

Council Questions

May 9, 2023 – City Council Meeting

ITEM 3.1 Recommended Fiscal Year 2023-24 through Fiscal Year 2027-28 Capital Improvement Program

1. Can staff provide information about what it would take to schedule the following projects, and what the trade-offs would be?
 - US-18 Shoreline Boulevard Complete Streets – Montecito to El Camino Real
 - US-17 Sierra Vista Bike Boulevard - Leghorn to Montecito
 - US-16 San Antonio Class IV Bikeway, Design and Construction

The proposed CIP includes many planned new projects with active transportation elements in addition to the many projects already underway with active transportation improvements. As shown in the table below, many corridors in the City have planned and active bikeway facilities capital projects including Charleston Road, Stevens Creek Trail, Terra Bella, Middlefield Road, El Camino Real, Evelyn Avenue, Shoreline Boulevard, Moffett Boulevard, California Street and Rengstorff Avenue. Based on the available staffing resources and funding, scheduling the projects listed above into the Five-Year CIP would require moving one or more of the planned active transportation projects listed below with similar funding sources to the Unscheduled Projects list.

In relation to the San Antonio Bikeway project (#US-18), the bulk of this project falls within the City of Palo Alto, and this project represents matching funds for a future project under consideration by the City of Palo Alto. The portion of this project that falls within Mountain View jurisdiction will also require coordination with Caltrain and the County of Santa Clara. Staff does not expect this project to move ahead within the next five years; however, including the item in the Unscheduled list signals the City of Mountain View’s intentions as a collaborative partner on the project.

CIP No./Fiscal Year	Project	Funding Source
2018-19	Charleston Road Improvements Construction	Shoreline Fund/NBS Impact Fees
2019-20	Stevens Creek Trail Extension Dale Heatherstone to Remington, Design	City Funds + Grant
2027-28	Construction	TBD
2021-22	Terra Bella Bikeway, Feasibility Study	City Funds
2021-22	Middlefield Road Complete Streets (Shoreline to Whisman) Design and Construction	City Funds + Grant
2021-22	El Camino Real/El Monte/Escuela Intersection Improvements Design and Construction	City Funds + Grant
2024-25 2026-27	Active Transportation Projects (pedestrian/bicycle safety projects at various locations, including SRTS needs)	City Funds

2024-25	Evelyn Avenue Bikeway (Franklin to Bernardo), Study and Design	City Funds
2026-27	Construction	
2024-25	Middlefield Road Sidewalk Across SR-85, Feasibility Study and Preliminary Design	City Funds
2024-25	Shoreline Blvd Cycle Track and Bus Lane Extension from Plymouth to Charleston, Design and Construction	Shoreline Fund/NBS Impact Fees
2024-25	ECR/Castro Protected Intersection and Castro Bikeway Imp (Yosemite/High School), Design and Construction	City Funds
2024-25	Moffett Blvd Complete Streets, Middlefield to Clark Design and Construction	City Funds + Grant
2024-25	Transit Center Grade Separation and Access Project, Construction	City Funds + Grant+TBD
2025-26	California Green Complete Street - Showers to Shoreline, Permanent Design and Construction	City Funds + TBD
2025-26	Castro Pedestrian Mall Permanent Improvements, Evelyn to California,	City Funds
2027-28	Planning and Preliminary Design Construction	TBD
2026-27	Rengstorff Avenue Green Complete Street Improvements, Study and Preliminary Design	City Funds
2026-27	El Camino Real Protected Intersections, Design and Construction	City Funds
2027-28		
2026-27	East Whisman Area Transit Oriented Dev Improvements, Phase III Design and Construction	City Funds
2027-28	Moffett Boulevard Streetscape Plan, Central Expressway to Middlefield	City Funds
2027-28	Citywide Bike Route Program (Locations TBD by Active Transportation Plan and SRTS needs)	City Funds

- The IT Project Requests attachment provides information about a “Work Order Management System,” which includes inventory systems. Does the scope of work allow for a public portal that provides information about the location of infrastructure and signage (made accessible as a GIS map), along with a maintenance or replacement schedule? If not, would such a project need to be placed on the unscheduled CIP list, or is this already part of some future work to increase public access to CIP information?

The IT Department is working on the Request for Proposals for the Work Order Management System. IT will include this in the list of requirements for the project. Documenting maintenance schedules is not something that is normally shared on a GIS map, but IT will investigate this feature.

3. Is there any reason the “Trusted Systems” does not appear in the IT Project Requests attachment? Is the City still on track for implementation by Q1 2024?

