

## Council Questions

### April 23, 2024 - City Council Meeting

#### ITEM 4.2 Payment to Mountain View Whisman School District for Vargas Elementary School Field

1. What is its estimated remaining life of the artificial turf at Vargas?

Vargas was installed in early 2020. With proper grooming and maintenance practices, the field should last 7-10 years. That would leave roughly 4-8 years of life left in the field.

2. What are the implications of replacing it, either now or at the end of its useful life, with natural grass?

Artificial Turf is installed on top of several different layers of materials that help with drainage and padding for the turf. While City staff have not renovated a field from turf to grass, there would be considerable construction costs to remove the layers already existing under the current turf and importing new dirt to level the field and prepare the area for natural grass. Other significant costs would be incurred including the installation of a new irrigation system to support grass; City staff resources to maintain the grass field; and expenses for water, tools/equipment, and fertilizers. Staff does not have an estimated cost to replace the existing turf with natural grass at this time.

3. Are there different types of artificial turf, and are the manufacturers working on new turf that is not harmful to the environment, and safe for people playing on the turf? If so, is there any information on when new turf will be available?

New and different types of synthetic turf and organic in-fill options are continually being introduced. The industry is evolving as more agencies are looking for new options.

Recently the Santa Clara County Board of Supervisors voted to review the use of synthetic turf. City staff will follow this review and expect synthetic turf manufacturers, local agency representatives, local sports agencies and members of the public including environmental groups will provide input to this regional review process.

4. Are we funding janitorial services for all the restrooms at school sites that are open to the public outside of school hours? Who cares for them during school hours?

As specified in the Joint Use Agreement for the Recreation Areas on School Sites with MVWSD, the City is responsible for janitorial services for the restrooms adjacent to fields including Vargas. These restrooms are only open during non-school hours.

#### ITEM 4.3 East Whisman Area Transit Oriented Development Improvements (Phase II: Ellis Street Improvements), Project 16-48-Professional Services Agreement

1. Can staff clarify what the "current project scope" of Phase II is? Does it include the changes described on page 4 of the staff report, or only the scope described on pages 1-2?

The current Phase II project scope includes the original scope as noted on pages 1 and 2, as well as the scope described on page 4. The following is a summary of the current scope elements:

- Sidewalk widening to 10' along the westside of Ellis Street from Fairchild Drive to the U.S. 101 northbound on-ramp;
- A new retaining wall underneath U.S. 101;
- New Class II/III bike lane/route;
- Curb and gutter repair;
- Traffic signal modifications;
- Ellis Street pavement rehabilitation, between Fairchild Drive and the south end of the U.S. 101 northbound on-/off-ramps, and new striping and pavement markings;
- Coordination with Caltrans as the project crosses a Caltrans facility (U.S. 101), requiring a Caltrans permit;
- Widening and conversion of the sidewalk to a two-way, multi-use pathway (minimum 12' wide) on the west side of Ellis Street, north of U.S. 101, and narrowing the median;
- Modifying the traffic signal at Ellis Street and Fairchild Drive;
- Widening the proposed pathway under U.S. 101 from 10' to 12' minimum; and
- Updating the geometry of intersections by widening crossings to accommodate pedestrians and bicyclists.

2. Was the city always going to pay for the construction of the pavement rehabilitation of Ellis between 101 and Manila?

Yes, the City project did originally include pavement rehabilitation of Ellis Street between Fairchild Drive and Manila Avenue. At the time Google proposed the Manila Avenue pathway project, the Google project was going to be constructed in advance of the City project and incorporate pavement striping elements on this portion of Ellis Street. Due to the deteriorated pavement condition, pavement rehabilitation was needed to install the pavement striping elements. As a result of this timing, the City excluded this portion of the Ellis Street pavement rehabilitation from the City's design efforts.

3. If not, and Google was going to pay for this, what is the increased cost to the city of including this in phase 2?

See the previous response above for the timing details of the two scopes.

4. Please explain the math on this. Is Google reimbursing the City for the cost of removing their portion of the project from the existing project (re-design, etc.)?

Google will not be reimbursing the City for the cost to incorporate the additional scope, as the City project originally included this pavement rehabilitation scope. See the previous response above for the timing details of the two scopes.

5. Was the amount we asked for \$8K shy of what is really needed?

The amendment recommendation for \$98,000 is the amount needed for added design scope for various elements, including updating the current design package to meet current Caltrans design standards, coordinating with VTA and Caltrans, incorporating the additional pavement rehabilitation north of U.S. 101, and complying with stormwater regulatory reporting and requirements.

