	18	0	24	69	34	0	10	215	21	0	11	122	595	2,969	3	3	0	0	
7:30 AM	0	28	34	17	1	32	91	43	0	21	211	30	0	12	106	645	3,335	5	6	2	3	
7:45 AM	3	33	45	23	1	39	115	55	0	37	243	35	0	21	137	22	813	3,645	6	1	1	2
8:00 AM	1	36	75	22	0	49	154	65	0	36	244	26	0	16	153	39	916	3,578	9	9	10	7
8:15 AM	3	31	80	28	0	38	153	78	0	43	271	50	0	14	141	30	961	3,361	1	10	5	2
8:30 AM	2	41	94	29	0	38	131	100	0	46	252	58	0	12	129	23	955	3,109	4	12	4	6
8:45 AM	6	31	70	25	1	41	132	54	0	42	147	35	0	12	140	10	746	2,753	6	14	4	6
9:00 AM	5	19	75	23	0	35	127	37	0	44	144	54	0	23	105	8	699	2,662	3	8	2	2
9:15 AM	9	18	91	39	1	29	106	33	0	43	140	46	0	17	118	19	709		3	4	0	4
9:30 AM	7	15	57	21	2	21	69	53	0	45	134	36	0	31	89	19	599		2	7	0	1
9:45 AM	2	16	77	31	4	26	57	57	0	43	145	41	0	25	108	23	655		0	1	0	1

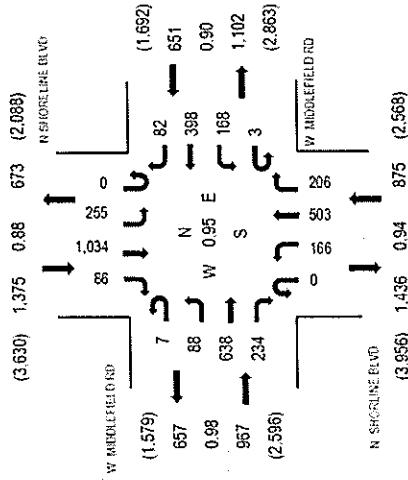
Traffic Count Data (Pre-COVID)



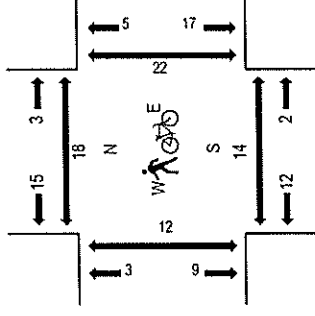
(303) 216-2439
www.alltrafficdata.net

Location: 1 N. SHORLINE BLVD & W. MIDDLEFIELD RD PM
Date and Start Time: Wednesday, May 17, 2017
Peak Hour: 05:15 PM - 06:15 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

