

From: [Lenny's Sonic](#)
To: [Ramirez, Lucas](#); [Hicks, Alison](#); [Lieber, Sally](#); [Showalter, Pat](#); [Kamei, Ellen](#); [Matichak, Lisa](#); [Abe-Koga, Margaret](#)
Cc: [City Council](#)
Subject: Signs of the Times (Item 7.1 on your May 24 agenda)
Date: Monday, May 23, 2022 1:17:02 PM

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Signs of the Times

One doesn't have to look hard these days to see the evidence of growing, protracted homelessness in the Bay Area, elsewhere in California, and beyond. While some people may be homeless because of their life choices or medical conditions, the overwhelming majority of those without permanent residences simply cannot afford to keep up with the cost of housing.

Governments at all levels, along with non-profit partners, are trying hard to house the housing-challenged. I am proud that Mountain View is among the leaders in providing assisted housing. But even where neighbors support such efforts, in general they are slow, expensive, and unfortunately, insufficient.

So throughout the Bay Area many low-income households—including working families, retired workers, and students—have created a market-based solution. Their homes are vehicles, most of which they park on public streets. Thus they can afford to live near where they work, formerly lived in permanent housing, receive medical care, or go to school. Most vehicle households avoid parking in single-family neighborhoods. They try to park on streets with few driveways and cross-streets. Many have formed informal, supportive communities. They cost local governments less than providing permanent housing, particularly as construction costs have risen to the point where some “affordable” housing costs more than \$1 million per unit to build.

Yet many in our community consider vehicle households a blight. They attribute to them crime, mental illness, and lassitude, calling many of their residents “free-loaders.” This is why many Mountain View voters supported Measure C in November 2020, the City Council’s “Narrow Streets” ordinance.

But the proponents of Measure C asserted that they were not trying to drive vehicle households out of town. Their ballot argument began, “A Yes vote on Measure C prevents oversized vehicles from parking on narrow, neighborhood streets ...” Our City government has argued in court that the ordinance is about traffic safety, not homelessness. The ordinance itself argues, “narrow streets typically have more properties and driveways spaced closer together, which could create greater visibility concerns with the presence of oversized vehicles ...,” even though our largest clusters—such as Crisanto and Continental Circle—are on frontage roads with few driveways.

I believe that a significant fraction of the voters accepted those arguments. Coupled with those who voted “No,” they form a clear majority supporting the opening up, for oversized vehicle parking, of

commercial/industrial streets that are wider than 40 feet. **Thus I urge you to support staff's recommendations (part of Item 7.1 on your May 24, 2022 agenda) that would eliminate the "No Parking: 2 am-6 am" prohibition on 30 Mountain View street segments.** The change is long overdue. And it's pretty obvious that traffic safety is not an issue between 2 am and 6 am.

Continental Circle

The Item 7.1 staff report also reports that due to re-measurement, all of Continental Circle, home to numerous vehicle households, could now be made subject to the "Narrow Streets" ordinance. Last week, a neighbor and I also re-measured the width of Continental Circle along the Highway 85 sound wall, using an old-fashioned measuring tape. We measured four spots, one of which was wider than 40 feet at the bottom of the curb, but at the other spots we found that the street was slightly under 40 feet at the bottom of the curb but more than 40 feet at the top of the curb.

The "Narrow Streets Ordinance" does not specify that measurements must be taken at the bottom of the curb. Thus, I believe Council has the flexibility, in considering Attachment 6—which would designate street segments subject to the ordinance—to **exclude the segment of Continental Circle along the sound wall.** I suggest you visit the street. The vehicles parked there do not pose a threat to traffic safety.

Lenny Siegel

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Lenny Siegel

[REDACTED]

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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: [MARNETTE ATKINSON](#)
To: [City Council](#)
Subject: Review of 2am-6am Overnight Parking Restrictions
Date: Monday, May 23, 2022 3:57:57 PM

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Hello - I am an owner of property at [REDACTED] and I understand that the City is proposing to remove the 2am-6am Overnight Parking Restrictions on this street. I am opposed to this change as I feel there should be more oversight in enforcing this restriction. To date, I find there are a number of cars and over sized vehicles parked along Pioneer Way overnight on a regular basis and those vehicles are not sited or removed. The parking situation has become extreme and it is adversely affecting my ability to lease my property.

Please contact me if you have any questions.

Regards,

Marnette Atkinson

[REDACTED] owner/manager