#### ITEM 4.5 Moffett Boulevard Precise Plan - Professional Services Agreement and Midyear CIP Project

1. Can staff provide the VMT map for the City of Mountain View?

The attached Vehicle Miles Traveled (VMT) maps (pulled from the Multi-Modal Transportation Analysis Handbook) use color to represent VMT levels throughout the City. The colors shown on these maps indicate how far residents and employees are traveling during a typical day. The first map shows the VMT per capita, and the second map shows the VMT per employee. The maps also indicate the baseline and threshold VMT for Mountain View for residential projects (on the per capita map) and office projects (on the per employee map).

2. Can staff provide the AB 2097 map?

A map showing the City's Zoning Map, highlighted with areas affected by AB 2097, is attached. AB 2097 generally limits the City's ability to set minimum parking standards within ½ mile of "major transit stops" as defined in the statute. In Mountain View, major transit stops include VTA Light Rail and Caltrain stations.

3. Comment- the graphic on page 33 that describes the entire project is great. It's busy, but it lays out the entire project on single sheet of paper. This or an updated version will be very valuable for keeping tabs on where we are in the project as it moves forward.

Yes, the graphic will be updated as needed during project implementation.

#### ITEM 4.6 Street Lane Line and Legend Repainting, Project 21-12, and NB Shoreline/101 Off-Ramp Realignment, Computer History Museum Driveway Phase, Project 20-37-Construction Acceptance

1. Can staff clarify the scope of work for "Street Lane Line and Legend Repainting, Project 21-12?"

Street Lane Line and Legend Repainting, Project 21-12, scope of work included both repainting street markings and installing elements of active transportation improvements. The project installed 108 high-visibility crosswalks at 27 intersections and repainting approximately 10,000 linear feet of street lane line and various other markings, such as centerline striping and stop sign pavement markings, in various City locations (see table below). The project also included improvements to existing bike lanes along Bryant Avenue with intersection approaches receiving green high-friction surface treatment.

<b>Location No.</b>	<b>Street</b>	<b>Begin</b>	<b>End</b>
1	Thompson Avenue	Central Expressway	Alvin Street
2	Rock Street	Sierra Vista Avenue	Camp Avenue
3	Burgoyne Street	Montecito Avenue	San Luis Avenue
4	Easy Street	School Entrance	Walker Drive
5	Escuela Avenue	Latham Street	California Street
6	Latham Street	Chiquita Avenue	Mountain View Avenue
7	Rose Avenue	Lime Tree Lane	Fordham Way
8	Hans Avenue	Alison Avenue	Phyllis Avenue
9	Bryant Avenue	Grant Road	Lubich Drive

2. Why is the total project expenditure estimated to be approximately \$1,174,898?

The projected expenditure estimate is based on actual expenditures and encumbrances, plus additional forecast costs for project management to close out the project. The \$1,174,898 estimate includes the construction contract expense, as well as costs for design, project management, construction management, inspection, City administration, and other miscellaneous costs.

#### **ITEM 4.10 Household Hazardous Waste-Collection Program and AB 939 Implementation Fee Agreements, Fiscal Years 2025-27**

1. How will the City advertise for the August 24th event?

The City will advertise the event in City Hall Connection, the Recycling Resource Annual Guide and Summer Newsletter, NextDoor, social media, the City's Website, and through the Mountain View Whisman School District.

#### **ITEM 6.1 Fiscal Year 2024-25 Federal Annual Action Plan**

1. How is staff evaluating the performance of the agencies receiving grant funding?

In their grant applications, public service agencies are required to report on the number of individuals or households served for the program year. Public service agencies are also required to provide quarterly reports when submitting their invoices. These reports include their progress in serving the number of individuals and households for the quarter and year to date. Staff review the quarterly reports to gauge whether the agencies are likely to meet their year-end goal.

In addition, the City has a consultant who monitors the agencies' performance through file reviews, on-site inspections, and interviews.

2. Is the "Community Services Agency Services for Homelessness Prevention" program reaching 5,817 individuals as indicated on page 24 of the Draft Fiscal Year 2024-25 Annual Action Plan? How exactly does this program achieve this?

The estimated 5,817 beneficiaries are specific to the amount of CDBG funding. In addition to the Housing Help Center Case Manager who assists households facing eviction and the Dedicated Outreach Case Manager who conducts outreach to individuals residing in their vehicles, this program includes distributions that assist many families and individuals in need. For example, CSA organizes back-to-school distributions, providing backpacks, school supplies, and gift cards for school-aged children. They also organize a holiday gift distribution that benefits both children and adults without children, and diaper distributions, which have been particularly helpful for low-income families with babies.

