

From: [Daniel Shane](#)
To: [City Council](#)
Cc: [Hicks, Alison](#); [Kamei, Ellen](#); [Ramirez, Lucas](#); [Abe-Koga, Margaret](#); [Matichak, Lisa](#); [Showalter, Pat](#); [Lieber, Sally](#)
Subject: Comments on the Mountain View Downtown Precise Plan Amendments
Date: Friday, June 4, 2021 2:00:55 PM
Attachments: [Letter to Mayor Kamei and Vice Mayor Ramirez_060421.docx](#)

June 4, 2021

Dear Mayor Kamei, Vice Mayor Ramirez, and City Council Members,

Thank you for the opportunity to comment on the Downtown Precise Plan Amendments.

I strongly support all measures that will enhance the preservation of the historic character of our downtown. This is especially true for the Historic Retail District H. Staff and the consultant should recommend specific action items that will preserve the historic downtown core. It will be unacceptable to see this jewel of our city converted into an office park.

I also support the staff recommendation that administrative office be eliminated as a ground floor use in District H and would go further and recommend that only public uses (like retail and restaurants) be permitted, and provisional ground floor uses in District H.

I also support restricting the businesses to small and medium business shop owners. The offerings should be new and innovative and big chain stores should be excluded.

Thank you for considering my views.

Daniel Shane



Mountain View

June 4, 2021

Dear Mayor Kamei, Vice Mayor Ramirez, and City Council Members,

Thank you for the opportunity to comment on the Downtown Precise Plan Amendments.

I strongly support all measures that will enhance the preservation of the historic character of our downtown. This is especially true for the Historic Retail District H. Staff and the consultant should recommend specific action items that will preserve the historic downtown core. It will be unacceptable to see this jewel of our city converted into an office park.

I also support the staff recommendation that administrative office be eliminated as a ground floor use in District H and would go further and recommend that only public uses (like retail and restaurants) be permitted, and provisional ground floor uses in District H.

I also support restricting the businesses to small and medium business shop owners. The offerings should be new and innovative and big chain stores should be excluded.

Thank you for considering my views.

Daniel Shane

A solid black rectangular redaction box covering the signature area.

From: [Shari Wiemann-Emling](#)
To: [City Council](#)
Subject: maintain livable downtown M.V.
Date: Sunday, June 6, 2021 11:37:12 PM

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

Dear Council,

I do hope you are planning on encouraging more retail in Mountain View and less offices. Especially (those to whom I have spoken) all much prefer restaurants and retail on the main floor of downtown buildings. It would be extremely positive to have anchor stores if possible.

Just PLEASE do not strangle the life of Mountain View by allowing offices to take over on the first floor of buildings. This is not what the residents of MV want - and if it is what YOU want, I'd want to know why and what is your motivation?? It certainly would not be for the betterment of the City.

Sincerely,
Shari Emling


Mountain View

From: [Serge Bonte](#)
To: [Kamei, Ellen](#); [Matichak, Lisa](#); [Hicks, Alison](#); [Lucas Ramirez](#); [Lieber, Sally](#); [Showalter, Pat](#); [Abe-Koga, Margaret](#)
Cc: [City Clerk](#); [Anderson, Eric - Planning](#)
Subject: re: Downtown Precise Plan Update (Phase 1) Study Session
Date: Sunday, June 6, 2021 9:01:54 PM

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

Honorable Mayor and City Council Members:

I am writing in strong support of Staff's recommendation to "prohibit administrative office uses along Castro Street and cross streets within one block thereof in Area H". It's a relatively small part of Downtown and one that will (hopefully) become a permanent pedestrian street. Besides higher market rents, administrative office use has less parking requirements than retail or restaurants (per Downtown Precise Plan). As the City holistically reviews Downtown Parking, maybe some adjustments can be made to incentivize the type of uses the City would like to see Downtown.

