

City Council Questions

March 23, 2021 Council Meeting

ITEM 3.1 Rental Housing Committee Applicant Interviews

1. Is there a procedure to break tied votes that Council has used in the past?

Tonight, after the interviews, each Councilmembers will be asked to select among 7 applicants to provide their recommendations for the 3 full appointment openings and 1 alternate opening. Votes will then be tallied by staff and summarized. Note: There are no set procedures for how Council determines its appointment recommendations for RHC appointments, only a requirement in the CSFRA that the actual appointment of RHC committee members take place at a public meeting of the City Council. Therefore, the parameters of selection process may be conducted at Council's discretion.

It is possible the selection process tonight could result in multiple candidates receiving equal or "tie" votes for a limited number of positions. If this occurs, staff recommends an efficient way to address the tiebreak scenario is to present the pool of tied candidates to Council again, requesting a majority vote of Council to break any tie among multiple candidates.

ITEM 3.2 Fiscal Year 2021-22 through Fiscal Year 2025-26 Capital Improvement Program

1. On page 7 of the staff report, it says that there may be insufficient funding for future major utility infrastructure replacement/rehabilitation needs. Can more information be shared on this? Is staff concerned? What might be the impact?

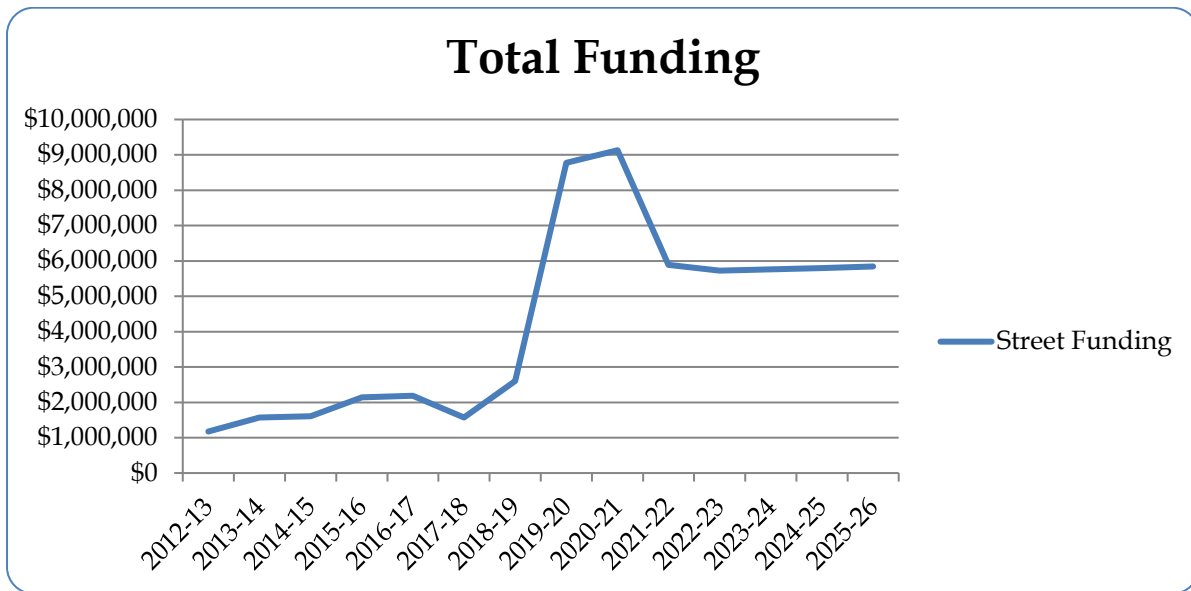
Due to aging utility infrastructure, there are several major utility infrastructure replacement/rehabilitation projects planned in the roll forward CIP. There are also some utility infrastructure replacement/rehabilitation projects on the Unscheduled Projects list due to limited funding.