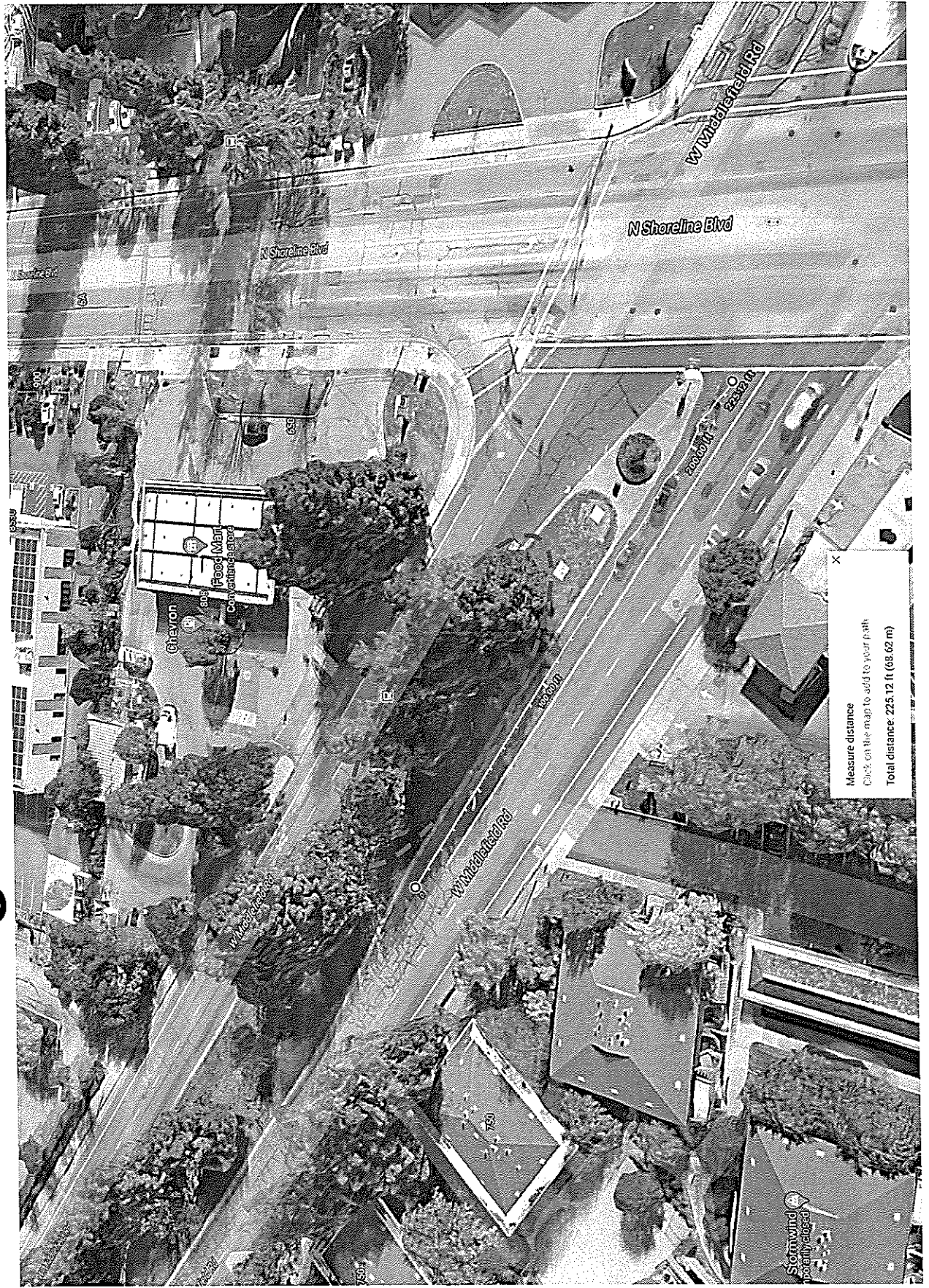
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Interval	W. MIDDLEFIELD RD			W. MIDDLEFIELD RD			N. SHORLINE BLVD			N. SHORLINE BLVD			Pedestrian Crossings									
	U-Turn	Thru	Right	U-Turn	Thru	Right	U-Turn	Thru	Right	U-Turn	Thru	Right	Total	Rolling Hour	West	East	South	North				
4:00 PM	0	15	103	48	1	36	56	20	0	27	145	40	0	53	200	14	758	3,198	2	1	3	1
4:15 PM	0	23	95	53	1	48	49	13	0	39	124	43	0	94	212	21	815	3,318	0	4	0	0
4:30 PM	3	18	128	65	2	38	67	20	0	29	130	39	0	62	188	20	809	3,459	5	5	2	2
4:45 PM	4	20	140	37	0	33	75	15	0	44	104	41	0	51	230	22	816	3,668	7	5	1	3
5:00 PM	0	21	166	74	0	47	71	18	0	25	126	36	0	52	224	18	878	3,843	3	6	0	6
5:15 PM	2	21	184	58	2	37	86	17	0	44	109	49	0	88	235	24	956	3,868	1	4	1	0
5:30 PM	3	27	172	55	0	34	105	10	0	50	122	48	0	68	298	26	1,018	3,779	0	6	7	1
5:45 PM	2	19	164	75	1	42	109	23	0	40	121	56	0	52	270	17	991	3,616	7	6	2	1
6:00 PM	0	21	118	46	0	55	98	32	0	32	151	53	0	47	231	19	903	3,445	1	6	4	2
6:15 PM	1	31	130	56	0	46	89	16	0	37	142	53	0	43	211	12	867		0	11	2	5
6:30 PM	7	29	108	62	0	64	53	35	0	30	138	53	0	46	221	9	855		0	4	8	3
6:45 PM	2	24	103	63	0	57	58	13	0	25	175	48	0	30	207	15	820		1	4	4	4