I also support the recommended changes in Development Character and Design.... as long as the City doesn't micro prescribe and micro manage every detail. I have visited Ludwig's a few times since it finally opened and can't help looking at the kitchy columns trying to figure out what was wrong with the former Corinthian details see: <https://thesixfifty.com/why-is-it-becoming-increasingly-impossible-to-open-a-restaurant-in-silicon-valley-fb090a232dfd>

I also support staff recommendations on historical preservation but would oppose going any further. Maybe because I grew up in a City with a history longer than Mountain View's by a few millennia, but the finding of historical significance Downtown seem like a stretch to me. I also don't know that the building facade details will be all that important anymore in the 3 blocks of Castro as it becomes a permanent pedestrian mall. Growing up in France, I've seen many streets converted to pedestrian malls. In all conversions, the sidewalk and the street become one -at the same level-, restaurants extend to the street from their facade with awnings or umbrellas covering the tables and the walking area is in the middle of the street since there are no sidewalks per se.. From the middle of the street, you actually won't see much of the facade details of a 1-2 story building..

I look forward to Phase 2 or your project esp. the final plans to create a permanent pedestrian mall and a holistic review of Downtown parking.

Sincerely,

Serge Bonte

From: [Cox, Robert](#)
To: [City Council](#)
Cc: [Anderson, Eric - Planning](#); [Williams, Stephanie](#); [Maravilla, Edgar](#); [louise katz](#)
Subject: Response from Livable Mountain View to Council Member: DTPP study session
Date: Monday, June 7, 2021 9:00:42 AM

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

Council Members and Planning Staff for the Downtown Precise Plan Updates,

One of the council members asked some additional questions after receiving our e-mail and wanted us to forward our responses to the council at large and planning staff. (I'm not staying which council member, because I don't know if there are Brown Act implications.) The council member's questions are in yellow.

Let us know if you have any additional questions.

-- Robert Cox and Louise Katz for the Steering Committee of Livable Mountain View

- >> Is there an alternative consultant Livable MV has in mind? I'm concerned about the expense and time of seeking additional opinions without any assurance that the outcome will be different.

One person and firm we could recommend is Bridget Manley, from Architecture and History, in San Francisco. We consulted with her on getting the Weilheimer (ChezTJ) and Tied Houses to be eligible for the California and National Historic Registers. She has also done great work with the City of Sunnyvale, preserving the last block of their historic downtown. It is a pity that Sunnyvale has only one block left to preserve. We at Livable Mountain View don't advocate waiting until Mountain View is in the same position.

Here is a link to the web page for Bridget Manley's firm:

<http://architecture-history.com/>

Here is a link to work Bridget was involved in on the Murphy Station Heritage Landmark District in Sunnyvale:

<https://sunnyvale.ca.gov/civicax/filebank/blobdload.aspx?BlobID=26543>

Here is a link to what Redwood City is doing to protect its historic resources:

<https://www.redwoodcity.org/home/showdocument?id=5103>

- >> Are there more "ironclad" or model policies/protections implemented in other cities that

you would suggest the Council look at?

We acknowledge that the council will always have the final discretion on whether a historic resource should be protected. We are NOT looking to take that away from the council. We advocate qualifying historic buildings for the National and California Registers because when it comes time for the council to make the decision about whether a building should be preserved, they have the information at their fingertips of what qualifies as historic and why. The issue doesn't need to be argued when a development proposal is presented to the council, with both side rushing to prove whether some building is truly historic or not. Once we have established a building as historic, the owner will know that he will need to go through a CEQA review, and may choose rather to bypass the fight with the community and rather find a way to continue to use his property while retaining it as a historic resource. That is why we also propose serious consideration of incentives to support owners in maintaining their historic properties.