3. Do we have any data on whether anyone accessed the English, Spanish or Mandarin versions of the Annual Action Plan on the website? If so, how many people accessed each one?

The number of times the notices were accessed are as follows: English – 1; Spanish – 5; Chinese – 5; and Russian – 1.

4. In Table 8, is the number of people who will benefit from the funding specific to the amount of CDBG, Home or General Fund funding, or the overall number of people who make use of the service irrespective of CDBG, Home or General Fund funding? It looks like it might be the latter, or perhaps there is a typo, since the table has 5,817 people benefit from \$31,201 funding for CSA for project #3.

Please see the response to Question 2.

5. Under the minor repair program, please say more about volunteer services. This sounds like it could be very helpful to the program and good community building.

Rebuilding Together Peninsula (RTP) engages with professional volunteers who assist them with home assessments and repair work, such as:

- Occupational therapists assist to evaluate clients' home conversion needs or trained electricians may will advise on furnace replacements.
- Year-round volunteers work alongside the RTP technicians to assist with repairs. Work may be minor such as replacing smoke alarms or may include activities such as building stairs or painting.
- National Rebuilding Day programs - They work with the community on projects that might require a large number of volunteers, such as house painting / hauling debris / fence replacements.

6. Have heard in the past that getting access to these minor repair funds was laborious. What is the process?

Applications are available on RTP's website in PDF format. Applicants are currently required to download and complete the application. However, RTP is evaluating options to change this to an online form in the future. Applicants must provide documentation including proof of income, City residency and home ownership to qualify and as required by the federal Department of Housing and Urban Development.

7. How do we connect homeowners using the minor repairs program to the rebates and assistance available for electrification of their homes?

Staff will connect with the Sustainability Office to evaluate opportunities to advertise electrification programs to this group.

8. Like to understand Program Income better. What are the sources of this project income- which existing projects? Can we expect it to continue and for how long? What does paying these loans back do for the operation of the existing AH? Would this funding be better used for improvements to existing AH stock?

The sources of Program Income are repayment of loans (principal and interest, as applicable) previously made to existing Affordable Housing developments in the City for the acquisition, rehabilitation or construction of rental housing. Typically, developers make loan repayments to the City if there is surplus cash after accounting for all other costs (ex. operating expenses, mandatory loan payments to other lenders, etc.). In recent years, the City has received Program Income from the following five projects: The Fountains, Tyrella Gardens, Ginzton Terrace, Paulson Park I and II, and San Veron Park.

Program Income repayments are expected to continue; however, it is difficult to forecast the amount of Program Income that the City may receive each year because the amount is based on each project's annual financial statements.

Program Income could be a funding source to improve the existing affordable housing stock provided that 1) the provisions of such a program meet CDBG/HOME requirements; 2) there are willing and capable entities that can perform the work; and 3) such projects are identified as a goal in the City's five-year Consolidated Plan. For the past two years, staff have recommended that the funding be allocated to advance the City's affordable housing pipeline to build new units given the need for gap funding and the lack of entities to use the funding to perform other types of projects.

### **ITEM 7.1 Economic Vitality Strategy**

1. Will there be an annual progress report? How will we hold ourselves accountable to implement this strategy?

Appendix B of the Economic Vitality Strategy entitled Matrix was developed to track the progress and status of each item. The implementation matrix can be provided to City Council on an annual basis along with updated data associated with Measures of Success.

2. What are the definitions of small- and mid-sized businesses? Is it just non-chain retail vs. chain retail?

The definition of small businesses, according to the Small Business Administration, is any independent firm with less than 500 employees. However, for the purposes of describing Mountain View small businesses, employers with less than 35 employees are defined as small. Of all the firms in Mountain View, 92% have less than 35 employees. Businesses with 35-99 employees, defined as mid-sized firms, make up 5% of all firms. Firms that employ more than 100 employees represent 3% of all Mountain View firms. Firms are not segmented by chain versus non-chain.

3. Why is it proposed to restrict low employment density uses in core office and industrial designations?

Due to the nature of certain uses that rely on industrial zoning designations like a sheet metal shop or fabrication facility, furniture manufacturing, and other R&D prototyping uses, low employment densities and building stock are needed to support their operations. Structures that are more dense and taller structures do not lend themselves to certain industrial uses. For instance, manufacturing and prototyping equipment may have weight or anchoring requirements, or fire suppression requirements between floors that make the building space not financially feasible. The intent of the recommendation is to make available a range of building stock that can accommodate a range of business users beyond just straight office/office R&D.