Left Turn Queue Length

- Signal timing cycle is typically 150 seconds or 6 cycles per 15 minute interval.
- Maximum number of left-turning vehicles was 41 between 8:30 am and 8:45 am.
- Therefore, the average queue length was 7 cars.

Existing Turn Pocket: 225 ft.



Please do not cut down 4 large trees just to put in an unneeded additional left turn lane!



Gutierrez, Jeannette

From: Cameron, Dawn
Sent: Monday, April 12, 2021 7:53 PM
To:
Cc: City Council; McCarthy, Kimbra; Bruce England; kammy.lo.mvepc@gmail.com;
Subject: RE: Unnecessary Tree Removal

Hello Mr. Jeans,

Thank you for sharing your concerns about the potential removal of the four trees in the median strip for eastbound West Middlefield Road at North Shoreline Boulevard.

The City's construction plan for the project includes trying to preserve these trees, and only removing one or more of them if absolutely necessary. Adding the second left turn lane will intrude into the root system of these trees, and we will not know the extent of the intrusion until excavation begins. An arborist will evaluate the root systems once they are exposed to assess the viability of preserving the trees. The trees will only be removed if the arborist's determination is they cannot be preserved.

The addition of second left turn lanes from both directions of Middlefield Road at the Shoreline Blvd intersection was identified as a traffic impact mitigation for the adoption of the North Bayshore Precise Plan (NBPP). The Environmental Impact Report (EIR) Mitigation Monitoring and Reporting Program stipulates this mitigation be included in the Shoreline Transit Lane Project currently under construction.

The traffic count data presented in your slides that lead to your conclusion that the average queue length was 7 cars is based on the assumption that the vehicle count is equal to vehicle demand. This intersection (and the entire Shoreline Blvd corridor) is in oversaturated condition during the AM and PM peaks. There are more vehicles that want to move through the intersection than are actually getting through and when the left-turn lane is full, the overflow can block the through lanes, which in turn can block vehicles further back in the through lanes that want to access the left turn lane. The count volumes are used as a basis for the analysis, but the actual analysis (under oversaturated conditions) is based on demand volumes. Demand volumes are developed by adjusting count volumes in a traffic analysis model to reflect observed field conditions. Using demand volumes, the average queue length is in fact much higher, and the maximum queue length during both the AM and PM peaks exceeds the turn pocket storage length. The proposed improvements increase intersection throughput by 10%, which ultimately results in reduced delay, queueing, and vehicle emissions.

Please let me know if you have any further questions.

Dawn Cameron
Public Works Director
City of Mountain View
650-903-6311
www.mountainview.gov



From: Albert Jeans
Sent: Saturday, April 10, 2021 4:49 PM
To: Hicks, Alison <Alison.Hicks@mountainview.gov>; Kamei, Ellen <Ellen.Kamei@mountainview.gov>; Matichak, Lisa <Lisa.Matichak@mountainview.gov>; Ramirez, Lucas <Lucas.Ramirez@mountainview.gov>; Margaret Abe-Koga <magaret.abe-koga@mountainview.gov>; Showalter, Pat <Pat.Showalter@mountainview.gov>; Lieber, Sally <Sally.Lieber@mountainview.gov>
Cc: Bruce England > kammy.lo.mvepc@gmail.com
<kammy.lo.mvepc@gmail.com>;
Subject: Unnecessary Tree Removal

