

**From:** [Thida Cornes](#)  
**To:** [City Council FORWARD](#); [Ramirez, Lucas](#); [Hicks, Alison](#); [Showalter, Pat](#); [Abe-Koga, Margaret](#); [Matichak, Lisa](#); [Kamei, Ellen](#); [Lieber, Sally](#)  
**Subject:** Oppose Wells Fargo project  
**Date:** Sunday, April 10, 2022 4:13:04 PM

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

Dear Mayor Ramirez, Vice-Mayor Hicks, and City Council members,  
I'm writing in opposition to the Wells Fargo project as it stands for the following main reasons:

- a) increases the job-housing imbalance
- b) the developer seeks an exception to CEQA guidelines yet there will be significant environmental impacts
- c) it offers little visual interest to the pedestrian at a time when we're trying to encourage people to patronize the businesses further away from the train tracks.

Here are my specific objections.

1. The new proposal would bring 400 employees to downtown Mountain View replacing the previous approximately 20 employees that were at the old site. With no CEQA guidelines, the effects on traffic and the environmental impact are unknown.
2. 255 parking spaces are proposed, which is higher than a 1:2 ratio, which is typically higher than parking spaces in newer developments.
3. Making a CEQA exception removes the developer's incentives for employees to take alternative means of transport than driving.
4. The project would remove 9 Heritage trees and with no CEQA report, the effects of loss of shade and water retention, and even whether the project could be built by removing fewer trees are unknown.

I understand that we wish to develop our downtown but with such a large space, I feel the developer could work harder to ensure that less parking is needed, reduce the environmental impacts, and make the ground floor space a shared space with bank retail and something more interesting to pedestrians such as a coffee shop. CEQA is the main tool that Cities have to ensure that such goals are met.

Thanks for reading my email,

Thida Cornes

Pronouns: she/her

**From:** [Lenny's Sonic](#)  
**To:** [Ramirez, Lucas](#); [Hicks, Alison](#); [Showalter, Pat](#); [Kamei, Ellen](#); [Lieber, Sally](#); [Abe-Koga, Margaret](#); [Matichak, Lisa](#)  
**Cc:** [City Council FORWARD](#)  
**Subject:** Please do not approve this downtown office building.  
**Date:** Monday, April 11, 2022 12:04:32 PM

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

The proposal by the Sobrato Organization to redevelop 590 Castro Street (the former Wells Fargo building) with a four-story, 102,442 square foot commercial building should not move forward without a challenge. Not only does Mountain View not need more downtown jobs. By adding about 500 more jobs and no new housing, it will exacerbate our housing shortage and throw more commuters onto our regional roadways.

The staff report for this proposal states, "The applicant held a community meeting on October 12, 2021 to introduce the project, seek feedback on the design, listen to concerns, and provide updates on the project status and development schedule. Approximately five people attended, and no comments or concerns were conveyed. Meeting attendees provided their support for the project and the proposed building design." Yet no one that I've asked – people who follow such proposals - was aware of that meeting, unlike public meetings Sobrato has convened for other projects. At the very least, approval of this project should be delayed until there is genuine public outreach and feedback.

This project will increase our need to build more housing and to fund more affordable housing while forcing more low-income, particularly Latinx residents, out of town. The staff report states, "the applicant will pay \$2,575,463 in Housing Impact fees, which are used to construct affordable housing." That's enough to build no more than three subsidized apartments, hardly a match for the housing shortfall created by the addition of hundreds of employees.

By causing more people to commute great distances, it will further congest traffic and boost greenhouse gas emissions. Yet for some strange reason the developer is not required to conduct Vehicle Miles Traveled analysis.

Unlike the Sobrato office development on the St. Josephs site across Castro Street, this proposal is asking the Council to vote exceptions: A reduction in required parking and allowance of nearly 14,000 feet of ground floor office space. Sobrato is also requesting permission to remove nine Heritage trees, including three redwood trees. And it is asking for a determination that the project is exempt from the California Environmental Quality Act.

I've got nothing against the Sobrato organization. In 2015, when it became clear that they would have difficulty putting offices on all their North Bayshore parking lots, I suggested that they build housing there. And that's what they're doing.

Mountain View should move more quickly to update our Downtown Precise Plan to acknowledge that we have too many jobs here for our housing and services. Let's start by sending this project back to the drawing board.

Lenny Siegel

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Lenny Siegel



<http://lennysiegel.users.sonic.net/web/>

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

**From:** [Susan Lam](#)  
**To:** [City Council FORWARD](#)  
**Subject:** Safety concerns about Castro/Fairmont project and 590 Castro St. project  
**Date:** Monday, April 11, 2022 2:28:22 PM

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Dear Council Members,

Concerns:

Existing traffic already poses a considerable safety risk for pedestrians and that risk will be greatly magnified by the scope of both projects and Provisional Use Permits for parking reduction that have been granted to both projects. Inadequate parking poses significant problems for the residents, especially for those who live within the several block area directly impacted by these two projects.

It is well known that the City of Mountain View already has inadequate parking and many narrow streets. This becomes especially apparent during peak working hours and many evenings.

Mountain View is a wonderful town for pedestrians but enjoying outside activities as simple as walking is becoming increasingly perilous.

The pedestrian traffic includes people of all ages who are walking, jogging, riding bicycles, pushing strollers, using walkers, walking dogs, and on skateboards, in addition to automobiles.

The inevitable spillover parking from both of these large projects will have a negative impact on surrounding areas within several blocks of each development.

More specifically, the few blocks surrounding each of these projects are already hazardous for pedestrians, and the impact of these projects will greatly magnify an already hazardous situation.

One particularly treacherous intersection is the "offset" T-intersection at the corner of Church and Hope Streets.

At this point in the planning process, enhanced safety and much good will could be achieved by providing appropriate parking signage and/or permit parking for residents in the areas that will be most severely impacted by these projects. This has been accomplished successfully in various other cities as a compromise between the needs and desires of the developers while addressing safety needs of local residents.

Any positive vision for Mountain View cannot fail to address these important safety issues.

Thank you for your attention to and support of safety for the residents of Mountain View.

Regards  
Susan Trench