As for policy directions, Livable Mountain View held brainstorming session to come up with a list of protections that could be explored. Here they are, broken down into High, Medium, and Lower priorities:

High Priority:

- Declaring a Local Historic District.
- Following the Urban Land Institute Report recommendations regarding preserving “older, smaller buildings as a backbone [for Area H design because they create] for much of the memorable character of Downtown Mountain View. Their composition and details are closely associated with human proportions thus creating a comfortable environment to stroll, dine, shop and socialize... the existing array of architecture maintains high value not least because it is no longer common.” See Opportunity Sites in Area H, p 27-30.
- Establishing a Historic Resources Advisory Committee (HRAC) to advise the EPC and council; to provide for the protection of landmarks; to encourage public education and appreciation regarding Mountain View's role in local and regional history; and to foster civic and neighborhood pride and a sense of identity based on the recognition and use of historic and cultural resources.
- Offering low-interest loans for the purchase, rehabilitation, and restoration of compatible structures in or being relocated to landmark districts and site
- Securing locally and nationally available grants for historic preservation.

Medium Priority:

- Developing a detailed strategy for ongoing survey and identification of historic resources.
- Joining the California Main Street Program for creating vibrant walkable public urban streets with a sense of place and a sense of history.
- Becoming a Certified Local Government. The Certified Local Government Program is a partnership among local governments, the State of California-OHP, and the National Park Service.

Lower Priority:

- Considering relocation of landmark structures to vacant sites within historic districts when no other alternative exists for their preservation, or if a particular structure is not protected by ordinance.
- Considering land exchanges of historic landmarks to city-owned sites within the downtown for their preservation, or if a particular structure is not protected by ordinance.
- Providing incentives, support, and guidance to the owners of designated historic landmark sites

to preserve and rehabilitate structures.

- Consulting with private associations, groups, nonprofit organizations, corporations, and public agencies with an interest in historic preservation of significant historic resources.
- Offering educational benefits on local history through National Historic Preservation Month activities.
- Developing art and history walking programs using historical markers, and cell phone-based tours for public benefit. (Google has expressed interest in participating in this endeavor.)
- Developing a façade and sign improvement program overseen by a professional advisor.

Note the recommendation to form a Historic Resources Advisory Committee (HRAC). Both Redwood City and Sunnyvale have this. It allows the city to take advantage of people in the community who will volunteer their expertise. It is our experience that historic buildings in a city usually get saved because the residents of the city go to the mat to advocate for them. It is easier to do that in cities that already have an HRAC which provides a governmental path by which that can be done. We at Livable Mountain View would appreciate it if you would advocate for this at the study session on Tuesday!

Thanks again for your interest and looking forward to talking to you at the Tuesday study session!

-- Robert Cox and Louise Katz for the Steering Committee of Livable Mountain View

From: [Laura Ackerman-Shaw](#)
To: [City Council](#); [Kamei, Ellen](#); [Ramirez, Lucas](#); [Abe-Koga, Margaret](#); [Hicks, Alison](#); [Lieber, Sally](#); [Matichak, Lisa](#)
Cc: city.mrg@mountainview.gov
Subject: Historical Castro Street Protections
Date: Monday, June 7, 2021 12:24:16 PM

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

Dear Mountain View City Council:

As a resident of Mountain View since 1987, I want to urge you to preserve Castro Street as an engaging and thriving restaurant and retail district **with our historic downtown protected**. It's what makes the Mountain View downtown a special place to live, visit, work, and play. This means protecting our city's heritage, history, and character as exemplified in the few historical buildings left on Castro Street and retaining the inviting, walkable character of the area with no dead zones and no offices on the first floor.

The city staff report on Historic Protections acknowledges that *"offices generally generate the highest rent of any of the uses.... If they are allowed to do so, property owners would likely avoid marketing their spaces to other uses in favor of office tenants."*

Ground floor uses must be reserved for public uses. I would like the Council to protect public access to retail spaces during both day and evening business hours. Protecting our historic buildings and requiring ground floor public uses is the only way to retain our Historic Retail district's vibrant core.

