

From: [James Kuzmaul](#)
To: [City Council](#); [Ramirez, Lucas](#); [Hicks, Alison](#); [Kamei, Ellen](#); [Showalter, Pat](#); [Lieber, Sally](#); [Matichak, Lisa](#); [Abe-Koga, Margaret](#)
Subject: Re: Comment on City Council Item 3.1 Affordable Housing at 87 East Evelyn Avenue
Date: Monday, May 9, 2022 7:53:30 AM

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As an addendum to my comment, I forgot to include a couple of references:

- For the statistic on the number of car-free households in Mountain View, see the [2020 American Community Survey](#) from the Census.
- With regards to the Evelyn bike lane improvements:
 - The project from the transit center to 85 is currently entitled "Evelyn Avenue Bikeway (Transit Center to 85), Design & Construction" in our CIP, budgeted for the 2023-2024 fiscal year.
 - There is a planned undercrossing at Bernardo Ave to improve bike/ped access under the Caltrain tracks & Central Expressway--[this is a joint project with the City of Sunnyvale](#).

On Sun, May 8, 2022 at 8:54 PM James Kuzmaul [REDACTED] wrote:
Mayor Ramirez and councilmembers,

I appreciate the chance to comment on the potential for an affordable housing development at the old VTA parking lot at 87 East Evelyn. This project is a tremendous opportunity to transform surface parking lot into homes. I would ask that Council consider the following in addition to the points in the staff report:

- Ensure that the Mountain View residents currently using the safe parking site be guaranteed safe parking (or be helped, as appropriate, to receive more permanent housing) once construction on the site begins.
- When considering design of the project, please prioritize maximizing the number of people that the project can help—opportunities to build affordable housing near transit on large-lot sites only come rarely and we shouldn't waste this opportunity by building at artificially decreased density.
- Do not have the city impose any parking minimums on the project. We should allow the affordable housing developer to determine the minimum number of parking spots that they believe will be necessary and go with that. In addition to the points raised in the staff report (increased development costs & decrease in project feasibility) that excessive parking would entail, consider that:
 - Evelyn is slated to have a 2-way fully protected bike lane built on it through Mountain View and Sunnyvale, giving excellent access to downtown, the transit center, the Stevens Creek Trail, and to Sunnyvale in the other direction.
 - ~10% of renting households (~1,830 households) in Mountain View do not own cars and over half own at most one car, despite essentially all of our existing housing stock coming with bundled parking. Given the lack of existing car-free housing in Mountain View, there will always be plenty of families who would

more than happily take an apartment without a parking space, especially since if we did require excessive parking to be built that would likely reduce the number and quality of affordable housing units that we *could* build.

- A line in the staff report asserts that “The developer will be required to demonstrate excellent design and interfaces with the adjacent uses.” Given that the adjacent uses are largely 1-2 story decrepit industrial buildings, parking lots, and freeways, I am not sure how or why this project should interface with the existing uses rather than serving as a template for what we want to see in this neighborhood in the future.
- Aim to streamline this project as much as possible—the sooner that we can provide homes to people, the better.

Thank you,
James Kuszmaul

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James Kuszmaul