Staff is currently updating the City's utility (water and wastewater) master plans which will identify and prioritize utility needs. The master plans will be completed in early 2022 and will help determine the level of investment needed over the next 10 years compared to funding expected to be available. If the City's utility infrastructure replacement/rehabilitation needs cannot be met due to insufficient funding, the water and/or wastewater infrastructure will continue to deteriorate and may result in system malfunctions. Such malfunctions will affect service reliability and may cause issues that impact public safety and health. It is expected that the master plans will help avoid such a scenario by identifying the extent to which there may be insufficient funding and providing options to increase funding for Council's consideration.

2. In the not-too-distant past (maybe March 17, 2020?) staff provided a chart with the dollar amount of investment in maintaining our roads and showed a forecast for future investment. Can staff update that chart for us based upon actuals and an updated forecast?

The chart below presents the annual total investment in maintaining the City's roadway pavement since Fiscal Year 2010-11 and the potential annual investment to be included in the new Five-Year CIP based on current revenue projections. Based on this, the proposed total investment in pavement maintenance projects in the next five years would be \$29 million. Staff just received the draft Pavement Management Program (PMP) report from the Metropolitan Transportation Commission and it identifies a corrected

City Network Pavement Condition Index (PCI) of 71 for 2020 (previous preliminary information showed 73). Based on the draft PMP report, a total of \$25 million is needed to maintain the City’s network PCI at 71 for the next five years. While the proposed \$29 million should, therefore, allow the City to maintain a PCI of 71, it is less than the \$49 million that would be required to meet the City’s goal of a network PCI over 75 in the next five years.



- Can staff provide an updated version of the PCI map found here?

https://www.mountainview.gov/depts/pw/transport/maintain/city_pavement_condition.asp

The individual street PCI ratings needed for the map are provided by MTC in the PMP report. Staff has only just received the draft report from MTC and MTC may make further adjustments or corrections to the PCI ratings before finalizing the report. Staff will provide and post the updated PCI map once the PMP report is finalized and certified this summer.

- In the PCI map, several streets are categorized as in “poor” or “very poor” condition. Is a timeline for the repair of these streets available?

Eleven of the streets categorized as poor or very poor (PCI of 50 or less) are included in the City’s five-year plan for reconstruction. Reconstruction timeline for the remaining poor/very poor streets will be analyzed and considered during the next round of PMP update. Many streets outside these two categories (PCI above 50) are also included in the five-year plan. Streets with PCI above 50 need to be maintained (resurfaced or slurry sealed) to avoid continued degradation which could then require major rehabilitation or reconstruction requiring more funding to address.

- Are there any cost-savings or efficiencies the City could benefit from by maintaining contiguous streets, rather than selecting multiple streets across the City?

While there could be some cost savings and efficiencies with providing pavement maintenance on contiguous streets, these streets may be at different stages of pavement needs and/or have other factors that make this a less cost-effective approach for allocating limited pavement maintenance funding. Staff uses the following process to prioritize paving projects:

- Use the recommendations from the Pavement Management Program (PMP) Report to create the initial list of pavement projects. The recommended list from PMP Report is based on criteria selected by the City to optimize planned investment on pavement maintenance. The criteria include, but are not limited to: (1) street/roadway function or class (arterial, collector, local/residential), (2) treatment types (reconstruction, overlay, slurry seal, etc.), and (3) frequency of each pavement treatment.
 - Compare the list of streets recommended in the PMP to locations planned for future underground utility projects or private development projects. Pavement work on streets with upcoming underground utility or private development projects are deferred until these projects are completed to avoid having these projects damage newly resurfaced/reconstructed pavement.
6. To what extent is the City able to benefit from economies of scale by implementing bicycle/pedestrian and traffic safety improvements concurrently with pavement maintenance? Or is this something the City takes maximum advantage of currently?

Staff integrates active transportation and traffic safety improvements into pavement maintenance projects wherever feasible and as funding permits. For example, tonight’s agenda includes accepting the construction of the 2018-19 Street Resurfacing and Slurry Seal Program, which included green bike lane treatments and high visibility crosswalks on both California Street and Shoreline Boulevard; installation of a four-way stop at the California Street and Franklin Street intersection; and installation of Americans with Disabilities Act (ADA)-compliant curb ramps.