Currently in the Mountain View Precise Plan there is no historic overlay for Mountain View's downtown and no protection. Neighboring cities like Palo Alto, Los Altos, Los Gatos, Redwood City, San Jose, San Mateo, and Campbell have had these protections in place for many years and have downtowns that attract both residents and visitors, all boosting the local economy and businesses. As the Council moves forward with protecting our historic buildings, I urge you to find creative solutions for programs and incentives that assist building owners in the maintenance of their historic buildings and to disallow offices on the first floor of downtown buildings.

Thank you for your kind consideration,

Laura Ackerman-Shaw

██████████ Mountain View, CA 94040

In association with: Livable Mountain View Steering Committee

From: [Lawrence Rosenberg](#)
To: [City Council](#); [Kamei, Ellen](#); [Ramirez, Lucas](#); [Abe-Koga, Margaret](#); [Hicks, Alison](#); [Lieber, Sally](#); [Matichak, Lisa](#); [Showalter, Pat](#)
Cc: city.mrg@mountainview.gov
Subject: Ground floor space
Date: Monday, June 7, 2021 2:44:00 PM

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

I agree, ground floor space should be for public uses, Not offices.

Sent from my iPad,
Larry Rosenberg



Sent from my iPad,
Larry

From: [Thomas Enders](#)
To: [City Council](#); [Kamei, Ellen](#); [Ramirez, Lucas](#); [Abe-Koga, Margaret](#); [Hicks, Alison](#); [Lieber, Sally](#); [Matichak, Lisa](#); [Showalter, Pat](#)
Cc: city.mrg@mountainview.gov
Subject: Castro Street
Date: Tuesday, June 8, 2021 8:42:04 AM

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

Hi there at MV City Council.

I want to voice my support for keeping Castro Street lively and active.

Please keep ground floor reserved for restaurants, bars, and retail in the downtown / Castro Street area.

I also want to voice my strong support for keeping Castro Street closed to traffic and open for outdoor dining on a permanent basis, similar to what has been in place for several months now, It makes for a much more enjoyable downtown area, and keeps downtown lively. We have frequently been walking the ~1.5 miles from our house for dinner, and a stroll on Castro since that change has been in effect.

Thanks for considering my perspective in your decisions,

Thomas Enders
(Whisman Station neighborhood resident since 2002)



June 2, 2021

A Letter of Gratitude to City of Mountain View

To the City Council and Staff of the City of Mountain View,

We are writing this letter to express our appreciation to you for the continuing partnership between the City of Mountain View and MOVE Mountain View. The collaboration between the City of Mountain View, MOVE, Santa Clara County, and local congregations is unprecedented in scope.

In the past 3 years, we have come to appreciate the City of Mountain View for its leadership, vision, and provision of resources to grow what started as an overnight parking program to three 24/7 lots. The Safe Parking program provides safety and continuity of place for those living in their vehicles. For some, it is a safe way to re-enter a community after living in isolation. With the assistance of case managers, clients learn to set obtainable goals that lead toward permanent housing.

Thank you for taking the initiative to join with MOVE in caring for those vulnerable in our community.

On behalf of the board of directors of MOVE Mountain View

Amber Stime, MSW

Program Coordinator/Executive Director

MOVE Mountain View 2672 Bayshore Parkway Suite 920 Mountain View CA 94043

From: [Montgomery S. Pisano](#)
To: [City Council](#)
Subject: FW: Notice of June 8 City Council Meeting Item on Safe Parking Program
Date: Friday, June 4, 2021 10:38:57 AM
Attachments: [image001.png](#)

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

Dear MV City Council,

As a long time MV resident, I encourage the Council to fully adopt (extend) the Safe Parking Program to keep our safe streets safe, clean, and free of sight pollution.

Thank you.