The Trusted Systems is being implemented under the Electronic Records Management System, Project 18-63. The storage system is scheduled to be installed by Q1, 2024, and is only the first of three components of a trusted system, as defined below by the State:

- Data storage system that supports immutable storage in two different locations. This is the component that will be installed by Q1 2024.
- Review of records retention policies and identify what documents can be stored in a “paperless system”. Procedures related to document processing and storage in the Trusted System will be updated.
- Approval by the City Council of the City’s Trusted System/Paperless System.

4. Is “26-xx Rengstorff Connector from Landings to Plymouth, Design and Right-of-Way” still necessary and/or urgent given the pause of Landings office project? If this can be deferred safely, can the funding be reprogrammed for a different, higher-priority project?

While the developer has indicated that the Landings office project is being paused, the entitlements and permits issued are still active. At this time, it is unknown what direction the developer will take with the project (i.e., whether the developer will continue to maintain the permits active or have them expire). Within the next year, staff will have more information about the status of the Landings office project. Additionally, the funding source of the Rengstorff Connector project is the Shoreline Regional Park Community Fund, and these funds are restricted for use towards projects within the Shoreline Community. With the Rengstorff Connector project scheduled for Year 3 of the Five-Year Capital Improvement Program, there is adequate time for staff to evaluate and return to Council with a recommendation based on the status of the Landings office project and Council’s priority for this project before the project begins.

5. Similarly, given the pause of the Landings office project, is “25-xx Rengstorff Avenue Adaptive Signal System” still timely/necessary? Can this funding be reprogrammed instead to “27-xx Rengstorff Avenue Green Complete Street Improvements, Study and Preliminary Design”?

Rengstorff Avenue is one of the three access points to the North Bayshore and the planned growth in the North Bayshore Precise Plan will increase congestion on Rengstorff Avenue. The Rengstorff Avenue Adaptive Signal System project will provide corridor benefits regardless of the Landings office project moving forward. The project will allow the traffic system to adapt to changes in traffic conditions, reduce delays and improve traffic flow, and improve safety and air quality, largely via technology. Operationally, the project will allow staff to analyze and identify traffic issues on demand and respond to complaints in a timelier manner. A portion of the funding source for the project is from the Landings office community benefits (\$1.2M), which have already been paid to the City.

6. Can Park projects in neighborhoods suffering a deficit be prioritized over “25-xx 711 Calderon Park, Design and Construction”? For instance, could the 538 Thompson Avenue Park be prioritized ahead of Calderon Park?

The purchase of 538 Thompson Avenue, approved by Council on November 15, 2022, was for a 0.29-acre site and currently has a residential home on the site. To provide an opportunity for a larger future park site, City staff continues to reach out to adjacent properties to determine if an adjacent property can be purchased. This would provide an improved park site with additional and/or larger amenities than with the current site. In addition, Park Land funds for this planning area do not have available funds for the design and construction phases, which is the typical funding source for new parks. Should Council prioritize the Thompson Avenue site for a future park prior to the 711 Calderon site, a funding source will need to be identified to support the approximate \$2 million needed for design and construction and would delay the Calderon Park site beyond the second year of the planned CIP due to staffing resources and the number of park projects that are currently being proposed and in process.

7. Is “Project 22-28 Landings Frontage Road (Landings to Permanente Creek)” still a priority project given that the Landings project is halted?

This project is a reimbursement to the developer for the City’s portion of the construction of the Landings Frontage Road. Like the Rengstorff Connector project, once more information is known about the Landings office development, staff can return to Council with a recommendation about how to proceed with this project. Staff did have a planned amendment recommendation for the CIP to increase this project’s funding, and staff are now evaluating deferring the amendment until more information is known about the development.

8. What is the status of “19-67 Acquisition, Maint, Repair 996 W Dana,” and has a use for the structure been determined?

The City acquired the Dana Street triplex as a strategic property acquisition in 2019. When acquired, the property had tenants in 2 of the 3 units on month-to-month leases, and the same tenants are still occupying the units. Over the past few years necessary repairs have been done to the property and funded out of “19-67 Acquisition, Maint, Repair 996 W Dana.” There is still a need to keep the CIP open to finish foundation repair work. Recently, the City set up the third unit as employer-provided accommodations for Public Safety personnel who are required to obtain rest between shifts to perform safety sensitive duties and are subject to mandatory call-back for emergencies.

9. Is it possible to decouple and prioritize the bicycle/pedestrian safety elements from the “Shoreline Bus Lane & Utility Improvements (18-43)” project? Or is the reversible bus lane absolutely necessary, despite the substantial cost increase?

