

## City Council Questions

### December 8, 2020 Council Meeting

#### **ITEM 4.4 Authorize a Funding Agreement with El Camino Health for a Cuesta Park Fitness Court**

1. What is a difference between a Par Course and Fitness Court?

A par course is an outdoor exercise track or course where a series of exercise stations are spread along a long path. It is intended for joggers to stop and perform specific exercises as they run along the path. A fitness court is made up of various pieces of equipment in one centralized location.

#### **ITEM 4.7 Live Nation Rent Modification Due to COVID-19**

1. Is there a force majeure clause in the contract and did Live Nation invoke the clause?

Yes, the Live Nation contract contains a force majeure provision. In the contract, Force Majeure "shall mean delays caused by reasons of fire, acts of God, . . . governmental preemption of priorities or other controls in connection with a national or other public emergency..."This means that the rent could be deferred throughout the state and/or local emergency due to the pandemic. Staff included information in the staff report that the terms of the lease allow for continued deferral of Live Nation's rent obligations through the public health emergency; however, no provision excuses eventual payment in full of the deferred amounts.

Live Nation informed the City on March 31, 2020 that due to the pandemic they were suspending their rent obligations pursuant to the force majeure provision, but were interested and open to resolving this issue in an equitable way, which the City and Live Nation have continued to pursue and that has culminated in the recommendation going to Council tonight.

This approach allows the City to resolve the Live Nation's revenue obligation for the 2020 concert season, although at a lesser amount (as a result of the cancellation of the concert season).

2. Is this a cancellation of 50% of the rent, or a deferral of 50% of the missed rent for repayment later?

Staff is recommending modification of rent due to the City for the concert season. The recommendation is for the City to receive 50% of the rent due for the 2020 concert season due to COVID-19 impacts. The remaining 50% rent would be waived and not be received by the City. This action would provide the City with 50% of total rent of the 2020 concert season to be received in Fiscal Year 2020-2021.

3. Will Live Nation have to pay all the deferred rent?

Please see response to above question.

4. Is the City abating any part of the rent?

In the recommended action, the City would be abating 50% of the rent due for the 2020 season.

#### **ITEM 4.11 Amendment of Savvy Cellar Wines, Inc., Lease**

1. An attachment is referenced in the staff report, but does not appear to be included in the packet.

The attachment is currently available in the agenda packet under Item 4.11 on the City's website.

#### **ITEM 4.13 Shoreline Boulevard Transit Lane and Utility Improvements, Project 18-43-Amend Project Budget and Award Construction Contract.**

1. Will the new light at Pear and Shoreline be one that advances the infrastructure for the Traffic Operations Center? If not, can it be? What would be the additional cost?

Yes, the traffic signal controllers and controller cabinets to be installed by the project at all the intersections on Shoreline Blvd from Middlefield Road to Pear Avenue will be compatible with the future Traffic Operations Center.

2. By transferring funds from the Ped Bridge, how will it impact the construction timeline?

It will not affect the construction timeline for the bicycle/pedestrian bridge over US 101 at Shoreline. Construction is at least 2 years away and staff will include replenishing the construction funding as part of the 5-Year Capital Improvement Program (CIP) in spring 2021.

#### **ITEM 4.14 Youth Mental Health Council Goal**

1. One of the proposed long-term action is to collaborate with ECHD and MVLAUHSD to review opportunities to develop a program through the school district. If the city is not creating or delivering this program, does the city need to be involved?

Through the presentations received from healthcare providers to the Council Youth Services Committee, El Camino Healthcare District (ECHD) referenced a program they developed in partnership with Fremont Unified High School District to support suicide prevention efforts in the schools. There was general interest in exploring the possibility of developing a similar program between ECHD and the Mountain View Los Altos Unified High School District (MVLAUHSD). If this is an action item the Council would like to pursue in the future, the City may either play an active role in the development of the program in partnership with the school district and ECHD or as a connector between the two agencies. The City's role would be clarified through conversations with ECHD and MVLAUHSD.