Montgomery S. Pisano, Esq.
Peninsula Law Group,
-A Professional Law Corporation-
(650) 903-2200 Office
2211 Park Blvd.,
Palo Alto, CA 94306

NOTICE TO RECIPIENT: THIS E-MAIL IS MEANT FOR ONLY THE INTENDED RECIPIENT OF THE TRANSMISSION, AND MAY BE A COMMUNICATION PRIVILEGED BY LAW. IF YOU RECEIVED THIS E-MAIL IN ERROR, ANY REVIEW, USE, DISSEMINATION, DISTRIBUTION, OR COPYING OF THIS E-MAIL IS STRICTLY PROHIBITED. PLEASE NOTIFY US IMMEDIATELY OF THE ERROR BY RETURN E-MAIL AND PLEASE DELETE THIS MESSAGE FROM YOUR SYSTEM. THANK YOU IN ADVANCE FOR YOUR COOPERATION.

From: Phaphakdy, Joy <Joy.Phaphakdy@mountainview.gov>
Sent: Friday, June 4, 2021 10:23 AM
Subject: Notice of June 8 City Council Meeting Item on Safe Parking Program

Notice of June 8 City Council Meeting Item on Safe Parking Program

The City of Mountain View will consider a Recommendation to Extend the Safe Parking Program 24/7 for City Secured Sites and Authorization of Associated Agreements at the Tuesday, June 8 Council Meeting. The report will be available for public review as part of the City Council Agenda packet no later than Friday, June 4 at mountainview.legistar.com

Opportunity to Provide Feedback Ahead of and during Council

Meeting: Email City.Council@mountainview.gov by 5:00 p.m. on the meeting date. Please identify the Agenda Item number in the subject line of your email. Oral public comments may also be provided by phone or online during the 6:30 pm meeting.

Refer to the agenda for instructions on how to give feedback during the Council Meeting.

The meeting will be conducted in accordance with State of California Executive Order N-29-20, dated March 17, 2020. All members of the City Council will participate in the meeting by video conference, with no physical meeting location.



Office of the City Manager | City of Mountain View

500 Castro Street | Mountain View, CA 94041

650.903.6301 | City.Mgr@mountainview.gov | www.mountainview.gov

This message and any related attached documents are potentially subject to disclosure under public right-to-know regulations. This message is intended only for the use of the individual or entity to which it is addressed. If you have received this communication in error, please notify us immediately by replying to the sender of this E-Mail or by telephone.

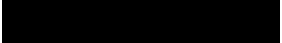
From: [Peggy Murphy](#)
To: [City Council](#)
Subject: Strongly support
Date: Saturday, June 5, 2021 2:45:36 PM

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

I **strongly** support extending the Safe Parking program on the June 8 agenda.

In fact, I would really like to see 24/7 parking provided for RV dwellers, complete with showers, toilets, and periodic police patrols. Hopefully, we can work toward that goal. In the meantime, please extend the Safe Parking program.

Thank you,

Margaret Murphy

Mountain View, CA

From: [Shari Wiemann-Emling](#)
To: [City Council](#)
Subject: Safe Parking Program
Date: Sunday, June 6, 2021 11:47:30 PM

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

Dear Council,

I am in favor of extending the Safe Parking Program for another year, giving those using these locations time to find another location or hopefully a more standard and stable home.

I have never been clear if the screening has improved for these lots? At first, unfortunately, anyone was allowed to use these lots - even if they had no work or prior residence in Mountain View. I do hope either the screeners are now doing the job as instructed, or they have been replaced.

This is an expensive project, and my concern is to take care of our own first. Therefore, IF there is appropriate screening so MV labor or previous residents are those taking the benefit of these lots, I am in favor of another year. However, if the screening remains unprofessional and poorly done, I would hope to shut these lots down. MV funds need to be put to use for MV people.

I am proud of our City for the compassion and proper action we take for our City residents/labor - but I am equally tired of MV carrying the load for Los Altos, Menlo Park, Sunnyvale, etc. You are well aware other cities have not stepped up - and expect MV taxpayers to cover their people. No - there has been too much of that and Mountain View citizens/voters are done with that. We hope you are too, and we will be awaiting the results of your vote.