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

Dear Mayor Kamei and Councilmembers,

As construction on the Reversible Transit Lane has begun, yellow ribbons have appeared around trees marked for removal along Shoreline Blvd. However, I was dismayed to see yellow ribbons around 4 trees on W. Middlefield Rd., 3 of which are mature, healthy redwoods. I recall staff saying that it might be necessary to remove these trees in order to put in an additional left turn lane from eastbound Middlefield to northbound Shoreline; evidently they have decided it is now necessary.

I plan to present the attached presentation at Tuesday's council meeting, but of course there's never enough time to do it justice so I wanted to send it to you in advance. Slides 2-3 show the trees in question while slide 4 shows the existing left turn pocket which is about 250 feet long. The next two slides show pre-COVID traffic data for the intersection for the morning and evening rush hours. The left turn volumes are highlighted in green and give the number of cars counted for each 15 minute interval. Since the cycle time for that signal is 150 seconds or 2 1/2 minutes, there are 6 cycles for every 15 minute interval. The maximum left turn volume measured was 41 vehicles between 8:30 am and 8:45 am, giving an average queue length of 7 vehicles per cycle. Allowing 20 feet on average per vehicle, the existing 250-foot-long left turn pocket is more than enough to handle this *peak* volume (slide 8).

I am not aware of any future developments which would significantly change the traffic volumes on this part of West Middlefield Rd. Therefore I think it is premature to add an additional left turn lane here at the expense of cutting down these magnificent trees which have probably been there for half a century. I know that this construction project is well underway, but I hope it's not too late to make a relatively minor change and save these beautiful trees.

Sincerely,
Albert Jeans
San Lucas Ave.

Gutierrez, Jeannette

From: Albert Jeans
Sent: Monday, April 12, 2021 8:24 PM
To: Cameron, Dawn
Cc: City Council; McCarthy, Kimbra; Bruce England; kammy.lo.mvepc@gmail.com;
Subject: Re: Unnecessary Tree Removal

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Hi Dawn,

Thanks for your email. I'm glad to hear there's still some chance of saving some of the trees even if the additional left turn lane is put in.

I am well aware of the (pre-COVID!) traffic conditions along the Shoreline corridor, having done detailed micro simulations under varying conditions along with direct observations. As you probably know, completion of the 85-101 off-ramp reconfiguration will drastically reduce congestion along Shoreline Blvd., allowing all of the intersections to operate as they were intended with no downstream congestion blocking traffic. Throughput will increase and queueing will be reduced. Of course that project is still several years away from completion, but hopefully the reduction in traffic due to people working from home during the pandemic will carry over to some extent even after the pandemic is over, and keep congestion down until the project is complete. I'm wondering if the two left-turn lanes were proposed before the 85-101 off-ramp reconfiguration was analyzed? I also have a hard time seeing how future developments in North Bayshore will lead to increased traffic on West Middlefield between Shoreline and Rengstorff. Adding an additional turn lane seems like a relatively small, independent project not directly tied to the Reversible Transit Lane. Couldn't we wait until it's clear that it is needed? Once the trees are felled, there's no turning back.

Best regards,
Albert

On Mon, Apr 12, 2021 at 7:52 PM Cameron, Dawn <Dawn.Cameron@mountainview.gov> wrote:

Hello Mr. Jeans,

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evaluate the root systems once they are exposed to assess the viability of preserving the trees. The trees will only be removed if the arborist's determination is they cannot be preserved.

The addition of second left turn lanes from both directions of Middlefield Road at the Shoreline Blvd intersection was identified as a traffic impact mitigation for the adoption of the North Bayshore Precise Plan (NBPP). The Environmental Impact Report (EIR) Mitigation Monitoring and Reporting Program stipulates this mitigation be included in the Shoreline Transit Lane Project currently under construction.