7. In response to a Council question submitted in early 2020, staff indicated that the City does not make a distinction between major/arterial roads and local/neighborhood streets in the pavement maintenance program. Staff further suggested that, *“with the current level of funding, which is considerably higher than the years prior to FY 2018-19, staff considers the current system of prioritization appropriate. If funding is reduced in future years due to an economic downturn or other factors, the City may consider prioritizing by street type or other changes to the current methodology.”* Given the significant decline in revenue, would it make sense to make this distinction and prioritize high-volume/arterial streets over local/neighborhood streets?

The funding received from SB 1, Vehicle License Fee, and VTA Measure B for road and maintenance repair is expected to remain relatively stable and staff continues to utilize these funds towards pavement maintenance. Although there is a decline in gas tax revenue, it is not enough to warrant focusing only on certain types of streets.

8. Staff provided the following response to a recently submitted Council question: *“City staff has not identified a need for a satellite library space within the East Whisman Precise Plan area. To consider a city-leased space, like a satellite library, would require: (a) an identified service need or deficiency by the City, (b) an analysis to identify what long-term costs, staffing, liability and ongoing responsibility would occur for the City for such a leased space, and (c) City Council authorization. City Staff has not identified this need nor heard direction from Council on this need to date.”* Given the significant increase in population projected should housing get built in North Bayshore and East Whisman, an analysis of library and community center need is justified. Is this something we can include as a future CIP project?

If Council requests that an analysis of library and community center needs be considered for inclusion in the CIP, staff can evaluate the costs and staffing required for the analysis and bring back a proposed CIP project for Council review and approval.

9. Project 19-36, “Mayfield/San Antonio Ped/Bike Tunnel, Preliminary Design,” is “On Hold Pending Resources.” Isn’t this funded with community benefit funding from San Antonio Precise Plan area projects? What resources are necessary?

The Mayfield/San Antonio Pedestrian/Bike Tunnel, Preliminary Design, is partially funded with San Antonio Public Benefit Fund and is on hold due to staffing resources. When staff workload allows, project design will commence.

10. Project 21-40, “California Street (West) Complete Street Improvements, Pilot,” is “On Hold Pending Resources.” What resources are necessary?

The California Street (West) is on hold due to staffing resources. When staff workload allows, project design will commence.

11. Is the “Signage Program for Shoreline at Mountain View” project urgent? Is it funded solely with SRPC funding?

The project is proposed to be solely funded using the SRPC fund and can be deferred.

12. Is the “Turf Replacement - Shoreline Athletic Field” project urgent? Is it funded solely with SRPC funding?

The Shoreline Athletic Field synthetic turf was installed in 2015 and has a useful service life of 8 years. The replacement is currently scheduled for Fiscal Year 2022-23 and is proposed to be solely funded using the SRPC fund. Due to the Shelter-In-Place order, the field may have been used less than anticipated. Staff will assess the condition of the field to determine when replacement is needed.

13. We are getting emails about the Grant Road and Sleeper Avenue Intersection Improvements. Has the study been completed, and will Council be seeing this project sometime in the near future?

The Study is still in progress and will be presented to the Council Transportation Committee in April. The Study is scheduled to be completed in summer 2021 and the design phase started in fall 2021.

ITEM 4.6 Execution of a Tax-Exempt Loan by the California Municipal Finance Authority for the Benefit of Saint Francis High School

1. Have we done this for any other groups in Mountain View? What sort of administrative cost is associated with it? If so, will they be reimbursed? Are there community benefits such as utility ROWs that are needed through the property?

Staff is aware of two TEFRA hearings held in the recent past, both related to housing developments in which the City was involved:

In 2016, 779 East Evelyn Ave was a 116-unit multi-family affordable rental housing project done in conjunction with ROEM Development Corporation that was required to conduct a TEFRA hearing in order to proceed with its financing. In 2018, in conjunction with MidPen Housing, another TEFRA hearing was held to help finance multi-family revenue bonds for the Shorebreeze Apartments. Staff is not aware of any other projects in the recent past for which the City held such hearings.