4. Why is Synopsys (it is not Synopsis) considered to be a Professional & Scientific Services company?

The information comes from Synopsys. When Synopsys registered their company with the State of California Employment Development Department (EDD), the information they provided was used by the EDD to determine their NAICS code (541511), which is considered Professional & Scientific Services.

5. What is the rest of the sentence on the bottom of page 9 in section 3 of attachment 1?

The full sentence reads, “Employers in the City added 34,500 jobs between 2010 and 2021, and in doing so the share of jobs in Information and Professional Services increased from 45% to 66% of all jobs in the City.” The document will be corrected to add back the missing text.

6. Is there more information on why stakeholders perceive that the city is reluctant to locate food and beverage used in retail areas? Were any reasons stated, or are there any ideas as to why there is this perception?

Independent restaurants function within an environment of extremely narrow profit margins, demanding significant initial investments and carrying a substantial risk of business failure. Any further financial burdens resulting from more fees and regulations can be seen as exacerbating the challenges faced by these establishments. Specific comments related to Parking in Lieu Fees associated with Downtown (this is no longer in effect with the passage of AB 2097). Another example involves the procedure of mandating extra parking, Change of Use, Conditional Use Permits, and/or parking studies when transitioning to a restaurant use.

7. When stakeholders identified downtown parking as a problem for visitors and business owners, what specifically is the problem? Not enough parking? Parking is not close to where they want it? Can you please provide more details?

The problem related to parking in Downtown revolves around the convenience and accessibility of parking during peak hours. Visitors often struggle to find stores along Castro Street, as they are typically guided towards parking lots situated behind the storefronts. Once visitors have parked, they find it difficult to navigate their way to the storefronts. This situation can be disorienting for newcomers, creating an unwelcoming experience that runs counter to the retailers' goal of attracting customers. While locals may have adapted to this setup over time, it does not offer an ideal experience for visitors who are unfamiliar with the area. This situation is not uncommon in other downtown areas. Nonetheless, there are several strategies, such as implementing effective wayfinding systems, signage improvements, and the use of electronic apps, that can enhance the ease of navigation and overall experience for visitors.

In the case of businesses who are in the parking district and rely on public parking, the issue is about ease and access to available parking at peak periods for their employees.

8. In which mixed-use centers would additional BIDs make sense?

There are a few areas that may benefit from a Business Improvement District, including El Camino Real, Downtown, and Village @ San Antonio/San Antonio Center.

9. What are the criteria for selecting the timing (i.e., immediate, short-term, etc.) of the proposed actions?

Staff evaluated each action item with the following lenses in mind: staff's existing workload and priorities, resources needed (people, consultants and/or funding), and elements of the work involved that can affect the length of time required to implement (e.g., whether there would be public meetings or noticing required, CEQA review, new technologies, etc.). Using those various criteria, staff determined the best feasibility for implementation.



10. What is the status of the public art strategy?

Staff is planning a Study Session with City Council in October 2024 seeking input and guidance on what elements Council would like to see in a Public Art Strategy.

11. What specifically should the city do to support neighborhood-serving businesses that are walkable and offer goods and services?

Additional ways the City can help support small neighborhood serving businesses is to ensure sidewalks are generally well maintained, lighted and there are pedestrian respite areas. Other successful ingredients that centers can provide include bicycle racks to support bike parking and encourage bicycle trips. Other helpful strategies include developing or understanding the identify for the street or center and work with the community and stakeholders to be involved in the success of the center. When there are vacancies within a center, the hiring of a real estate professional can help curate a supportive tenant mix. Using information from the Landscape Assessment on sales tax gap analysis can be a starting point to understand potential retail targets.

12. Besides the downtown parking permit program and the residential parking permit program, what other parking permit programs does the city manage? How would an app help manage these programs?

There are currently no other parking permit programs in place beyond the downtown parking and residential parking permit programs. The current downtown parking permit program requires all transactions to be in person at City Hall. Communication and outreach to permit holders requires the information be transferred from paper forms into a database. A web-based solution would be able to provide information on whether certain permit types are sold out in real time along with making the permit process more customer friendly.

13. Doesn't the city already do action 1B.8?

The City does screen new projects for curb cuts and works with new development project proposals to improve the walkability and pedestrian access. This strategy re-enforces the need for greater pedestrian friendly design into neighborhood centers.