#### **ITEM 4.17 Housing Element Update Scope of Work**

1. What topics are usually addressed from those stakeholders providing input?

Typical topics that receive input include preferences for Housing Element goals, policies and actions. Additionally, we also have received input on any proposed rezonings or housing sites associated with the Housing Element.

2. What local and Mountain View-based nonprofit groups are considered to be stakeholders?

Any individuals that sign up to receive notifications, or provide input to staff, EPC, or City Council, can be considered stakeholders. To date, staff is aware that individuals from MV YIMBY and the MV Coalition for Sustainable Planning have signed up to receive Housing Element notifications.

3. Are groups that are strictly advocacy groups considered stakeholders?

Housing Element stakeholders include individuals or groups that may represent a variety of community interests or advocacy (i.e. housing, environmental, business, property owners, neighborhood groups, etc.).

#### **ITEM 4.18 Authorization to Access Criminal History Information for Prospective Employees, Volunteers, or Contractors**

1. Just to clarify, criminal history is only investigated and evaluated after an applicant is selected for employment or for a volunteer or contracting opportunity – is that correct?

Assembly Bill 1008 restricts public agencies from asking a job applicant about their criminal history until after the applicant receives a conditional offer, except for positions that require background checks by law (e.g., peace officers; park, playground, recreation employees, etc.)

2. How often does the City reject an applicant due to criminal history? How many applicants have been rejected since AB 1008 was signed into law?

After a conditional offer has been made, applicants are asked to submit a Conviction History Questionnaire, which includes being fingerprinted, the timing of which is consistent with AB 1008. (As noted above, there are certain positions for which this information is required to be collected as part of the application process.) Since January 2018 (when AB 1008 went into effect), 1,002 applicants, volunteers and contractors have undergone fingerprinting associated with their hiring or placement with the City. Of this number, nine were notified that they would not be moving forward in the hiring process for the position and provided with an opportunity to respond. For a majority of these applicants, it was their failure to disclose their conviction history, rather than the criminal conduct itself, that resulted in them not moving forward in the selection process. City Personnel Rule 2.03 requires disqualification of an applicant that makes a false statement.

3. Do we have any data to show how criminal history has impacted prospective employees, volunteers, and contractors based on race?

We are not able to determine if criminal history has an impact on prospective employees, volunteers and contractors based on race because applicants are not required to disclose race on their application. If the applicant voluntarily provides this information through our applicant tracking system, the information is reported to Human Resources for each recruitment anonymously. We are not able to view individual applicant responses.

4. Why wasn't this authorization sought by staff sooner?

In May, 2020, the City of Mountain View Police Department was notified by Department of Justice (DOJ) that they will be conducting an audit of agencies who utilize the California Law Enforcement Telecommunications System (CLETS). While Police Department staff were responding to the Audit Questionnaire, they raised the question whether the City's general account could be set up to request FBI conviction information for prospective employees. DOJ responded that the City would be required to request approval from City Council to adjust the account to include access to the FBI's national criminal history database.

## ITEM 6.1 Residential Development at 325-339 Franklin Street

1. While the airBnB units are registered with the city, have they been rented in compliance with the ordinance?

The City has not received any complaints related to short-term rentals for the project properties. A City record search found the Air Bnb units are registered and in compliance with the City's Ordinance. However, host compliance estimates show that one unit exceeded the 2020 annual limit for unhosted stays (67 days versus the unhosted limit of 60 days). There are no documented short term rentals for the property since March 2020.

2. Are the airBnB units hosted or unhosted?

The Air Bnb units are unhosted.

3. What has transpired to result in a project submittal in July 2015, and the final public hearing in December 2020? What have been the causes of the delay?

The most significant factor causing the extended timeline were periods where the applicant did not resubmit plans for six or more months after a City review cycle, but indicated they were still pursuing the project.

4. Three residents provided input on this proposed development and one indicated they live near the project. Do the other two residents that provided public input live near the proposed development?