The administrative cost of conducting the hearing was very minimal and included preparing the staff report and conducting the public hearing via teleconference. The public noticing was done by the

School's bond counsel. The City will receive a small amount of proceeds from the issuance costs that is donated by the Authority that will more than offset any administrative costs of the City.

Staff is not aware of any community benefits that are associated with this project. This is a non-housing related project and the City is not otherwise involved in the sponsorship of this project.

ITEM 7.1 Google North Bayshore Precise Plan Nonresidential Bonus Floor Area Ratio Requalification and Preliminary Master Plan and Amendments to the North Bayshore Nonresidential Bonus Floor Area Ratio Allocation Guidelines

1. What is the definition of district parking? Was it intended to be built and used by just one property owner? Or was it intended to be built and used by any property owner in North Bayshore (assuming they contribute to the cost of providing the parking)?

District parking is envisioned as a strategy for North Bayshore to more efficiently use and share parking resources. A district parking arrangement may be proposed by one or more property owners based on private agreements for construction, use and maintenance. The City would review such arrangements based on compliance with the Precise Plan requirements.

2. Can properties that are currently built to a FAR less than what their property is zoned for, build to the maximum FAR for their parcel without requesting Bonus FAR? Do they have to do an EIR or was the current maximum allowed FAR (in addition to the Bonus FAR) included in the NBS Precise Plan EIR?

For office uses, the Precise Plan allows properties to be built to a maximum Base 0.45 FAR without any Bonus FAR requirements or allocation. This process was used by the Microsoft project. The EIR and Precise Plan set a maximum cumulative commercial Base FAR of 3.6 million square feet, but allows flexibility for individual parcel FARs based on character area FAR maximums, as long as the cumulative 3.6 million square feet is not exceeded.

3. Can you provide more information on the why and how the Gateway Master Plan is coming before Council later this year? What party/parties are bringing forward a master plan if Google is including their property in the gateway in their greater North Bayshore Master Plan?

The Gateway Master Plan is City-led per Council direction and is expected to be brought for Council adoption in Fall. Based on Council direction at the Gateway Master Plan study session in November 2019, the Plan allows maximum flexibility regarding the timing of when either property owner in the Plan area can submit a Master Plan. The Plan requires that any proposed Master Plans be consistent with the Gateway Master Plan so that key elements such as location of uses, open space and new streets and connections are well planned and coordinated throughout the Plan area.

4. Would anything be different in terms of district parking, district utility system if at some point Google doesn't own a parcel that they currently own?

As is the case with all projects approved by the City, the conditions of approval for the project would apply regardless of ownership. Therefore, if any of the parcels that avail themselves of the district parking or district utility systems are sold in the future, they would be subject to the same requirements of use and maintenance as the approved project. Any revisions to this approach would have to be reviewed and approved by the City.

5. Are the hotels open to anyone? Has any analysis been done on the optimal number of hotels in the North Bayshore area?

Google's preliminary master plan does not propose exclusive use of the hotels and it is therefore assumed that they are open to everyone. The Precise Plan estimated 400 hotel rooms in the analysis. However, additional hotel rooms may be proposed and will be analyzed accordingly for consistency with the location of land uses and environmental and operational issues. There is one hotel, Shashi, under construction with 200 rooms. Google's proposal includes 180 rooms in Shorebird Neighborhood and 220 rooms in the Gateway area within the Joaquin Neighborhood.

6. Are all of the 3,500 proposed parking spaces at the Shoreline Amphitheater Lot C available to Live Nation and the City when not in use by Google?

Google has not specified a limit to the number of parking spaces in their proposal; however, City would expect to negotiate lease terms that include all 3,500 parking spaces will be available to Live Nation and the City when not in use by Google. The Lot C surface parking lot is currently leased by Live Nation and subleased by Google until 2025 under similar arrangements.