14. What is the last part of the last sentence on page 35 in section four?

The full sentence reads, "The City believes it will take three years to achieve full compliance and awareness of the tax." The document will be corrected to add back the missing text.

15. Is 1D.5 the same as the first bullet point on page 15 of the staff report? If not, what is the difference? If yes, should this be changed to immediate in the EVS?

The budgetary references in the Council report located under the Fiscal Impact section relate to a contract to support a specific popup retail activation in Mountain View. The budget request is part of the Fiscal Year 2024-2025 budget process.

Action 1D.5 is envisioned to be a much larger scope of work which includes performing a comprehensive inventory and space assessment of the vacant retail commercial space throughout Mountain View and then working to align the current available inventory of vacant space with those retail uses with similar needs and requirements.



16. What is real-time data, and dynamic curb management, as they pertain to parking enforcement?

The use of sensor technology allows for the tracking of on street and off-street parking more effectively. Sensor technology can be used to support policy and program development by the City with understanding the length of time cars are being parked and turnover frequency. Real time data can provide insights into how best to prioritize short term parking solutions (pick up/drop off/loading) versus modifying parking maximum times.

Additionally, sensors technology can provide real time analytics to the whereabouts of available parking and integrating that information in applications allows users to find open spaces. Sensor technology can also be used to alert patrons when they have hit the maximum parking time, alerting them to the need to potentially move their vehicle.

17. What has changed since the city tried to work with businesses to negotiate easements to off-street private parking that could result in success this time?

With the passage of AB 2097, the City cannot require parking for projects within a ½-mile of a major transit stop, and new approaches and collaborations to accommodate parking are required. The Transportation Demand Management ordinance currently under development could provide some incentives to share parking, such as offering TDM credits to those private properties that allow shared access.

18. What are the reasons why startups don't locate in Mountain View, or if they do, move to another city as they grow?

Mountain View remains attractive to technology start-ups given the talent base and access to business partners and investors. However, as technology startups begin to scale and grow in employment size, the available office space in Mountain View may not be able to support their retention. More recently, with the increases in office vacancy throughout Silicon Valley, there has been a move to higher quality office space (newer or providing more amenities) or the desire to combine multiple business units into one large space. Other factors that have been shared with staff include parking considerations for employees (some locations do not have enough onsite parking or have other parking restrictions or factors).

19. Can you please provide examples of current marketing material and business development tools cited in 3A.6?

The Economic Development team now has information on available vacant space within Mountain View. This information has been used to develop a marketing brochure for site selectors on vacant space.

Related to business tools, the City in partnership with the Mountain View Chamber of Commerce developed a social media toolkit to support the marketing of small businesses. In addition to the social media toolkit, the Economic Development team is developing web-based content for the licenses, registrations and permits for establishing a business. The content explains the local, state, and federal requirements for most business types. The information is building off a presentation the Economic Development team conducted for Latin based entrepreneurs on starting and operating a business in Mountain View.

20. Do any other cities do 3A.8?

Yes, cities such as Elk Grove, Chula Vista, Los Angeles, and San Jose offer special tenant improvement programs where firms pay a premium for expediting select tenant improvement or tool installation permits.

21. What are examples of economic development policies and programs in 3B.1?

The Economic Development team has conducted two in-person fully translated business counseling sessions aiding existing and aspiring Latin entrepreneurs. The sessions and content were focused on the permits and licenses needed to operate a business in California. One of the sessions was in partnership with the Small Business Development Center of Silicon Valley.

22. Are historical markers part of the placemaking program?

The Placemaking efforts contemplated in the Economic Vitality Strategy are focused on urban design concepts around walkability and neighborhood connectedness. Effort around branding, such as Action item 4F.2 would be aligned with supporting the development of a historical marker program.

23. Will maps of the surrounding area also be part of the way-finding program? Could be useful at both train stations, Downtown entrance to SCT, corner of Castro and ECR, etc.

Efforts are currently underway to support additional wayfinding infrastructure in Downtown. The project is contemplated in Fiscal Year 2024-25.