The utility improvements components of the project are needed irrespective of the transportation improvements and represent most of the increased project costs. The transportation improvements (pedestrian/bicycle, traffic signals and reversible bus lane) are to support the planned growth in the North Bayshore Precise Plan (NBPP), including Council’s consideration in June 2023 of the Google North Bayshore Master Plan. Implementation in advance of the NBPP growth would allow the needed infrastructure to be in place prior to the demand.

A majority of the transportation improvement costs associated with the project are attributed to the bicycle and pedestrian improvements. Constructing the reversible bus lane in conjunction with the other improvements provides economies of scale benefit, and these improvements would be significantly more expensive to perform as a separate future project. In addition, the project was identified to reduce the impacts identified in the NBPP Environmental Impact Report (EIR), and an amendment may be required if the transit lane is not included.

10. Can staff provide more information about the equity lens that is used to evaluate projects? It seems like zero projects “burden communities of color and/or low-income residents,” and it might be helpful to use more precise and robust criteria to determine at what point a project “burden” a particular community.

The equity lens evaluation conducted for the CIP is similar to the equity lens being applied as part of the City’s annual budget process. For each of the recommended new CIP projects and recommended major scope changes for previously approved CIP projects, staff considers the following two questions:

1. Does the project benefit communities of color and/or low-income residents? If the project is located within neighborhoods with these demographics and is providing a transportation, utility service, park or recreational, or other public services improvement, the answer is yes.
2. Does the project burden communities of color and/or low-income residents? In this case, consideration is given to whether the project is creating negative impacts within neighborhoods with these demographics. For instance, is the City locating a CIP project for a major infrastructure project (transportation, utilities, facility, etc.) that is designed to provide Citywide benefits that disproportionately burdens communities of color and/or low-income residents with additional traffic, construction impacts, or ongoing operational impacts, such as air pollution, noise, etc.

Staff generally found that most CIP projects are neutral in terms of burden or benefits because they are preventive maintenance, replacing end-of-life infrastructure, meeting regulatory requirements, or safety related. The locations for these projects are prioritized based on need and systematic maintenance practices Citywide. Several of the projects directly benefit these residential areas.

Staff has not identified any projects where the locations disproportionately burdened these community groups in terms of additional traffic, construction impacts, or ongoing operational impacts, such as air pollution or noise. This is likely due to the City’s priorities for capital improvements to maintain existing infrastructure/buildings and focus on active transportation improvements, new parks and recreational facilities, sea level rise, and sustainability rather than widening freeways or roads to add vehicle lanes or adding impactful facilities such as sewage treatment or waste processing plants.

11. Why is Valley Water not refunding property taxpayers rather than granting funds to the city for water conservation programs and recycle water infrastructure? (Page 9 of staff report)

The State Water Project Tax fees paid by property owners are direct Valley Water funds that are managed by Valley Water. In 2019, the Valley Water Board approved a plan (under GP5, Equity and Costs) to return a portion of the collected tax to Mountain View, Palo Alto, Stanford University and Purissima Hills, which receive 85% of their water supply from sources other than Valley Water, for water conservation and recycled water efforts that align with Valley Water’s goals for water conservation and protection of groundwater supplies for the County.

12. For the Active Projects is there a list that has the estimated start date, and end date for construction?

Due to the large quantity of active discretionary projects, currently 202, staff do not have a comprehensive list that identifies the estimated construction schedule for all the projects. In addition, many of the active non-discretionary projects (149) are used to fund various small-scale maintenance and repair projects, and thus, do not have specific construction schedules. At the [April 3, 2023 Council Study Session](#) discussing the Capital Improvement Program, Attachments 2 and 3 to the Council memo identified the estimated construction timelines for those active projects with bicycle and pedestrian improvements and park projects, respectively.

Two road rehabilitation projects have recently been bid and will begin construction in July 2023, with anticipated completion in early 2024. These include the Leong / Fairchild Drive Pavement project and the Park Drive and Sonia Way Reconstruction project. As time and resources permit, staff is looking to implement a new project management software platform that would include capabilities to assist in planning, design and construction of capital projects that would allow staff to more easily produce summary reports of all the active projects, including status and schedules.

13. Why are we trying to just maintain the city's Pavement Condition Index (PCI), when it is at the very low end of "good" and many areas are "fair", "at risk", or "poor" per information posted on the city's website? [City of Mountain View - City Pavement Condition](#)

Although it is a City Council goal to increase the City's PCI, due to limited funding and completing priority projects, it is not likely that the City will be able to increase the PCI beyond 72 in the next five years. Staff have maximized the investment of applicable transportation funds into pavement-focused projects in an attempt to maintain the current PCI. Recognizing that the funding level approved in the previous Five-Year CIP was insufficient to increase the City's PCI, staff has pursued and received grant funding towards complete streets projects that will include pavement treatments, such as the Moffett Boulevard Complete Streets and the Middlefield Road Complete Streets projects.