7. Will a study be done to determine whether or not the amount of parking proposed is sufficient? Will parking spaces not available to the general public (e.g., ADA, expectant mothers, etc.) be excluded from the number of available spaces to avoid the mistake Kimley-Horn made earlier this year when assessing parking utilization at the Googleplex?

Yes, a parking study will be conducted as part of the review for the formal Master Plan and will build in the assumptions for reserved parking (expectant mothers, etc.). ADA parking is included in the parking requirements for projects and will be reviewed accordingly. It should be noted however, that parking ratios in the North Bayshore Precise Plan are maximums and less parking is encouraged in order to reduce single-occupancy vehicle (SOV) rates.

8. If the city builds the necessary infrastructure in North Bayshore to support the timing of the build out of the proposed master plan, what are the implications for the rest of the city? Will there be enough money to do projects other than North Bayshore CIPs? Will there be enough city staff to do projects other than North Bayshore CIPs? Will any CIPs for areas outside of North Bayshore be delayed?

The funding sources to be used for the infrastructure improvements will be North Bayshore Impact Fees (both utility and transportation), other fees from developments in North Bayshore (e.g., sewer and water capacity fees), Shoreline Fund, and Community/Public Benefits. These funding sources are specific to North Bayshore and should not impact the City's ability to fund CIPs in other parts of the City.

One of the purposes of preparing the proposed infrastructure implementation and funding strategy is to consider the staffing resources required to deliver the infrastructure. With advance planning and dedicated funding, the City could hire additional staff or a project delivery team assigned to the North Bayshore infrastructure plan without impacting delivery of other CIPs in other parts of the City.

9. Does staff have a map that shows which parcels in NBS that are NOT owned by Google?

Please see attached a map showing ownership of parcels in the Complete Neighborhoods area of the North Bayshore Precise Plan.

10. Does staff have a map that shows which property owners/parcels that are NOT owned by Google are not built to the allowable FAR in NBS?

Staff does not have a current map of this information. Typically, most of the older buildings in North Bayshore are built at between 0.33 to 0.35 FAR; however, a parcel by parcel study would have to be conducted in order to provide this information.

11. Were the property owners other than Google told of how their project proposals and requests for Bonus FAR would be considered by Council?

Staff communicated with SyWest and Google on their development plans following direction from the City Council meeting in February 2019 and during and after the development of the draft Gateway Master Plan reviewed by Council in November 2019. Staff also met with one other property owner, Jeff Morris, and communicated the timing and process for the Gateway and Google's Master Plans and the opportunities for new Bonus FAR applications. Staff also sent a postcard within a 750 foot radius of the project area boundary as required. Additionally, an electronic notice to interested parties (who had signed up for notifications related to the North Bayshore Precise Plan) was sent informing them about the Council meeting on March 23rd regarding the Bonus FAR request, preliminary Master Plan and amendments to Bonus FAR guidelines.

12. If a developer wants to purchase LASD TDR's and use them in North Bayshore, would that square footage be allowed to exceed the overall cap, or do they have to fall within the cap?

Council has discretion regarding authorization of any request to use LASD TDR in a project. However, the Precise Plan has an office cap of 3.6 million square feet of commercial uses (primarily office uses) and any development exceeding this amount would require Precise Plan amendment and additional CEQA review.

13. The City agreed to give property tax revenue generated from the housing in North Bayshore to the school districts. Could you confirm? If so, does that affect the amount the City would be able to bond for with the Shoreline District Funds?

That is correct. The North Bayshore Precise Plan adopted in December 2017 included a policy to "allocate revenue related to the growth in assessed value due to new residential development within the [Shoreline Regional Park] Community pursuant to/in accordance with the annual tax allocation for each school district . . ." In May 2018, City staff initiated discussions with staff from Mountain View Whisman School District and Mountain View Los Altos Union High School District to develop an amendment to the Education Enhancement Reserve Joint Powers Agreement to accomplish this policy. The JPA Board met on June 5, 2019 and voted unanimously to recommend this amendment to the governing bodies of the JPA member agencies. The amendment was approved by the City Council on June 25, 2019 and subsequently by the two school district boards.