The traffic count data presented in your slides that lead to your conclusion that the average queue length was 7 cars is based on the assumption that the vehicle count is equal to vehicle demand. This intersection (and the entire Shoreline Blvd corridor) is in oversaturated condition during the AM and PM peaks. There are more vehicles that want to move through the intersection than are actually getting through and when the left-turn lane is full, the overflow can block the through lanes, which in turn can block vehicles further back in the through lanes that want to access the left turn lane. The count volumes are used as a basis for the analysis, but the actual analysis (under oversaturated conditions) is based on demand volumes. Demand volumes are developed by adjusting count volumes in a traffic analysis model to reflect observed field conditions. Using demand volumes, the average queue length is in fact much higher, and the maximum queue length during both the AM and PM peaks exceeds the turn pocket storage length. The proposed improvements increase intersection throughput by 10%, which ultimately results in reduced delay, queueing, and vehicle emissions.

Please let me know if you have any further questions.

Dawn Cameron

Public Works Director

City of Mountain View

650-903-6311

www.mountainview.gov



From: Albert Jeans <
Sent: Saturday, April 10, 2021 4:49 PM
To: Hicks, Alison <Alison.Hicks@mountainview.gov>; Kamei, Ellen <Ellen.Kamei@mountainview.gov>;
Matichak, Lisa <Lisa.Matichak@mountainview.gov>; Ramirez, Lucas
<Lucas.Ramirez@mountainview.gov>; Margaret Abe-Koga <magaret.abe-koga@mountainview.gov>;
Showalter, Pat <Pat.Showalter@mountainview.gov>; Lieber, Sally <Sally.Lieber@mountainview.gov>
Cc: Bruce England <kammy.lo.mvepc@gmail.com>;
<kammy.lo.mvepc@gmail.com>;
Subject: Unnecessary Tree Removal

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

Dear Mayor Kamei and Councilmembers,

As construction on the Reversible Transit Lane has begun, yellow ribbons have appeared around trees marked for removal along Shoreline Blvd. However, I was dismayed to see yellow ribbons around 4 trees on W. Middlefield Rd., 3 of which are mature, healthy redwoods. I recall staff saying that it might be necessary to remove these trees in order to put in an additional left turn lane from eastbound Middlefield to northbound Shoreline; evidently they have decided it is now necessary.

I plan to present the attached presentation at Tuesday's council meeting, but of course there's never enough time to do it justice so I wanted to send it to you in advance. Slides 2-3 show the trees in question while slide 4 shows the existing left turn pocket which is about 250 feet long. The next two slides show pre-COVID traffic data for the intersection for the morning and evening rush hours. The left turn volumes are highlighted in green and give the number of cars counted for each 15 minute interval. Since the cycle time for that signal is 150 seconds or 2 1/2 minutes, there are 6 cycles for every 15 minute interval. The maximum left turn volume measured was 41 vehicles between 8:30 am and 8:45 am, giving an average queue length of 7 vehicles per cycle. Allowing 20 feet on average per vehicle, the existing 250-foot-long left turn pocket is more than enough to handle this *peak* volume (slide 8).

I am not aware of any future developments which would significantly change the traffic volumes on this part of West Middlefield Rd. Therefore I think it is premature to add an additional left turn lane here at the expense of cutting down these magnificent trees which have probably been there for half a century. I know that this construction project is well underway, but I hope it's not too late to make a relatively minor change and save these beautiful trees.

Sincerely,

Albert Jeans

San Lucas Ave.

Gutierrez, Jeannette

From: Jen
Sent: Monday, April 12, 2021 8:24 PM
To: City Council
Subject: Gun Safety Issues

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

Dear City Council Members,

I am writing as a local parent to thank you for taking up the issue of gun safety. I understand that you are considering whether firearms should be prohibited in public spaces within Mountain View city limits, a step that would increase Mountain View's family-friendly appeal.