The current five-year investment does not account for additional possible federal funding opportunities for pavement rehabilitation projects nor additional investments contributing towards maintaining the City's pavement condition, including active and recommended capital projects and privately funded development projects. Starting this summer, the Metropolitan Transportation Commission's Pavement Technical Assistance Program will reassess the City's pavement network and recommend an updated pavement strategy. Staff will bring updated recommendations, including budget recommendations for improved network PCI, to Council as part of next fiscal year's CIP development process.

14. How do road patches, etc. impact the PCI? Are they factored in when calculating PCI?

Staff does not have the technical details as to how road patches are factored into the PCI calculation. In all road patch cases, the restoration provides for an improved pavement spot condition as compared to the previous condition, and staff estimates that the pavement improvement would have a negligible impact on the street's overall PCI rating.

15. When a developer cuts into road pavement, what are the requirements for fixing the road? Do they just need to patch the road? Do they need to repave a larger area than where they cut into the road? Are there criteria for the quality of the patch? Who determines if the developer's work on the road is satisfactory?

Pavement restoration requirements are dependent on the scope of the development and extent of the utility trench impacts. Large development projects, such as a new residential subdivision, office building or mixed-use development, are typically required to resurface the pavement from the street centerline to the curb line along the project frontage. The limits of the restoration may be increased beyond the development's frontage to address utility trenches that extend beyond their frontage. Smaller development projects replacing an individual utility are required to restore the pavement only at the location of the utility cut. Pavement restoration work is inspected by a Public Works Construction Inspector to ensure that the work is completed to City standards.

16. Where does Valley Water's responsibility stop, and the City's responsibility start when it comes to the creeks and their embankments?

Creek and embankment management responsibilities vary and are mainly dependent on the fee title ownership of the land. According to Valley Water, they perform work on properties they own in fee title or where they are obligated by permits or agreements. The activities include weed abatement, hazardous tree removal, pruning for access, care of mitigation sites, fence and erosion repair, and graffiti and trash removal. For the creeks that traverse through Mountain View, the creek parcels are owned by Valley Water, the City, other public agencies, and private property owners. Valley Water may make exceptions in times of emergencies or for creek stewardship. More information can be found via this weblink on Valley Water's [Stream Maintenance Program](#).

17. What makes Public Safety Vehicle Dash Cameras for Police Fleet a CIP?

The Public safety Vehicle Dash Cameras for Police Fleet is a recommended CIP for flexibility to cover the equipment cost, and the extended timeline and complexities of purchasing and installing the police fleet with dash cameras. This project would be handled by an outside vendor instead of our internal fleet department.

18. When a project title is "Developer Reimbursements", what project is it (e.g., 17-11, 18-11, 19-11, 20-11, 21-11, 22-22, 23-22)

The project scope for Developer Reimbursements changes based on the type of improvements needed and nearby development being asked to perform the work. Developer Reimbursements is an annual non-discretionary project that provides flexibility to have developments install street/utility focused spot improvements adjacent to or near a development project, but outside the requirements of the development. This allows the City to be efficient in addressing known City spot deficiencies/repairs by taking advantage of similar construction work being done by a development. At times multiple Developer Reimbursement projects may be combined to fund one project. While the City does reimburse the work, developments are not required to take on the additional scope and do perform the work voluntarily. Two examples of Development Reimbursements include extending a water main to provide redundancy and abandoning a portion of a sewer main and rerouting the sewer main along a new alignment. The scope of work for recent projects (i.e., 22-22, 23-22) have not yet been defined.

19. Regarding the project to study, design, and construct cycle tracks on Evelyn Avenue from Franklin Street to the Sunnyvale City limit at Bernardo Avenue. I have heard that there has been serious talk in Sunnyvale, about constructing a green bikeway from downtown Sunnyvale to downtown Mountain View that would attract many more people to bike between the two downtowns and increase the attractiveness of our two entertainment districts. How would this project interface with that project? Has the staff talked to people in Sunnyvale about this project and in particular to Mayor Larry Klein who has promoted an attractive green bikeway from downtown Sunnyvale to downtown Mountain View?