Based on limited information provided in the public comments, two commenters live within one to two blocks of the project, another indicated they lived within Downtown Mountain View, and the fourth commenter identified themselves as a Mountain View resident but did not provide any other identifying information.

5. What is the location of the fire pit and barbeque on the project plans? What is the fuel for the fire pit and barbecue?

The fire pit and BBQ are oriented around the central lift/stairs from the garage; the social area/BBQ is between the lift and Building 5, and the fire pit is between Buildings 6 & 7 (see red dashed areas in graphic below). Originally, the applicant proposed gas-powered equipment. However, the applicant is aware of recently adopted City codes limiting natural gas equipment; the final equipment will be selected in compliance with the City's Green Building/Reach Codes through the building permit process.

6. What are the regulations for apartment units that are used for short-term rentals/AirBnb? For how many years were these apartments used as AirBnb units?

Any residential property owner or lessee (pursuant to a written lease agreement) may offer a dwelling or portion thereof for short-term rental (STR), less than 30 days at a time. The City Code has different operational requirements for hosted versus unhosted STRs. One of the key differences is that unhosted rentals (where the operator is not present onsite throughout the rental) limited to 60 days per year of STR use. According to the developer, the existing apartments on the project site were used as AirBnb units as soon as the original tenants started moving out, which began in 2016.

7. Can staff help explain the TRAO history with this project? How is it that a notice to vacate could be mailed out four years before a project is approved?

The TRAO process is initiated when an applicant first files a formal application with the City. Within 30 days of filing the application, the applicant is required to send a Notice of Intent (NOI) to existing tenants; the NOI is prepared and sent by the applicant, and often includes their estimate for the review timeline. Later on, the TRAO requires that tenants receive at least a 120-day notice to terminate (or 12 months for senior/disabled tenants). Some developers choose to send a 12-month Notice to Vacate to all tenants, in anticipation of their projected approval date by the City Council. The first Notice to Vacate was sent out on July 2, 2018, with a vacate date of June 2019. Due to unforeseen delays in processing the project to public hearings, the vacate date was extended by the developer.

8. Is a developer who sends out a notice to vacate actually required to redevelop the property? What protections for tenants exist to ensure notices to vacate aren't sent out just to encourage tenants to voluntarily vacate units?

Developers must comply with a range of requirements under the CSFRA and TRAO. At the start of each project, developers are required to enter into contract with the City, pay advance fees for a tenant relocation consultant and set up escrow accounts for future payment of TRAO benefits to tenants. During the project review, TRAO compliance is closely monitored by the consultant and City staff. All costs paid by the developer during the process – whether for consultant fees or tenant relocation payments – are non-refundable. Staff has not experienced any project being initiated solely to encourage tenants to vacate.

9. Are tenants who voluntarily vacated provided an opportunity to return if a property owner decides not to redevelop, or if there are substantial delays to projects?

The TRAO specifically stipulates in Section 36.38.30 that a tenant whose tenancy is terminated has a first right of return if that rental unit is returned to the rental market by a developer or successor landlord. Rent for the unit must be the rent lawfully paid by the tenant at the time the landlord gave notice of termination. Staff has not encountered a circumstance where a unit returned to the rental market after being voluntarily vacated (prior to a notice of termination), and would need additional legal counsel to determine the applicability of first right of return provisions to such units.

10. On what date was the project application deemed “complete?”

See answer to the next question (below).

11. The BMR Phase 2 Program exempts “non-gatekeeper projects with formal applications submitted by June 30, 2019, provided that, prior to August 24, 2019, applicants must submit all of the additional information as requested in the City’s 30-day letter responding to the applicant’s formal application submittal.” On what date was the project submitted, and on what date did the applicant submit all of the additional information as requested in the 30-day letter?

The Franklin Street application was submitted in July 2015, well before the effective date of the BMR Phase 2 Program. In drafting the Phase 2 revisions to the BMR Program, the submittal date was the critical factor for determining BMR eligibility; the determined complete criteria (per any additional information requested in the 30-day letter) was designed as an additional measure to deter substantially incomplete application submittals made purely to beat the June 2019 submittal deadline. This project was determined exempt from the BMR Phase 2 Program requirements prior to the August 24, 2019 effective date, and deemed complete December 13, 2019.