I'd like to ask you to go one step further, and bring a safe storage ordinance to a future agenda. Six hundred children 17 and under die by suicide with a gun in the US every year. 4.6 million American children live in homes with guns that are both loaded and unlocked. Just this week, a toddler and a baby were killed in Louisiana and Texas, after children got access to unsecured guns.

California has some of the strictest laws in the nation related to gun storage; however, California's law doesn't define "safe storage," instead relying on the courts to interpret whether the parent "reasonably should know" that their child could get access to a gun. Safe storage ordinances, which have been approved in several cities in Santa Clara County and are under consideration in Palo Alto, Monte Sereno, and Los Altos Hills, would lay out prescriptions for what safe storage means, as well as how it can be communicated to gun owners.

I'm so grateful my children have had the chance to grow up in an area where adults always have their safety in mind, and I urge you to consider joining cities across the county in advancing the cause of safe storage.

Thank you so much for your consideration.
Sincerely,

Jennifer Burton

Gutierrez, Jeannette

From: Sarah Krajewski
Sent: Tuesday, April 13, 2021 8:39 AM
To: City Council
Subject: Gun Safety

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

Dear Councilmembers,

I am writing in support of the ordinance to ban the carrying of firearms in public spaces in Mountain View. Of course, this should be prohibited. I assumed that it already was.

On another note, please pursue a safe storage law as soon as possible. The tragedies of children finding guns and using them as toys are senseless and should not happen. As the parent of two teens, I also do not want teens to have access to guns at times when they might be feeling a passing despair or anger.

Best,

Sarah Krajewski
(20 year resident, Betlo Avenue, 94043

Gutierrez, Jeannette

From: Lisa McLain <president@lwvlamv.org>
Sent: Sunday, April 11, 2021 4:10 PM
To: Kamei, Ellen; Ramirez, Lucas; Hicks, Alison; Matichak, Lisa; Abe-Koga, Margaret; Showalter, Pat; Lieber, Sally
Cc: City Council; McCarthy, Kimbra; Shrivastava, Aarti; Alkire, Martin; Chen, Wayne
Subject: Re: Council Meeting, April 13, Agenda Item 6.3 – 1255 Pear Avenue
Attachments: Letter to Mountain View Council re 1255 Pear Avenue.pdf

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

Mayor Kamei and Members of the City Council,

The League of Women Voters would like to comment on agenda item 6.3 - 1225 Pear Avenue. Please see attached .pdf or included text below.

Sincerely,

Lisa McLain, President
Donna Yobs, Co-Chair Housing Committee
League of Women Voters Los Altos Mountain View
president@lwvlamv.org | (lwvlamv.org)
lwvlamv.org | votersedge.org/ca | easyvoterguide.org
Empowering Voters. Defending Democracy.

———— Included text

Dear Mayor Kamei and Members of the City Council:

The League of Women Voters enthusiastically supports measures to increase the supply of safe, decent and adequate housing for all Californians. Therefore, we urge the Council to approve the modification requested by Sobrato which would allow its Phase 1 development to proceed.

Several elements of the 1255 Pear Avenue proposal are deserving. First, the 220 new residential units which Sobrato plans to build will be the first new housing in North Bayshore. Second, the early dedication of the 1.4-acre site located in the north area (Phase 2) will allow the City to proceed with a Request for Proposals for a much-needed all-affordable housing project.

Sobrato is also completing the extension of Inigo Way along the frontage of Phase 2 and agreeing to deed restrictions on its property in the north area (Phase 2) so that only residential uses will be allowed when it is developed.

Finally, the City will receive significant additional property taxes, housing impact fees and park land dedication fees from this development. All will be welcome, but we are especially pleased to see more

money available for affordable housing, as there are a number of all-affordable housing developments in the pipeline which can utilize these funds.