The intent of the Evelyn Avenue Bikeway project in the recommended CIP is to connect to Sunnyvale’s planned Evelyn Avenue bikeway project. It should be noted, however, that the green bikeway project is a relatively simple project for Sunnyvale as lanes can be shifted to the south to incorporate a bike facility within the existing curb-to-curb pavement area due to the absence of medians with landscaping/trees. Sunnyvale’s portion of Evelyn Avenue also does not cross Caltrans right-of-way. The bikeway within Mountain View’s portion of Evelyn Street could be implemented through one of the two options: 1) remove the vehicle lane closest to the railroad tracks and leave just one lane traveling westbound connecting to the Transit Center and Downtown (a road diet – requires traffic analysis to determine feasibility); or 2) remove the median and the trees to shift lanes south. The City’s portion of Evelyn Avenue also crosses two freeway interchanges (SR 237 and SR 85), requiring Caltrans approval through their right-of-way and would have space constraints presented by the columns supporting the freeway structures above Evelyn Avenue.

Staff will continue to coordinate with Sunnyvale staff as this project moves forward to ensure a smooth transition between the two cities and a consistent/cohesive bike facility/experience for users.

ITEM 4.3 Applying for and Establishing Local Housing Trust Fund and Reprogramming Approved Appropriations for Affordable Housing Projects

1. Is the HIF Fund really a “nonresidential matching fund source?” Doesn’t state law restrict the use of HIF revenue solely to residential purposes? Or what is meant exactly by “nonresidential matching fund source?”

The State program guidelines use the term “non-residential matching fund” only once, which is in Section 106.f.1 to discuss how the State will evaluate applications if the State matching funds are oversubscribed:

“Non-Residential Matching Funds: The extent to which the Applicant provides Matching Funds from sources other than residential local impact fees or in lieu fees.”

However, the guidelines do not define the term “non-residential matching funds.” Based on the language used in Section 106.f.1, the State is referring to the source of the funds, not the use of funds. The source of the City’s Housing Impact Fee is from non-residential development. This is distinct from the City’s former Rental Housing Impact Fee, for example, the source of which is from residential development. During the staff’s evaluation of this program, staff contacted HCD multiple times to confirm various program requirements. Each time, HCD directed staff to the guidelines. Without further information from HCD, the staff’s assessment is that the HIF is a non-residential matching fund source.

As reference, the LHTF Program guidelines can be found on the following link:

<https://www.hcd.ca.gov/grants-funding/active-funding/lhtf/docs/2020-Final-Guidelines.pdf>

ITEM 4.9 Scope of Services for a Broadband Needs Assessment and Gap Analysis Professional Services Request for Proposal

1. Does the scope also include assessing the quality and reliability of existing broadband throughout the city?

One of the tasks in the needs assessment portion of the scope of services includes gathering feedback from the community and service providers on gaps in service, affordability, and cost for broadband connection and speed. This would include assessing the quality and reliability of existing broadband throughout the city.

2. At the NLC Conference in March in Washington DC, a session on broadband highlighted that Federal government funding for broadband was going to be implemented at the State level. It was stated that if a community is not working with the state from the beginning, that community would not be eligible for Federal funding through the state. Is Mountain View already working with the state? If not, is it too late to get in on the ground floor with the state?

The City is not currently working with the State on broadband-related issues, nor has the City applied for State or Federal funding. One of the deliverables from the needs assessment and gap analysis will be the identification of State and Federal funding opportunities for the City to consider once a range of options to address broadband needs and gaps in Mountain View has been presented to the City Council. Following Council direction, staff will then evaluate and apply for funding opportunities that align with the City's broadband expansion goals.

ITEM 6.1 Downtown Outdoor Patio and Sidewalk Café Program

1. It looks like the city code allows for outdoor dining throughout the city. What are the regulations around outdoor dining in areas other than downtown?

Outdoor dining in all areas of the City require a planning permit (Development Review Permit and/or Planned Community Permit, depending on the zoning district). During the review of the permit, City staff confirm there is adequate space for the outdoor dining proposed, ensure minimum parking requirements are met, and that there are no other site impacts, such as maintaining landscaping requirements. In addition, Planning staff confirms the furnishings are high-quality and durable materials for outdoor use and that any proposed exterior lighting, heating, or patio covers/awnings meet City requirements.

2. Based on table 2 on page 15, a musician wouldn't be allowed to play on the sidewalk. What about if there is adequate room for people to get around them?

The table provides information on permitted activities within a licensed patio area. The intent of live entertainment as an ancillary activity within licensed outdoor patios is for businesses to have the opportunity to provide ambience to their patrons without impacting neighboring businesses. If a licensed outdoor patio is on the sidewalk, live entertainment is not permitted within this area due to the high pedestrian volumes on the sidewalks and the limited width of the sidewalks.

