

From: [James Kuszmaul](#)
To: [City Council](#)
Subject: Item 3.1 Downtown Precise Plan Public Comments
Date: Monday, November 6, 2023 8:56:25 PM

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

Mayor Hicks & City Councilmembers,

It is exciting to see us revisiting the Downtown Precise Plan, and I hope that this update leads to our downtown fulfilling its maximum potential as a vibrant and active hub of the city where as many people as possible are able to live, work, do business, and enjoy the city in whatever ways work for them. With that, I have a few specific comments:

- With regards to the **land use** goals of the downtown precise plan:
 - We should aim to maximize the overall density of our downtown. The downtown area already has the best transportation infrastructure in the city, and we should be doing our best to make use of it.
 - We should be strongly encouraging dense housing in the downtown area. The downtown area is both the best situated in the city to accommodate new growth (due to the existing transit service, city services, and businesses), and increasing housing density in the area would allow yet more people to enjoy a high standard of living while providing more customers to support existing & new business, more tax revenue to support city services, and allowing more people to live in environmentally sustainable ways.
 - The city should also enable high density office use in the city, so long as it is paired with strong measures to minimize car commutes. One of the Bay Area's greatest environmental sins has been the development of office parks far from transit, encouraging excessive car commutes. Mountain View should aim to reverse this trend by encouraging high-density, sustainable office developments near transit (while, of course, providing more customers to support local businesses and more tax revenue to run city services).
 - We should encourage retail space & ground floor activation. This may not mean trying to literally require ground floor retail on every development, we should at least permit developments to put in ground-floor retail anywhere in downtown (if not anywhere in the city).

- With regards to the **streetscape** planning:
 - The street plans should include plans to prioritize **bus** circulation. As anyone who has taken a public bus in/out of the transit center can tell you, the current situation is miserable, where even at off-peak hours it takes an unreasonable amount of time for buses to get in/out of the transit center due to having to navigate awkwardly through downtown. Ideally, some of this will improve as later stages of the downtown transit center master plan come into effect, but those (a) will not necessarily improve all bus routes; (b) will need to be planned and executed on properly to actually be helpful; and (c) will take years to come into effect, while we may be able to make other interim improvements.
 - I appreciate the desire to improve bicycle & pedestrian circulation in downtown. We should be aiming to have good circulation beyond just the three blocks of the pedestrian mall, as people need to get to, from, and through downtown, as well as to businesses, offices, and residences along streets outside of just the pedestrian mall.
- Regarding **design standards & diversity**, I would encourage the city to be as liberal as reasonable in allowing businesses and developers to do what they want aesthetically and architecturally. Vibrant and interesting cities develop because of the diversity and creativity of their residents, and if we try to regulate the design of our buildings and signage too strictly then we won't ever get the chance to see what new and beautiful things our diverse residents and entrepreneurs can come up with.
- The proposed **office cap** seems at best unnecessary and at worst a needless constraint on business. It is not clear to me that any of the reasons to consider such a measure are compelling enough to justify this measure.
- Regarding the **transit center zoning**, it is not clear to me that it should be brought into the scope of the downtown precise plan, but whenever it does come forwards, I hope the city will plan to encourage maximum densities at the transit center—if there is any lot in the city that should be extremely dense, it is the transit center.

Thank you for the opportunity to comment,

James Kuszmaul

From: [Kavita Aiyar](#)
To: [City Council](#)
Cc: [Kavita Aiyar](#)
Subject: Feedback on DTPP
Date: Tuesday, November 7, 2023 6:57:11 AM

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

Dear Mayor Hicks, Vice-Mayor Showalter, and City Council Members,

I look forward to the discussion on the Downtown Precise Plan. I have a few thoughts for your consideration.

(1) **On item 7: Other Development Strategies** - I'm interested in whether developers paying for the City of MV to build public restrooms could be part of a new community benefit option in the DTPP. My understanding from walking the streets with MVPD is that multiple Downtown businesses have concerns with people (of all backgrounds, not just homeless individuals) urinating on the street especially later at night because there are no public facilities available. Perhaps this is another way to approach the issue, in addition to the discussion happening in the Parks and Rec strategic plan and the Castro Pedestrian Mall plan. Obviously, ongoing maintenance of facilities would need to be considered as well.

(2) **On item 10: Cultural/Ethnic Diversity** - This is critical for the success of small, BIPoC-owned small businesses locally. Right now there are restrictions on food carts downtown (an ordinance that was originally put in place because there was a concern that moving cars and food carts don't mix.) Food carts are a way for food entrepreneurs, especially from vulnerable populations, to start a business, and offer affordable and quick options for food which would add to the appeal of downtown. How can the DTPP support these micro-businesses? Could food carts be allowed in certain areas of Downtown at certain times? Could there be a regular City-sanctioned event (e.g., a "night market") where small vendors gather downtown to sell? These are just a couple of ideas - what's important is that the need for support in this space is critical and is supported as such.

Thank you.

Best,
Kavita Aiyar
MV Resident

From: [J Steach](#)
To: [City Council](#)
Subject: Your attention on Item 3.1 re: the Downtown Precise Plan...
Date: Tuesday, November 7, 2023 11:15:53 AM

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

Members of the Mountain View City Council and Vice Mayor Showalter:

This is regarding Item 3.1: Study Session “Downtown Precise Plan Comprehensive Update, Scope of Work, and Determination of Temporary Office Cap.” As some of my fellow residents have presented to you, I personally request that the city not 1) expand the scope of work beyond its present focus, nor 2) include the transit center (so as to include the *full* council’s input on it, as a separate matter, nor 3) create an advisory working group for the precise plan due to would likely invite self interests interjecting themselves into the process.

Thank you.

Jerry Steach

 Mountain View