12. How many BMR Units are required? How much is the estimated in-lieu fee is expected?

The project is subject to Phase 1 BMR requirements. Therefore, the developer has a choice of whether to provide an in-lieu fee or on-site units, and is proposing to pay the fee. Payment of the required BMR in-lieu fees would result in an estimated BMR payment to the City of approximately \$720,000, based on the applicant's current projected average sales price of \$1.6 million per unit. The final payment of BMR in-lieu fees will be 3% of the actual sale price of each unit.

Under Phase 1, the on-site requirement is 10% BMR requirement would result in 1.5 BMR units for this 15-unit project. In this case, the developer would provide one unit and the balance in in-lieu fees.

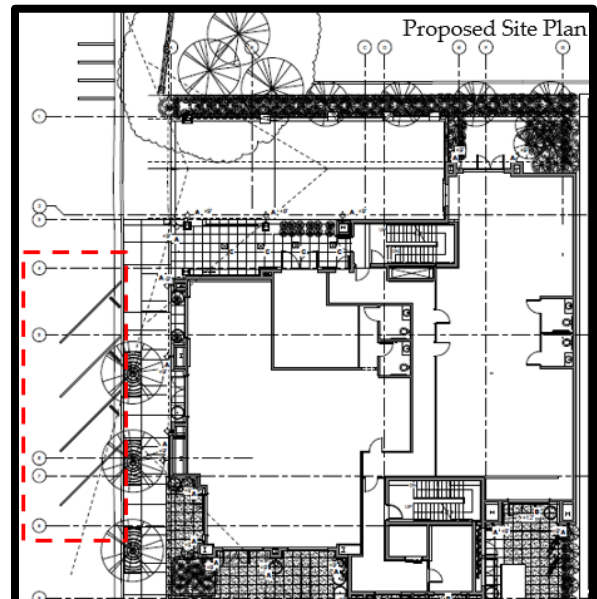
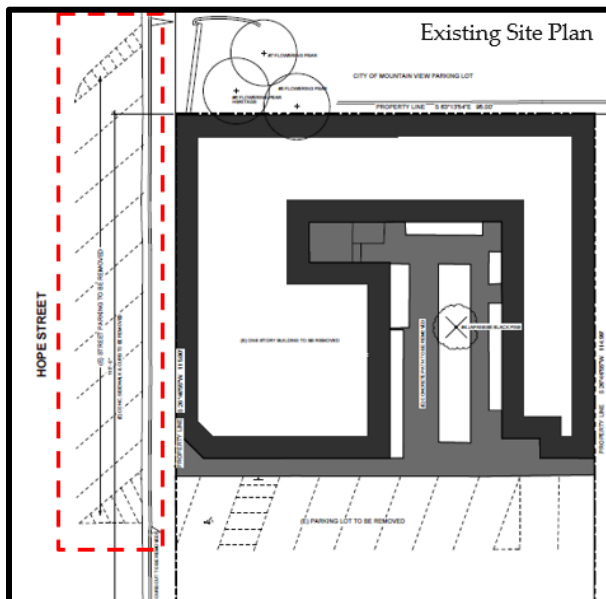
**ITEM 6.2 Mixed-Use Project at 676 West Dana Street**

1. How many on-street parking spaces have already been lost in the downtown area in since 2015? How many are going to be lost due to approved, but not yet built (and therefore not yet lost) projects? How many are going to be lost due to the grade separation project?

Eleven on-street parking spaces for projects that were approved and built since 2015 were removed. 16 additional parking spaces are estimated to be lost due to projects that are approved, but not yet built. Approximately 11 on-street parking spaces in Downtown are proposed for removal as part of the grade separation project. The grade separation project is also anticipated to remove additional off-street parking and create potential parking areas off Moffett Boulevard.