3. Will there be a staff member designated to answer all the questions related to the Outdoor Patio Program, so that merchants have a single point of contact? It can be confusing and time-consuming to have to go from one department to another.

The City has put together a Downtown Team consisting of several staff from Public Works, Economic Development and Planning. The Downtown team will work together to forward items raised by merchants to the responsible team member and ensure that responses are coordinated. For example, if a merchant has questions about the cost of an outdoor patio and contacts Planning, they will introduce them to the Public Works team members and then work with the Downtown Team on other aspects of the application.

4. Increasing the cleaning of the downtown sidewalks is mentioned. What is the plan for that and how is it different from what is currently happening? Keeping downtown clean creates a much more welcoming environment, so this is important.

The trash in the downtown/pedestrian mall areas is emptied daily, seven days a week. The Downtown Crew also cleans and maintains the parking lots every day. Cleaning in the broader downtown occurs once a month. With Council's approval of the mid-year budget, cleaning within the Pedestrian Mall area is doubled to two times a month. The service occurs on the first and third weeks of every month. City Hall/Performing Arts, Centennial Plaza, and 400 block to El Camino Real will be serviced quarterly. Staff procured equipment to perform additional spot cleaning as needed between the service dates.

5. Is there going to be a group buy for the outdoor furnishings that helps restaurants get a better deal and promotes a consistent look?

The design standards/guidelines provide the parameters for the type of outdoor furnishings that will be allowed throughout the Downtown area while at the same time enabling businesses to customize their furniture pallet unique to their identity and patronage. The City encourages the business community to collaborate on a group purchase should there be an interest in purchasing things like furniture. The City will not be involved in the procurement of outdoor furnishing for individual businesses or arranging a group purchase, but staff has proposed a grant program to help small businesses with purchasing new outdoor furnishings as part of the ARPA Funding for Small Businesses - Item #7.1 on tonight's agenda.

6. How much revenue do the Outdoor Patio Fees Produce?

The annual patio license fee or rent will vary based on the size of the outdoor patio area, with a range from less than \$1,000 for a small sidewalk area to \$7,500 for the largest possible program zone area that includes extension into adjacent storefront space. The average footprint is expected to be around 30 feet by 18 feet (540 sq. ft.), for which the annual fee would be \$5,400. Assuming between 40 and 60 businesses participate at the average size, the City would collect from \$215,000 to \$325,000 in patio rental fees.

7. What about a vacant storefront fee or penalty?

A vacant storefront fee or penalty is not contemplated under this Council action. Community Attributes Inc (CAI) who is the City's consultant for the Economic Vitality Strategy is researching the best practices around a registry program and other types of ancillary actions to support re-activation of vacant space. Actions corresponding to a registry program would be discussed as part of the Economic Vitality Strategy.

8. Will merchandise displays be a pilot or a permanent fixture of the downtown? How can we make sure that merchandise displays don't look like an ongoing downtown going out of business sale? If this is a pilot, when and how will it come up for review?

The general guidelines for all patio elements, as listed on page 18 of "Outdoor Patio Standards/Guidelines" document, state that all elements/furnishings in outdoor patios must be free standing and nothing may be bolted to the ground. Page 19 provides specific requirements for merchandise displays, including that they shall be representative of the merchandise displayed inside the retail establishment, merchandise shall be attractively displayed, and all display stands to be removed every day at the close of business operations. The guidelines may be modified if issues arise to ensure retail use of outdoor patios meets the City's expectations.

9. The staff recommendation prohibits music on the sidewalk. Currently many solo, duet and trio groups play on the curved concrete benches built into the edges of our Castro St sidewalks. Would there be a simple way to signify that small groups could continue to play there? Small groups also play in the alleyways. Can that be allowed?

The Outdoor Patio Program regulates live entertainment activities within a licensed outdoor patio. If a licensed outdoor patio is on the sidewalk, live entertainment is not permitted within this area. These regulations do not apply to areas outside of the licensed patio areas. Other uses of the public right-of-way remain unchanged.

10. Is it true that the proposal would no longer allow buskers downtown and that music not on private business property would only be allowed one day per week? Is this a pilot plan? If it is too restrictive, when would it come up for review?

Please see response to Question 9.

Live entertainment as an ancillary permitted activity within the licensed patio areas is a pilot to see if it creates issues for neighboring patio spaces or other businesses. Staff will review and evaluate in the future as needed.

“Music on Castro” is a City-initiated activity that brings music to downtown to provide ambience and draw patrons Downtown. Music on Castro begins in May in the 200 block of Castro Street and occurs once a week, every Wednesday from 5:00 – 6:45 p.m. The music series will run through early fall, and small musical groups such as singer/songwriters and duets will perform live music while the community shops and dines downtown. If successful, this City program could continue each summer.