Sincerely,
Shari Emling



MV

From: [Harrington, Tom](#)
To: [City Council](#)
Cc: [Cameron, Dawn](#); [Roni Hatstrup](#)
Subject: Agenda Item 6.1 - North Bayshore Circulation Feasibility Study
Date: Friday, June 4, 2021 4:37:26 PM
Attachments: [image003.png](#)
[Scan Jun 4, 2021.pdf](#)

Dear Council,

Please consider the MVgo TMA's input supporting specific action on the North Bayshore Circulation Feasibility Study.

I'm also planning to offer broader comments on the item as part of public comments on Tuesday June 8th.

Stay well,

Tom



Intuit Commute Solutions



Tom Harrington TDM-CP
Global Commute Solutions Leader, Workplace

O 650-944-5624 **M** 650-996-6301
[Twitter](#) | [LinkedIn](#) | [Facebook](#)
[intuit.com](#)

Intuit, proud maker of TurboTax, QuickBooks, and Mint



June 4, 2021

City Council
City of Mountain View
500 Castro Street
Mountain View, CA 94041

Subject: Shoreline Bus Lane Extension from Plymouth/Space Park to Charleston

Dear Council:

On behalf of the Mountain View Transportation Management Association (MTMA), I am writing to request that the City of Mountain View consider the extension of reversible bus lanes on Shoreline Boulevard from Plymouth/Space Park to Charleston Road.

In July 2021, the MTMA will reinstate its MVgo shuttle program, operating 3 routes serving the North Bayshore area with stops along Shoreline Boulevard and Charleston Road. Historically, Shoreline Boulevard has been a pressure point in our service, with the high volumes of traffic during peak congestion periods causing significant delays and long travel times to and from the Mountain View Transit Center. We are looking forward to the efficiencies we will gain with the completion of the reversible bus lanes to Plymouth/Space Park, however we believe those efficiencies will be significantly improved with the bus lanes extended to Charleston Road.

The MTMA is committed to strengthening its network of shuttle services to the Mountain View community and is in support of infrastructure projects that will further our opportunity to achieve that commitment. We believe the extension of the Shoreline bus lanes would have a positive impact on our service, as well as VTA and other employer-provided transit services.

We appreciate your consideration of this project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Tom Harrington', with a long horizontal line extending to the right.

Tom Harrington
Chair of the Board

Cc: Ms. Dawn Cameron, Public Works Director, City of Mountain View

From: [Patricia Lee](#)
To: [City Council](#)
Cc: [Michael Tymoff](#); [Javier González](#); [City Clerk](#); [Cameron, Dawn](#); [McCarthy, Kimbra](#); [Jeral Poskey](#)
Subject: Google Comment Letter: Council Agenda Item 6.1 North Bayshore Circulation Feasibility Study
Date: Monday, June 7, 2021 12:47:27 PM
Attachments: [Letter Google - City of Mountain View North Bayshore Circulation Feasibility Study 06.08.2021.pdf](#)

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

Hello,

I hope you are all well. My name is Patricia Lee and I am sending you the attached letter on behalf of Brendon Harrington, Director of Transportation at Google. Dear Mayor and Councilmembers, On behalf of Google, we would like to provide the attached comment letter regarding tomorrow's City Council Agenda Item 6.1 North Bayshore Circulation Feasibility Study. We're happy to connect and discuss. Respectfully yours, Brendon

--



Patricia Lee | Administrative Business Partner
Real Estate & Workplace Services, Google
Sunnyvale, CA, USA | [650-203-0321](tel:650-203-0321)



Google LLC
1600 Amphitheatre
Parkway
Mountain View, CA 94043

650-253-0000 main
Google.com

June 7, 2021

The Honorable Ellen Kamei and Members of the City Council
City of Mountain View
500 Castro Street
Mountain View, CA 94041

Re: June 8, 2021 City Council Meeting - Item 6.1 North Bayshore Circulation Feasibility Study

Dear Mayor Kamei and Council Members:

On behalf of Google, we are writing to convey our support for the staff recommendations included in *Item 6.1 North Bayshore Circulation Feasibility Study* on your agenda for the June 8, 2021, City Council meeting. We support staff's recommendations for revisions to the Priority Transportation Improvements. Google remains committed to the ongoing development of innovative transportation plans and policies that are essential for improving mobility in North Bayshore and realizing full buildout of the Precise Plan.