The amount of property tax revenue to be provided to the school districts pursuant to the agreement, along with other Community obligations, would reduce the available bonding capacity of the Community.

14. If Council does not grant Google the exception to the POPA credit, will Google be required to provide more open/park space and/or pay the park in lieu fee?

Google will have an option to dedicate land or pay the parkland dedication in-lieu fees.

15. Can staff provide an update on the Priority Transportation Improvement Projects? Please provide approximate costs for each project if possible, and how many have been started and with what funds?

The following Priority Transportation Improvements included the North Bayshore Precise Plan are underway or completed:

Please see table below.

No.	Project	Cost/Budget	Funding Sources	Status
1	US 101/Shoreline Off-Ramp Realignment	\$31.4 million	Shoreline Fund; Impact Fees	Final Design
2	Shoreline Transit Lane with protected bikeways and water/sewer mains	\$22 million	Shoreline Fund; Utility Funds	Construction
3	Charleston Transit Corridor – Phase 1 (Shoreline to Huff)	N/A	Funded by Google (Voluntary contribution)	Completed
4	Charleston Transit Corridor – Phases 2 & 3 (Huff to Salado Drive)	\$43.4 million	Shoreline Fund (\$8.4 million for design)	Final Design
5	Plymouth/Space Park Realignment	\$56.3 million	Shoreline Fund; Impact Fees	Final Design
6	US 101 Bike/Ped Bridge at Shoreline	\$22 million	Shoreline Fund; Impact Fees	Preliminary Engineering
7	Greenway Connectors	N/A	By Google	Partially completed; remainder under construction or pending development
8	Inigo Extension (Pear to Charleston)	N/A	Expected to completed as part of Sobrato and Google developments	1/3 Pending development; 2/3 preliminary application to develop.
9	Frontage Road – Landings to Permanente Creek	\$5.2 million	50% by Google (Landings project); 50% by City – source TBD	Pending Landings development

The summary of City funding committed to date for the projects listed above is:

- North Bayshore Impact Fees - \$24 million
- Shoreline Community Funds (including bonds) - \$112 million

Some Priority Transportation Improvements have not yet been funded, including protected bikeways (cycle tracks) on various roads and the frontage road from Permanente Creek to Plymouth. In addition, some projects in preliminary design may require additional funding due to cost escalation or unforeseen conditions. The cost estimates for these projects are being updated as part of the North Bayshore Circulation and Feasibility Study.

16. Was there an approximate ratio of housing to office FAR we are targeting for a project to provide - like the housing/office linkage we established for East Whisman?

North Bayshore Precise Plan does not prescribe a job-housing linkage ratio as required in East Whisman Precise Plan. The NBS Bonus FAR guidelines were amended to specify that new residential uses would be one of several key qualifying criteria for allocation of any Bonus FAR. Because of this criteria, and the general focus on new residential uses in North Bayshore expressed by the City Council and area property owners, a formal jobs/housing linkage was never adopted for NBS.

17. When the transportation impact fee for NBS was set, was it assumed that the City would pay for some of the improvements? If so, when was that decided?

On February 23, 2016, the City Council adopted the North Bayshore Development Impact Fee (Fee) based on the nexus study that determined the maximum charges allowed for the proportion of improvement costs (water, sewer, and transportation) attributable to new development. Funding for these improvements were identified to come from several sources including community benefits, the Shoreline Regional Park Community, and the Fee. At the time the Fee was adopted, Council elected to adopt a lower transportation component of the Fee rather than the maximum amount allowed.

18. Google's Preliminary Master Plan includes 1,303,250 square feet of net new office space. Is there a guess for how many new workers that would bring to N Bayshore?