11. The staff report says, “In some cases, a business may need to submit for both a Development Review Permit and a license with the Public Works Department for initial installation of an outdoor patio that straddles both private and public properties.” Will this be cumbersome? If so, is there a way to simplify the process?

As part of the Outdoor Patio Program, application materials for an outdoor patio will be submitted to the Public Works Department and the Downtown Team which includes Public Works and Planning staff will coordinate a one-stop licensing and permit process, including for those applications that straddle both private property and public right-of-way.

12. Regarding outdoor patio fees: How much would this actually bring in over the next year when most of the initial applications will come in? How important is it for the city to get this money or would it be wiser to have a one- or two-year lower fee to get the new setup started and vacancies filled? In other words, if we’d be paying say \$50k to give half rate fees and get this new setup started and vacancies filled, would that be worth it? Are we being penny wise and pound foolish?

As noted in the response to Question 6 above, the annual rental fee revenue the City may receive ranges from \$215,000 to \$325,000. The annual costs for operations and maintenance of the pedestrian mall will be over \$750,000 a year based on experience with the Castro StrEATS program and the additional budget requests to support a higher level of maintenance, cleaning, and programming. The proposed rental fees already provide a discount compared to the costs to operate and maintain the mall.

13. It is approximately \$8/sqft. /mo. to use the flex zone. What are the sizes for the flex zones and therefore what would be the various total costs/mo.?

The annual fees for use of one parking space (approximately 170 square feet) in the flex zone under the sidewalk café program was \$1,349 plus a \$230 renewal fee prior to suspending the fees during the pandemic. This is equal to around \$132 per month. An average sized Outdoor Patio area will be three times larger and more flexible for arranging tables at 18’ x 30’ (540 square feet) for an annual cost of \$5,400 (or \$450 a month). Smaller sized outdoor patio areas would also be available if that is what a business wants.

14. Regarding signalization of intersections along the pedestrian mall: along much of Castro Street, I see pedestrians waiting for a long time for signal changes when there are no cars in sight, or else I see them crossing when their light is red because there are no cars in sight. Can the timing of signal changes at the intersections along the pedestrian mall be set up with preference for pedestrians rather than car flow?

For all traffic signals on Castro Street, pedestrians must activate the push button to receive a walk signal, including the traffic signals at the Castro/Dana and Castro/Villa intersections. These 2 intersections rest on red for vehicles crossing Castro Street if none are present, providing pedestrians with priority for a walk signal to cross when they activate the push buttons.

As part of the Phase II intersection improvements, new traffic signal equipment with updated technology will be installed and pedestrian video detection will be explored as alternatives to depending solely on pedestrian push buttons to activate the pedestrian crossings.

15. Drawings of the proposed roundabout at Castro and California look like a suburban or very car-oriented big city roundabout. Can design be tweaked to respect the historic and gridded street layout we have downtown while still becoming a true roundabout?

The proposed roundabout shown for Castro/California is a concept schematic only using standard roundabout design. A more detailed design customized to this intersection and its downtown location will be developed during the design stage of the project.

ITEM 7.1 American Rescue Plan Act Funding for Small Businesses

1. How is the Mountain View Marketplace doing? What has been the use of/traffic to the platform over time?

The Mountain View Marketplace website has continued to have steady engagement over the last year. The usage statistics to show alignment with seasonal use with the 4th Quarter statistics being the largest, consistent with peak holiday time.

Q3 2022

296 users

333 sessions

95 events

Q4 2022

631 users

671 sessions

119 events

Q1 2023

345 users

380 sessions

94 events

Q2 2023 (to date)

167 users

174 sessions

20 events

2. What design assistance will be offered with the Façade Improvement Program? What design and historic regulations will be involved?

Façade improvements require a planning permit under the Downtown Precise Plan and a building permit for construction. Staff will meet with all prospective façade grant participants to provide early consultation to provide information about Precise Plan requirements including design and historic regulations as well as grant requirements.

As is the case for any façade improvement project, an applicant will be required to hire a designer or architect to create permit documents. Planning staff will informally review the design to provide early feedback so that the architect can create permit documents that meet requirements. Façade improvement applications will be reviewed and approved at staff level.

Under the program the grant will fund the cost of a designer/architect, permit costs, building materials or fixtures.

3. Will improved or curated window displays be allowed items for the Façade Improvement Program?

Window displays were not contemplated as part of the Façade improvement program. Façade improvements are being focused on permanent aesthetic improvements to the building and not interior improvements or displays since they are harder to monitor.