In addition to Google's support of the updated list of Priority Transportation Improvements, we agree with staff's recommendations to update the district-wide trip cap policy and to consider other ways of meeting the Precise Plan's goals. These staff recommendations align with the overall North Bayshore transportation demand management (TDM) strategy to mitigate traffic congestion and make efficient use of the multimodal transportation network by utilizing available roadway capacity and shifting travel modes. Google recognizes that this TDM strategy is an integral part of the *North Bayshore Precise Plan* and we are committed to continuing to partner with the City to achieve the Precise Plan's mobility goals.

We look forward to our continued collaboration with the City of Mountain View on enhancing mobility and sustainability in North Bayshore and implementing the vision of the *North Bayshore Precise Plan*.

Sincerely,

Brendon Harrington
Director of Transportation

Michael Tymoff
Director, Real Estate District Development

Cc: Javier González, Head of California Local Government Affairs and Public Policy, Google
Dawn Cameron, Public Works Director, City of Mountain View
Kimbra McCarthy, City Manager, City of Mountain View

From: [Serge Bonte](#)
To: [Kamei, Ellen](#); [Hicks, Alison](#); [Ramirez, Lucas](#); [Showalter, Pat](#); [Lieber, Sally](#); [Abe-Koga, Margaret](#); [Matichak, Lisa](#)
Cc: [City Clerk](#); [Cameron, Dawn](#); [Shrivastava, Aarti](#)
Subject: re: Agenda Item 7.1 Renewal of Downtown Parking Maintenance and Operation Assessment District for Fiscal Year 2021-22
Date: Saturday, June 5, 2021 11:21:35 AM

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

iHonorable Mayor and City Council Members:

The renewal seems like a routine operation and I don't have any objection to that renewal.

However, I do have some questions about that special district that I hope you will be able to answer.

1. Why is the District receiving excess "ERAF" money and where is it disclosed in the District budget documents?

I noticed in the City Proposed Budgets that parts of the deficit will be filled with one time "excess ERAF" money. Apparently the County decides on how to distribute excess funds that were earmarked for Education. Out of curiosity, I looked for the formula and all I could find is this table showing the June 2021 allocation:

<https://controller.sccgov.org/sites/g/files/exjcpb511/files/report/Excess-ERAF-Distribution-Cities-FY2020-21.pdf>

It looks like excess ERAF funds go to Cities that have "Basic Aid" school districts (all 3 school districts serving Mountain View are basic aid).(*). I was very surprised to see in the County distribution document to see this line item:

Mountain View Parking District No. 02 \$69,162

First, I couldn't find it in any document related to the District, shouldn't it appear in the District Budget. Second, I'd like to understand the rationale for allocating excess education dollars to parking management !!! That seems wrong on its face and I'd encourage the City to pass these excess funds for parking back to our school districts

2. Some condo residents pay a special assessment to the Parking District, what do they get for their money?

I always thought the special assessment was only for businesses but apparently some condos are also assessed. Reading the Downton Permit Parking application process, it looks like all they're granted for living in the District is the right to buy a parking permit (\$200 / year for a maximum 8 hours of parking ?). That really doesn't sound like a great deal .Especially if you consider that the revised Residential Permit Parking Program (RPPP) might provide 2 free -not timed restricted- parking permits for residents down the street. To me, it shows the importance to review the Downtown parking strategy holistically BEFORE making changes to some of its components like the

RPPP.