(Please send any comments about this letter to Donna Yobs

Lisa McLain, President
Donna Yobs Co-Chair, Housing Committee
League of Women Voters of Los Altos-Mountain View

cc: Wayne Chen
Kimbra McCarthy Martin Alkire
Aarti Shrivastava



April 11, 2021

Mayor Kamei and Members of the City Council
City of Mountain View
500 Castro Street
Mountain View 94041

Re: Council Meeting, April 13, Agenda Item 6.3 – 1255 Pear Avenue

Dear Mayor Kamei and Members of the City Council:

The LWV enthusiastically supports measures to increase the supply of safe, decent and adequate housing for all Californians. Therefore, we urge the Council to approve the modification requested by Sobrato which would allow its Phase 1 development to proceed.

Several elements of the 1255 Pear Avenue proposal are deserving. First, the 220 new residential units which Sobrato plans to build will be the first new housing in North Bayshore. Second, the early dedication of the 1.4-acre site located in the north area (Phase 2) will allow the City to proceed with a Request for Proposals for a much-needed all-affordable housing project.

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(Please send any comments about this letter to Donna Yobs :

Lisa McLain, President
Donna Yobs Co-Chair, Housing Committee
LWV of Los Altos Mountain View

cc: Wayne Chen Kimbra McCarthy Martin Alkire Aarti Shrivastava

Gutierrez, Jeannette

From: Doug DeLong
Sent: Tuesday, April 13, 2021 12:42 AM
To: Kamei, Ellen; Ramirez, Lucas; Lieber, Sally; Showalter, Pat; Hicks, Alison; Matichak, Lisa; Abe-Koga, Margaret
Cc: City Council; McCarthy, Kimbra; Chen, Wayne; Alkire, Martin; Shrivastava, Aarti
Subject: Council Meeting April 13, Agenda Item 6.3 - 1255 Pear Avenue
Attachments: AAH Itr MV CC re 1255 Pear Ave 20210413.pdf

Dear Mayor Kamei and Members of the City Council,

Advocates for Affordable Housing (AAH), a volunteer group of Mountain View residents who support affordable housing for all socioeconomic levels, would like to comment on Agenda Item 6.3. Please see either the attached PDF or the plain text pasted below. This e-mail is being sent on behalf of Joan MacDonald for AAH.

Regards,
Doug DeLong

[Begin letter text]

Advocates for Affordable Housing
519 Emmons Drive
Mountain View, CA 94043
(650) 967-4427

April 13, 2021

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

Re: Council Meeting April 13, Agenda Item 6.3 – 1255 Pear Avenue

Dear Honorable Mayor Kamei and Members of the City Council:

Advocates for Affordable Housing (AAH), a volunteer group of Mountain View residents, happily urges the Council to approve the modification requested by Sobrato since this would also allow its Phase 2 development of affordable housing to proceed. This modified proposal of Sobrato at 1255 Pear Avenue should be welcomed; it is especially needed.

We are encouraged that Sobrato intends to proceed with the building of 220 housing units in North Bayshore first. We also applaud the intent to dedicate the 1.4 acre site in the north area for a stand-alone all-affordable development. Particularly important is that Sobrato is agreeing to deed restrictions on its property in the north area (Phase 2) so that only residential uses will be allowed when it is developed.

We find that this is a win-win proposal: From this development, the City will receive significant funding from

additional property taxes, housing impact fees and park land dedication fees. We are particularly happy to see more money available for affordable housing. We are aware of a number of all-affordable housing developments in the pipeline that would need these funds.

We appreciate the opportunity to weigh in on this important matter.

Sincerely,

Joan MacDonald for AAH

cc: Kimbra McCarthy, Wayne Chen, Martin Alkire, Aarti Shrivastava

[End Letter Text]

**Advocates for Affordable Housing
519 Emmons Drive
Mountain View, CA 94043
(650) 967-4427**

April 13, 2021

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

Re: Council Meeting April 13, Agenda Item 6.3 – 1255 Pear Avenue

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We appreciate the opportunity to weigh in on this important matter.

Sincerely,

Joan MacDonald for AAH

cc: Kimbra McCarthy
Wayne Chen
Martin Alkire
Aarti Shrivastava