4. Is this a pilot program that can be improved over time as we redesign the pedestrian mall?

Funding for this program comes from one-time limited money under the American Resecure Plan Act. This is a pilot program and if Council wishes to create a permanent grant program, staff will apply the lessons learned through this process and best practices in other cities – for example hiring an architect for design services.

ITEM 7.2 American Rescue Plan Act Funding for Workforce Development

1. For all these programs, what happens with the funding if not enough residents of Mountain View sign up for/participate in the programs?

The workforce development programs will operate similarly to public services funding. Grantees will be required to submit quarterly narratives summarizing program activities and specifying the number of Mountain View residents served. Payment to grantees shall be made by the City after receipt and approval of the reports. There are no additional requirements for serving Mountain View residents.

All the partnership programs recommended to receive funding have a focus on serving Mountain View residents, summarized here:

- [Working Partnerships USA's Trades Orientation Program](#) – program seats reserved specifically for Mountain View residents.
- [MVLAUHSD/MVWSD's Cross-Generational Literacy Program](#) – open to Mountain View students and their families/community adults.
- [Foothill College's Career Exploration Day and Child-Care Provider Program](#) – targeted outreach to Mountain View residents and programs will be in Mountain View.
- [NOVAworks's Whole Person Initiative](#) – eligibility limited to Mountain View residents.
- [Los Altos Mountain View Community Foundation and Reach SV](#) – participants must live in Mountain View, work in Mountain View, have children in Mountain View Schools, or have a last known physical address in Mountain View.
- [Mountain View Day Worker Center's Training Programs](#) – registration preference will be given to Mountain View residents.

2. How do residents' access Brainfuse?

When activated, residents can access Brainfuse via a link on the Career & Skill-Building page of the Digital Library website.

In addition to resources for resume building, interview tips and expert job matching, Brainfuse JobNow offers live resume assistance, interview coaching and job search.

3. Is the \$35,000 for Foothill College to just hold a hands-on career fair? What specifically costs \$35,000 as part of a career fair? While the goal is to reach Mountain View residents, will the fair be limited to Mountain View residents?

The \$35,000 request would cover outreach, printing costs, and marketing materials; beverages and lunches for participants; and event coordination (i.e., training coordinators and staff time.) Attendance at the event will not be restricted to Mountain View residents. Foothill College will work with the EDD (Employment Development Department), NOVAworks, adult centers, community centers, LGBTQ communities, and neighborhood and parent associations in Mountain View to ensure that they reach as many low-income and underserved residents as possible.

4. The Mompreneur Program indicates that they will seek matching funds for the program. Have any matching funds been secured?

Reach SV and the Los Altos Mountain View Community Foundation have not yet secured matching funds for this program. A \$50,000 matching grant for homelessness services and support, which may also be used for emerging needs including economic development, is included in the agenda for the May 10, 2023, Santa Clara County Board of Supervisors meeting. If approved, the organizations intend to use half of the grant funding for the "Mompreneur" program.

5. What organizations provide the three training programs at the Day Worker Center?

The training providers planned for each of the three training programs are as follows:

- Gardening Skills: Smart Yards Cooperative
- Basic Technology: Alfredo Cruz (who has provided this training in the past)
- Bicycle Repair and Maintenance: Silicon Valley Bicycle Exchange

6. How does the Career Online High School align/complement or compete with programs offered by the MVLASD through their adult school program? Are we collaborating with the school district on this?

A program of the California State Library, COHS offers adults ages 19 and older with at least an eighth-grade education a chance to earn a high school diploma and credentialed career certificate at their own pace and in a purely online environment. An academic coach is assigned to a COHS student to support them in their coursework, and they only need an internet computer to do coursework. Coursework can be done at home, or they can use the internet computers available at the Library.

We see COHS as complementing the Adult School Program of MVLA. MVLAUHSD's Adult School program offers a High School Diploma Distance Learning Program which allows adults who need 50 credits or fewer to complete their diplomas to earn credit through a combination of online coursework and regular teacher meetings via Zoom, while COHS is purely online and self-paced. Both programs provide adults options on what works best with their life situations and learning styles. We have sent them information about the COHS program. When we launched the program, we informed their outreach staff about our program. We have done class visits and talked about COHS and other programs and resources available at the Library.

7. Does the MC3 program support training for skills to assist with electrification of our existing building stock?

The MC3 program develops skills to prepare for entry into a Registered Apprenticeship in any of the building trades, including electrical work, which supports the availability of skilled labor to electrify existing buildings.