Sincerely,

Serge Bonte

PS: Sharing this link <https://lao.ca.gov/Publications/Report/4193> as I found it useful to understand what these "excess ERAF" funds came out to be.

From: [Serge Bonte](#)
To: [Kamei, Ellen](#); [Ramirez, Lucas](#); [Hicks, Alison](#); [Showalter, Pat](#); [Abe-Koga, Margaret](#); [Lieber, Sally](#); [Matichak, Lisa](#)
Cc: [City Clerk](#)
Subject: re: Agenda Item 7.2 Public Hearing for the Fiscal Year 2021-22 Recommended Budget
Date: Tuesday, June 8, 2021 8:45:33 AM

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

Honorable Mayor and City Council Members:

I wanted to share some comments on that agenda item:

re: ARPA Funds for Mountain View Solidarity Fund

I fully support allocating ARPA funds to that organization as they target a harder to reach population that tends to fall through the cracks of many government welfare initiatives. It's also money that will be used (and help many residents recover) quickly and in a way help our local economy recover; in short exactly the goal of the ARPA.

re: Slow Streets:

As mentioned in previous communications, Mountain View dropped the ball by not piloting slow streets during the pandemic. It's never too late to catch up, but I'm disappointed that the proposed budget is not planning for any slow streets/quick build projects in Mountain View.

re: School Resource Officer:

I wanted to make sure the budget would plan for the possible elimination of that position. I understand that the newly formed Public Safety Advisory Commission will be looking at that position in light of Los Altos High School (50% students from Mountain View) no longer having a School Resource Officer. In anticipation of a similar change in Mountain View, I'd like to see the City plans for reallocating these funds; my suggestion is to use the money to implement a half dozen slow streets pilots in Mountain View (bonus:: slow streets could improve the safety of students walking or biking to school).

Re: Strategic RoadMap Action Plan 2021-2023: Increase TOT while hotels might not recover until 2023-2024 ?

The budget staff report states that " Most notable is the loss of Transient Occupancy Tax (TOT) revenue, estimated to be \$5.2 million lower in the current fiscal year compared to Fiscal Year 2018-19, the last full fiscal year prior to the pandemic. While it is expected that increased vaccinations will increase hotel stays, it is projected that revenues will not reach the Fiscal Year 2018-19 level until Fiscal Year 2023-24." I personally think it might be optimistic as companies have well (and profitably) adapted to far less business travel.

In any case, given that Budget prediction, why in the world is the City considering: "Study and develop a revenue measure to increase the City's Transient Occupancy Tax (TOT)" in the

2021-2023 time frame? While there might be an argument that other cities charge more, let's keep it that way and let's leverage our lower taxes to help our hotels (and their employees) recover faster.. And let's use Staff previous time to more timely tasks.

re: Equity Lens in Budgeting

I appreciate the City trying to use an equity lens when budgeting but the results are very underwhelming. I fully understand that it's a new and largely unfunded program but I think the two questions (Does it overburden...? Does it benefit....?) are pretty meaningless. With the notable exception of the Narrow Streets RV Ban, the City never implements programs that truly overburden our most vulnerable residents.. Likewise, any budget has some items benefiting that same population. So I expect the answers to the two questions to be NO and Yes consistently year after year (bringing into question the benefits of that equity lens program). Instead, the City should budget the necessary funds to do it right:

- Are the total budget dollars equitably distributed? For instance, if the budget had only two elements; 90% for Shoreline Golf Course and 10% for safe parking. While golfing typically attracts better off residents, it doesn't in itself overburden our most vulnerable residents while the safe parking program could be a benefit. While such a budget would pass the current equity lens test, it would hardly be an equitable budget.
- Are the capital improvement projects equitably distributed? For instance, the City could map where proposed projects are located , overlay the US Census Tract income map, and another map assessing current conditions (low stress biking, good sidewalks, tree line streets...), And then assess how equitable the proposed projects are.

Sincerely

Serge Bonte