2. Where are the five on-street parking spaces being lost?

Five on-street parking spaces are proposed to be removed on Hope Street to accommodate the driveway to the underground garage and adhere to the driveway and corner visibility requirements for pedestrian, bicycle, and vehicle safety. See below for the existing site plan and proposed site plan.



3. How will people know the underground parking is also for those going to the office/retail space?

The metal archway above the driveway ramp is intended as a visual cue for drivers to navigate to the underground parking garage and the applicant intends to also incorporate directional signage to further emphasize that the underground parking is meant for retail and office tenants.

4. Please confirm that the sidewalk along Hope will be the same width as the sidewalk in front of the city's parking lot next door on Hope, rather than the existing narrower sidewalk.

Yes, the project is required to include a larger sidewalk area. The project site currently has an existing 6' wide sidewalk and is required to dedicate an additional 4' public access easement to create a 10' wide sidewalk.

5. Parking in-lieu is the \$54,934 the current actual cost to build a parking space. When will that be adjusted?

The current cost to build parking exceeds the current parking in-lieu fee. The fee amount will be discussed as part of the Downtown Parking Strategy early next year.

### **ITEM 7.1 Eden Housing Notice of Funding Availability Proposal-1100 La Avenida**

1. The NOFA application has the box "mixed use" checked. How is this mixed use?

When Eden Housing submitted the NOFA application, they had proposed affordable housing along with commercial/office on the first level. Staff requested for Eden Housing to revise the application, but this appears to have remained from one of the early revisions. The current proposal does not include commercial/office and is not a mixed use project.

2. Does ownership of the land have to be transferred to Santa Clara County? Why?

The County of Santa Clara Office of Supportive Housing has requested Measure A projects transfer the land to the County to ensure long-term affordability. However, the City has had conversations with the County about the City taking the fee interest (title ownership) in the property with the goal of keeping the property affordable for the long term. The County has allowed this in the City of San Jose. Eden Housing and the Office of Supportive Housing will need to go to the Board of Supervisors with revised language and renegotiate the terms of the loan. The City is currently drafting Underwriting Guidelines which will state that as a condition of receiving a loan from the City, that the limited partnership retain ownership or if another party requests the limited partnership transfer title of the property, it be transferred to the City via a transaction.

3. Do any of the funding sources prevent the applicant from implementing a live/work preference? If so, which ones?

Yes, the County Measure A funds do not allow the City to implement the live/work preference directly on the 32 Permanent Supportive Housing (PSH) units. The City will need to rely on "targeted marketing" by the County of Santa Clara Office of Supportive Housing (OSH). County OSH would work with Mountain View homeless response team so that the Mountain View residents or households working within the City can be assessed and added into the community queue. In the City's standard regulatory agreement with the limited partnership owning the development, the City will request that the live/work preference be applied where legally permissible.

4. Is there any street parking around the proposed development at present? If so, will it remain?

Yes, there is street parking on Armand which the City does not currently have plans to remove.

5. Are the parking stackers, true stackers or are they puzzle lifts?

Our understanding is that these are puzzle lifts.

6. Can the project be affordable in perpetuity? If not, why not?

If the County or the City takes ownership of the property, then the County or City would be in control of the affordability of the property and it can effectively remain affordable in perpetuity. As mentioned earlier, the County is open to the City taking fee interest ownership of the property to ensure continued affordability. Additionally, 100% affordable housing project generally have not had affordability in perpetuity due to potential challenges in financing such projects, such as with tax credit financing. The typical term is 55 years. In practice, 100% affordable housing projects typically remain affordable beyond 55 years because the project is owned by mission-driven non-profits who seek to preserve the affordability as the project nears its expiration date.

7. How specifically does the county's list work? At a previous council meeting, the county indicated that they create a new list for each project. Is that really true?

The County does not create a new list for each project, but the City does require developers to create a waitlist for each property. The waitlist for 1100 La Avenida will be only for the non-PSH units. The PSH units will be filled through the County's community queue. All homeless individuals or households complete a standard assessment tool (the Vulnerability Index-Service Prioritization Decision Assessment Tool or VI-SPDAT) that considers the household's situation and identifies the best type of housing intervention to address their situation. The assessment can be completed by a case manager at a local community service agency, a transitional housing program, etc. The assessment measures the acuity level, or the level of need for the homeless household. A community queue of eligible households is generated from the standard assessment. Those with the highest level of acuity are referred to the property manager leasing PSH units.