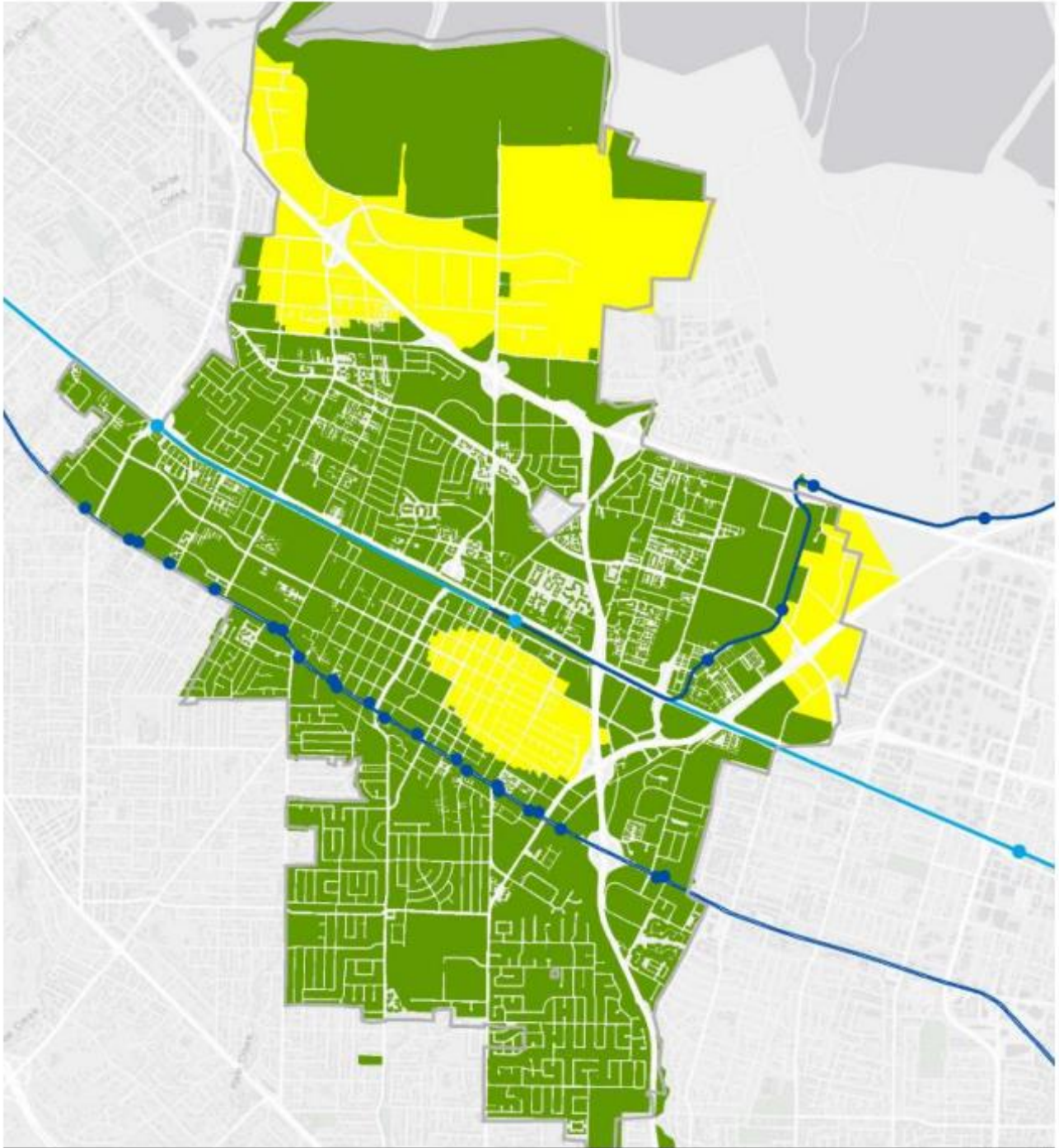
24. Action 3D.5- What is commercial landlord license category?

Currently, owners of commercial property that lease their property and buildings to businesses are receiving lease or rental income as a business operation. The City's current business license does not contemplate or treat commercial property owners as a business entity. Adding a commercial landlord category to the business license would require property owners that are receiving income from their property to pay for a business license. The cities of San Jose, East Palo Alto and Santa Clara require such registrations.

25. Action 3A.6- Is there an easy way to complain about something you can't find on our City website, so improvements can be made to navigating it?

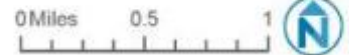
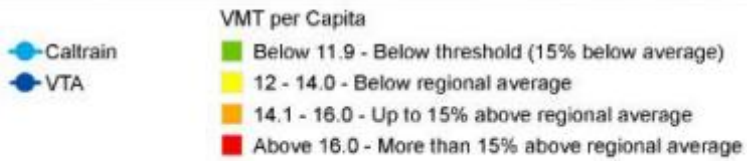
People can submit an Ask Mountain View (AskMV) and submit their potential improvements or suggestions to the website through the relevant topic category or the "Other" category.

