

McGill, Pam

From: Glaser, Heather
Sent: Tuesday, November 14, 2023 9:01 AM
Subject: FW: Precise plan for MOFFET boulevard

Follow Up Flag: Follow up
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Best,

Heather Glaser
City Clerk
City of Mountain View
650-903-6304

From: Leona Chu [REDACTED]
Sent: Monday, November 13, 2023 8:19 PM
To: Matichak, Lisa <Lisa.Matichak@mountainview.gov>
Subject: Precise plan for MOFFET boulevard

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November 13, 2023

Dear councilwoman Matichak: as a resident of the MOFFET boulevard area for 35 years, I am writing to you to ask that you approve the development of a Precise Plan for MOFFET boulevard.

@. My neighborhood is growing and will continue to grow as more apartments are being built now and in the future. 700 units are now being built at 735 Middlefield Road and 325 apartments will be built by Avalon Bay at 555 west Middlefield Road in 2024. In the near future, our neighborhood will have 1,060 more apartments and be home to several thousand more residents.

@. We need a Precise Plan for MOFFET boulevard to accommodate the current and increasing population sustainably and livably.

@. It is important that we make MOFFET boulevard “a walkable, livable, and sustainable extension “ of downtown Mountain View. We need to widen our sidewalks to accommodate more pedestrian traffic, build bicycle lanes, and provide increased green canopying to attract residents to new cafes and retail shops in an expanded MOFFET boulevard area.

I, along with other residents who live on Cypress Point Drive, Central Avenue, and Middlefield Road, hope you will approve the development of a Precise plan for MOFFET boulevard.

Thank you for your consideration of my concerns.

Sincerely,

Leona Chu



Sent from my iPad

McGill, Pam

From: James Kuszmaul [REDACTED]
Sent: Monday, November 13, 2023 7:26 PM
To: City Council
Cc: Hicks, Alison; Ramirez, Lucas; Kamei, Ellen; Ramos, Emily Ann; Abe-Koga, Margaret; Matichak, Lisa; Showalter, Pat
Subject: Item 3.1 Moffett Boulevard Precise Plan or Rezoning Scope of Work

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Dear Mayor Hicks and City Councilmembers,

As a lifelong resident of the Willowgate neighborhood, I wanted to provide some brief comment on the proposed Moffett Boulevard Precise Plan/Rezoning:

- The pre-project outreach seems extraordinarily inconsistent. Despite living in the neighborhood and generally paying close attention to various local outreach, I did not hear anything about any pre-project meetings. It is bizarre that the Old Mountain View Neighborhood Association (which does not cover any of the geography in question) would have been reached out to when residents directly adjacent to or in the proposed change area would not have even **heard** about pre-project meetings.
- Regardless of whether a precise plan is established or if a straightforward rezoning is performed, please maximize the allowable density in the area. It should be considered embarrassing to the city that, in the approximately 25 years that I have lived in the area, I can only think of one significant project (100 Moffett) that was completed and one smaller housing project (642-668 Willowgate) which was completed over 10 years ago. This should include allowing retail (both along Moffett and on side-streets where the roads are quieter and more pedestrian/bicycle friendly), as well as allowing for office (since this is pretty much the best spot in the city to have any office). If forced to make trade-offs, housing should be prioritized, but we should not introduce artificial height, FAR, density, or setback constraints.
- We should introduce car parking maximums, given the close proximity to transit.
- While I have no strong opinion on the Moffett Streetscape Plan being included in this project or not, we should aim for that plan to remove car lanes & parking, provide dedicated bus lanes (given that the transit center master plan calls for using Moffett for bus stops), and using the removed car lanes to widen sidewalks and add planters to make the street level more appealing, safer, and more business-friendly.
- The project should not be constrained to purely the corridor along Moffett. The areas to either side of Moffett Boulevard are also quite near transit and the Stevens Creek Trail and should similarly allow for high-density development (and the improved quality-of-life that comes with it).

I hope that this project—whether a precise plan or a pure rezoning—can move forwards rapidly so that we can enliven our neighborhoods, house more people, and improve the quality of our built environment as soon as possible. I do not wish to be living here in another 25 years complaining about the dilapidated & earthquake unsafe housing stock, the run-down strip malls, and overly car-centric streetscape & parking lots.

Thank you for the opportunity to comment,
James Kuszmaul

McGill, Pam

From: isaac [REDACTED]
Sent: Monday, November 13, 2023 8:02 PM
To: City Council
Subject: Public Comment item 3.1 Moffett Blvd Precise Plan

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Hello.

I am excited for the possibilities a Moffett Blvd plan could bring. But there are some unique challenges to the area.

The big opportunity here is for some high-intensity transit-oriented development near the most transit-connected spot in north county. The total area, including the gas station, is around 13 acres. But if we consider only the lots within 1/4 mile of the transit center, and exclude the areas unlikely to be redeveloped (the new apartments at 100 Moffett, and the Adobe Building) it leaves only 15 small parcels. These parcels average 1,900 sqft and the largest is only 12,000 sqft.

From the report it is obvious staff is aware of the challenge that developing these lots will present. But there is a limit to how much housing can fit on these 15 lots. That is why I am suggesting that the precise plan be expanded to include both sides of Santa Rosa Ave.

Including both sides of Santa Rosa will expand the total area of these highly-walkable transit-adjacent small lots by 63%.

It is important the city meets it's housing goals, and building the housing as close as possible to downtown and the transit center is the best thing for meeting our climate and sustainability goals. I hope you will consider this suggestion. The Shenandoah lot has potential, but it is not nearly as good a location as Santa Rosa.

Also I do hope the city will keep an eye on what is happening with single stairway reform (AB-835). This may be very relevant to the small lots on Moffett. Also having lived in both a six-floor walkup and a modern double loaded corridor I have a very strong preference for the former.

Thanks for taking the time to read my thoughts

Isaac Stone, [REDACTED]



Map of my suggestion - circle is the 1/4 mile distance from the transit center. Lots in yellow are unlikely to be redeveloped. Lots in orange are in the precise plan and also within 1/4 mile walk of the transit center. Lots in red are in the precise plan but further than 1/4 mile walk.

The lots in green are the Santa Rosa lots I am suggesting be included in the precise plan.