For all non-PSH units, the live/work preference will be applied through the application lottery process. Often the units are oversubscribed, and those households not making it into a unit remain on the waitlist for several years until the property manager, in consultation with the City, purges the waitlist and readvertises for the creation of a new waitlist. The property manager is required to work with the City so that we can help evaluate why the list needs to be purged. In most cases, the property manager maintains the waitlist for up to five years.

### **ITEM 8.1 Oversized Vehicle Parking on Narrow Streets**

1. Can staff provide a map with the overlay of streets with existing parking restrictions, the bike lane restrictions, and the narrow streets restrictions?

Attached is a map showing the narrow streets and all streets with bike lanes. The bike lane streets include both the streets with signage prohibiting parking for oversized vehicles and the streets with no parking/no stopping for all vehicles. Parking restrictions for all other streets are either not available in map form or are out of date and will take some time to develop.

*(Note: see attached map – Narrow Streets and Bike Lanes)*



2. Is there a count of oversized vehicles currently parked on non-qualified streets (exceeding 40ft in width)?

Staff does not have a count of all types of oversized vehicles currently parked on streets that exceed 40 feet in width. Staff does have count information from July 2020 for the number of vehicles that appear to be in use for living purposes. The number of these vehicles on streets that are wider than 40 feet in July 2020 were as follows:

- Continental Circle – 28
- Gemini – 7
- Pear – 6
- Pioneer – 13
- Sierra Vista – 4
- Terra Bella – 16
- Wyandotte - 4

3. Can staff provide information about projects scheduled to be funded with Construction/Conveyance Tax? What capital projects may have to be delayed?

According to the 5-Year Capital Improvement Program (CIP) planned list of projects for Fiscal Year 2021-22, the following projects were shown to receive Construction/Conveyance Tax:

	Project	C/C Tax (\$000)
22-01	Street Resurfacing and Slurry Seal Program	1,053
22-02	Traffic Infrastructure - Miscellaneous Replacements and Modifications	295
22-03	Street Light Pole Replacements	275
22-06	Concrete Sidewalk/Curb Repairs	702
22-07	Parks Pathway Resurfacing	89
22-09	Forestry Maintenance Program and Street Tree Replanting	399
22-11	Developer Reimbursements	32
22-12	Street Lane Line and Legend Repainting	61
22-14	Facilities Maintenance Plan	594
22-15	Annual Traffic Studies/NTMP Improvements/Bicycle Counts	291
22-18	Planned and Emergency Facilities Projects	250
22-19	Biennial Median Renovations and Roadway Landscape Renovations	79
22-20	Biennial Real Estate Technical and Legal Services	19
22-24	Biennial Installation of ADA Curb Ramps	69
22-25	Annual New Energy Conservation Measures	99
22-26	Biennial PMP Recertification	78
22-29	Annual Regional Public Safety	150
22-31	Annual Parks Renovations/Improvements	166
22-35	Stierlin Road Bicycle and Pedestrian Improvements, Construction	2,150

22-36	El Camino Real Bikeway (Sylvan to Castro) and Pedestrian Improvements (City Limits), Phase 1	3,000
22-39	Traffic Operations Center, Design and Installation	5,150

It is not possible at this time to determine which, if any, of these projects may have to be delayed due to the proposed allocation of \$485,000 to the Narrow Streets Sign Installation project. This list was put together as part of the 5-year CIP adopted in June 2019. As Year 3 in the planned CIP from June 2019, the list of projects and their funding sources are considered preliminary and will change as part of the next 5-Year CIP, which is due to be developed in spring 2021. For instance, some of the projects may not be ready to move forward in FY 2021-22 and will be moved into a later year. An example of this is the \$5.1 million shown for a Traffic Operations Center Design and Installation. At this time, it is reasonable to expect that only design for less than \$1 million will be required in FY 2021-22 for this project and this allocation would be reduced when the new 5-Year CIP is developed. There will also be some moving around of funding sources among some of the projects, including the use of grant funding where available.