# VMT per Capita



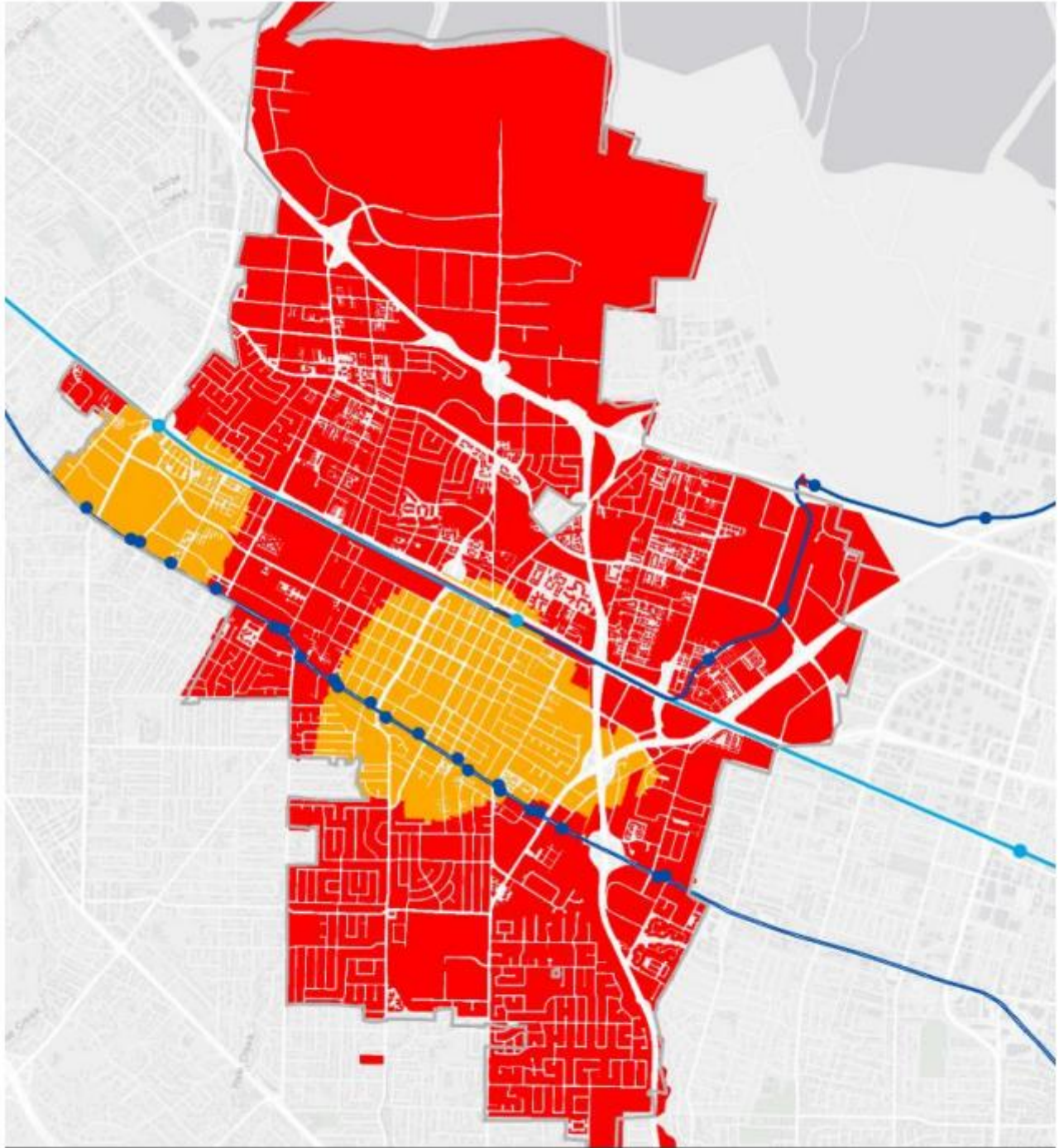
VTA Model, Variation from 9-County Regional Average VMT per Capita (2020)