4. How much Construction/Conveyance Tax is generated per year?

Approximately \$4.5 million in Construction/Conveyance Tax is currently generated per year.

5. Do we have an estimate of how many RVs are currently on Mountain View streets (as opposed to in safe lots)?

The most recent data available was included in the September 8, 2020 Council report, which noted the July count of 191 RVs parked on streets with 54 RVs participating in the safe parking lots as of August.

6. Do we have a rough estimate of the number of households renting RVs from “RV landlords?”

Staff does not have data for all the households living in vehicles. The available data included in the October 30, 2020 Homeless Initiative Update, indicated 6 rental participants in the City lot safe parking program from March-July 2020.

7. The staff report says Project Homekey will provide approximately 300 spaces. I thought it was 100 units, some for singles and some for families. Can you clarify?

Correct, 100 doors/ 124 beds. The reference is from the ability of the facility to serve up to ~300 people over the course of the year based on the estimated bed turnover of ~2-3x per year.

8. Do our affordable housing projects currently have wait lists? How many units are open at Mountain View’s affordable housing projects now and how many of those might be available to households currently living in RVs?

Yes, each 100% affordable housing project maintains their own waitlist. All of the waitlists are currently closed, which means that all units are likely occupied. For households currently living in RV’s, they would need to apply when waiting lists open up for those projects.

9. Given Federal Fair Housing Law, how many open affordable housing and transitional housing units or spaces typically go to households currently in Mountain View and how many typically go to households from outside the city?

Specific data is not available. However, due to targeted marketing, it is staff’s understanding that a high percentage of units have gone to those who lived and/or worked in Mountain View at the time they were placed into an affordable unit.

10. How many spots are currently open at our safe lots or is there a wait list at this point?

The City lots are at capacity for OV's with the new passenger spaces coming online by mid-December 2020. The Provider does keep a wait list and follows up as spaces are available.

***Safe Parking Lots Weekly Update – As of November 2020:***

- a. Shoreline Lot (capacity 29 vehicles): 29 vehicles / 63 participants
- b. Evelyn Lot (capacity 30 vehicles): 30 vehicles/ 69 participants
- c. Terra Bella Lot (capacity 9): 9 vehicles/ 16 participants
- d. St. Timothy's (faith lot – 4) – on hiatus
- e. Lord's Grace (faith lot – 4) – 0 vehicles, 0 participants

***Total Safe Parking Vehicles 68 / 148 Participants***

The Council authorized additional passenger spaces at the Shoreline Lot and flexible commuter and living passenger vehicle spaces at the Evelyn Lot, bringing the total number of safe parking spaces that Mountain View provides to up to more than 100 – the largest program in the County.

The implementation of the September 8, 2020, Council direction on safe parking is nearly completed. The amended leases and new contract for lot modifications to add new spaces has been finalized. The lot painting and preparation work is set for Friday, December 11. The extra garbage and portable restrooms will be added by MOVE mid-December to expand operations.

11. Various questions were received on the 2 a.m.-6 a.m. parking restrictions on all City Streets. The answers to these questions are addressed in a combined answer below.

The 2 a.m.-6 a.m. restriction is authorized by the California Vehicle Code and contained in Section 19.71 of the City Code. Section 19.71 applies City-wide, and does not explicitly require adoption of a resolution designating the streets to which it applies, in contrast to sections 19.81 (narrow streets), 19.92.4 (street cleaning), and 19.99.6 (parking of vehicles over 6 feet in height), which do require a resolution.

The City only enforces the 2 a.m.-6 a.m. restriction where signs have been posted. The streets currently signed with the 2 a.m.-6 a.m. restriction are those identified as posing the most concerns by overnight parking of large vehicles.

Between 2002 and 2016, the City installed signs at various locations in the City to restrict parking during 2 a.m.-6 a.m., as authorized by Section 19.71. These signs were installed primarily to address issues with big-rig freight trucks and construction trucks parking on these streets for days or weeks at a time. The City identified these locations based on complaints received by the Police Department. The long term placement of these large vehicles in front of businesses along these blocks obscured the view from businesses and impeded access to them, negatively affecting the businesses. These vehicles also presented driveway and intersection sight line issues.

Consistent with its response to other parking restriction enforcement issues during the COVID-19 pandemic, including the parking in excess of 72 hours and parking vehicles over 6 feet in height restrictions, the City enforces the 2 a.m.–6 a.m. restriction on a complaint basis, with education and outreach as the initial enforcement tool to obtain compliance. The City has not received any complaints for enforcement of the 2 a.m.-6 a.m. restriction during COVID.

Staff has, however, identified some aspects of the 2 a.m.-6 a.m. restriction that would benefit from additional analysis to make it more workable. This topic will be included in the discussion being brought back to Council regarding further analysis on parking restrictions City-wide on streets greater than 40 feet.

12. Now that we are restricting oversized vehicle parking from narrow streets can we remove signs from the wider streets to make room for vehicles during COVID?

Staff recommends that an evaluation be conducted before removing any existing parking restriction signs from streets that are wider than 40 feet. The first step will be to conduct an inventory of all such parking restricted locations and research the purpose of the signs when they were installed to determine if the need still exists. For any streets where it is determined that parking restrictions are no longer required, it may be necessary to install signs and/or red curbs to protect sight lines at driveways and intersections for the safety of vehicles, bicyclists, and pedestrians, including pedestrians on sidewalks as they approach driveways. Staff will return to Council with the results of the evaluation and recommendations for the parking restrictions for streets over 40 feet wide. As this will require a substantial amount of Traffic Engineering staff time, this work will need to be started after Traffic Engineering completes the engineering for the placement of the narrow streets signs.

13. Approximately how many RVs does staff think would fit on the wider streets that would be available for parking oversized vehicles?

This information is not available.

14. How many total streets in MV? What % of streets are not affected?

There are 526 total public streets in Mountain View and 435 public streets have been included the narrow streets resolution (some streets listed in the resolution had multiple segments for the total of 444 street segments). This results in 17% of the City's streets not being included in the narrow streets resolution.

There are 140 miles of public streets and 88 miles of public streets have been listed in the narrow streets resolution. This results in 37% of total miles of City's streets not being included in the narrow streets resolution.

Please note that there are additional miles of streets in the City that would have qualified as narrow streets; however, these streets have existing no parking restrictions for all vehicles or bike lanes; therefore, they are not included in the narrow streets resolution to prohibit oversized vehicle parking.

15. Are undocumented immigrant RV residents allowed in to any of the safe lots located in Mountain View? If so which ones are they allowed into? Are residents of rented RVs allowed in to any of the safe lots located in Mountain View? If so which ones are they allowed into?

Participants are allowed to participate regardless of status and rental vehicles were specifically allowed by the Council for all safe lots.

16. Was a fiscal analysis required for Measure C?

No. The Elections Code does not require a description or analysis of the fiscal impact of a health and safety measure in the ballot materials. There is a presumption the ordinance will be implemented incurring necessary costs. There were general estimates provided during the initial adoption process for informational purposes, but those estimates changed and were increased due to more detailed analysis. The current cost estimates were also delayed due to the referendum process and COVID-19.

17. Can staff clarify: The City's narrow streets map shows that Bay St. would not be restricted between El Camino Real and Park Lane, by the car wash, but the resolution says that it's covered.

The resolution's list of streets governs and is correct. The map is for illustrative purposes only and was put together quickly for the Council Report. In cross-checking, staff identified 2 street segments which should appear on the map: Bay Street as noted above, and a short stretch of Linda Vista Avenue north of Terra Bella Avenue. These streets are properly identified in the resolution and a clarification will be provided during the staff presentation.