Data Source: VTA





# VMT per Employee



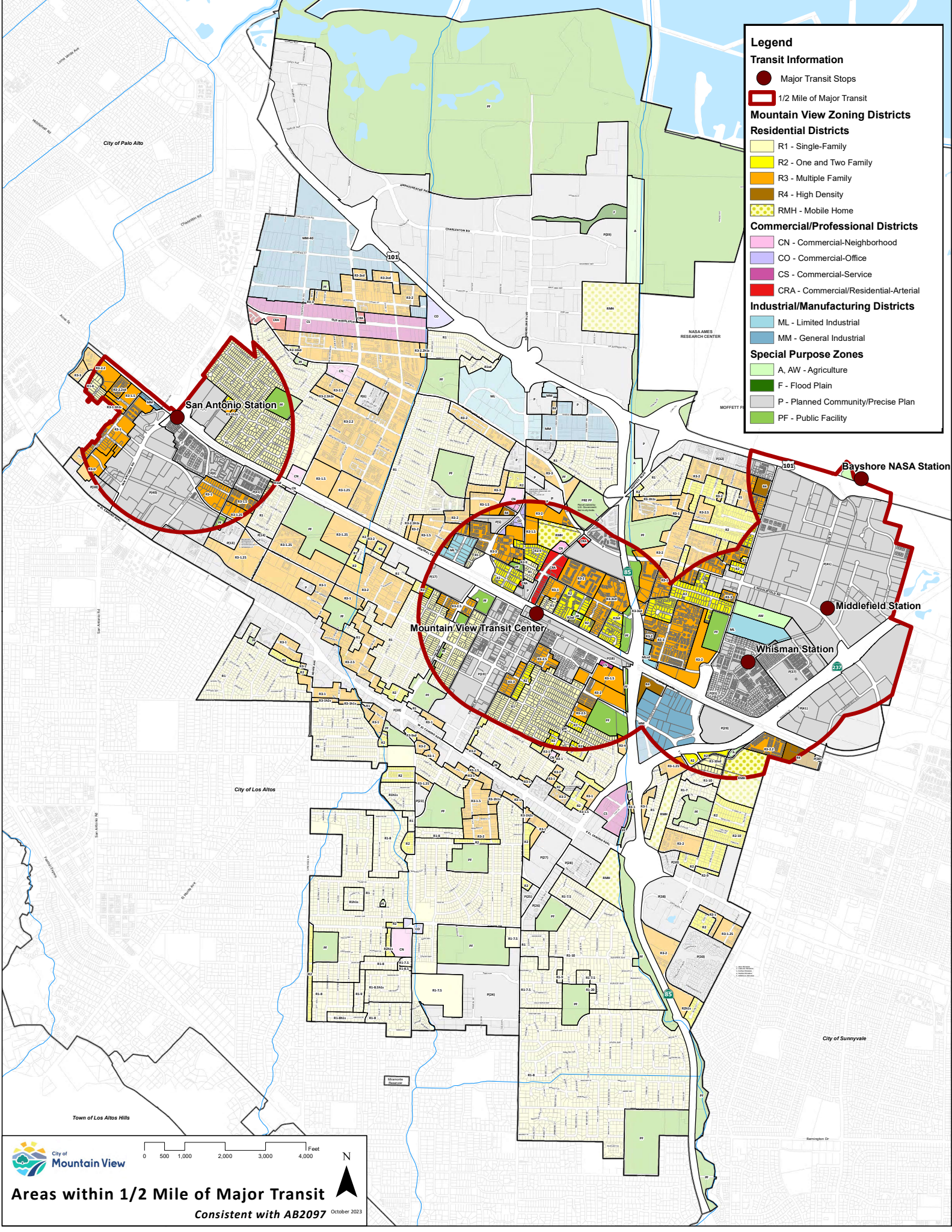
VTA Model, Variation from 9-County Regional Average VMT per Employee (2020)

Data Source: VTA

- Caltrain  
VTA
- VMT per Employee
- Below 13.0 - Below threshold (15% below average)
  - 13.1 - 15.3 - Below regional average
  - 15.4 - 17.6 - Up to 15% above regional average
  - Above 17.6 - More than 15% above regional average







**Legend**

**Transit Information**

- Major Transit Stops
- 1/2 Mile of Major Transit

**Mountain View Zoning Districts**

**Residential Districts**

- R1 - Single-Family
- R2 - One and Two Family
- R3 - Multiple Family
- R4 - High Density
- RMH - Mobile Home

**Commercial/Professional Districts**

- CN - Commercial-Neighborhood
- CO - Commercial-Office
- CS - Commercial-Service
- CRA - Commercial/Residential-Arterial

**Industrial/Manufacturing Districts**

- ML - Limited Industrial
- MM - General Industrial

**Special Purpose Zones**

- A, AW - Agriculture
- F - Flood Plain
- P - Planned Community/Precise Plan
- PF - Public Facility

City of Mountain View

0 500 1,000 2,000 3,000 4,000 Feet

**Areas within 1/2 Mile of Major Transit**

Consistent with AB2097 October 2023