Google has not provided this information at this preliminary stage; however, they are best suited to provide an estimate. In the past, the City has used a rough number of 4 employees/1,000 sf as a general guide for the purposes of estimating potential vehicle trips. However, this ratio can vary from time to time based on economic conditions, hiring trends, local operations and needs, tenant improvement plans, work at home policies, and other factors.

19. Google's Preliminary Master Plan includes 265,000 square feet of retail. Is there an estimate for how many storefronts or individual spaces that would be or a range?

The 265,000 square foot outlined in the proposal is intended for active ground floor uses that includes retail, neighborhood services, community amenities and space for nonprofits and community groups. It is too early to determine the number of storefronts or individual spaces. The 265,000 sf will also include spaces for tenancies that will be part of the small and local business diversification program. Additionally, some of this will also depend on market conditions and the ability to attract retail, restaurants and neighborhood services.

20. Would it be feasible to do bundled residential parking?

The Precise Plan requires that the price of parking for a development project be determined at the time the project's TDM Plan is approved. In other words, the cost to lease an apartment shall be 'unbundled', or have a separate cost for parking. This is to allow those who don't own a car to not have to pay for parking. At this time the preliminary master plan does not include all the details regarding bundled or

unbundled parking. Staff will bring the formal master plan for further Council consideration and input on this topic at a future study session.

21. Google's Preliminary Master Plan for the Joaquin Neighborhood Character Area proposes no entertainment, limited retail and a hotel. What is there for the public? Restaurants? Are restaurants considered entertainment or retail? Will the ground floor of the hotel be open to the public with a restaurant &/or bar?

Google's current proposal includes limited retail uses in the Joaquin neighborhood. Public elements in this area include a Community Park, four neighborhood parks and a linear green element along Joaquin for bikes, and connections to several greenways.

Restaurants are typically included as a category within retail uses but may also be included in entertainment uses.

The preliminary master plan does specifically provide information on the ground floor uses in the hotel; however, it could include uses such as a restaurant and/or a bar.

Based on Council feedback, the applicant can look at additional opportunities in the Master Plan to increase retail and neighborhood serving uses in the Joaquin area.

22. The Gateway Master Plan area is envisioned as a regional destination. How will that be with the entertainment uses dropped?

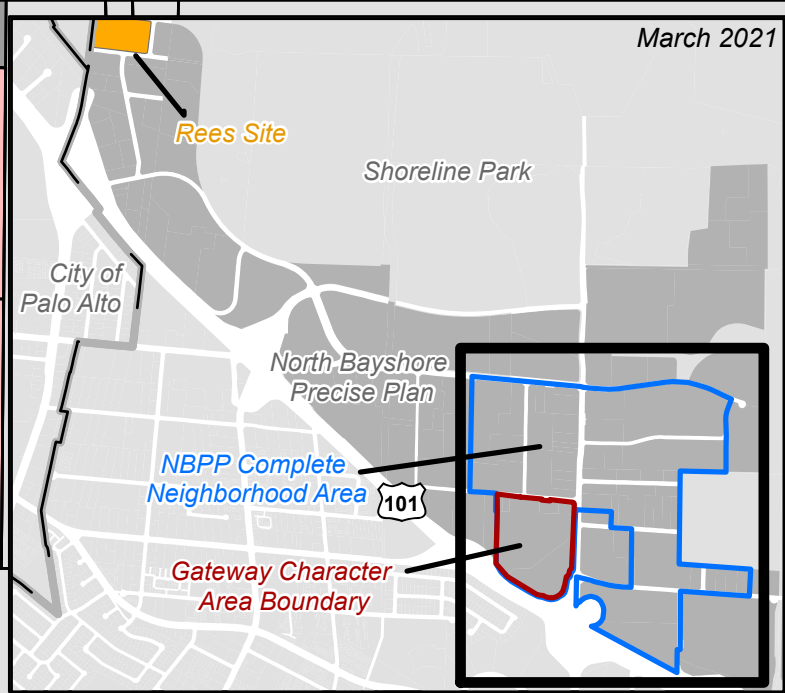
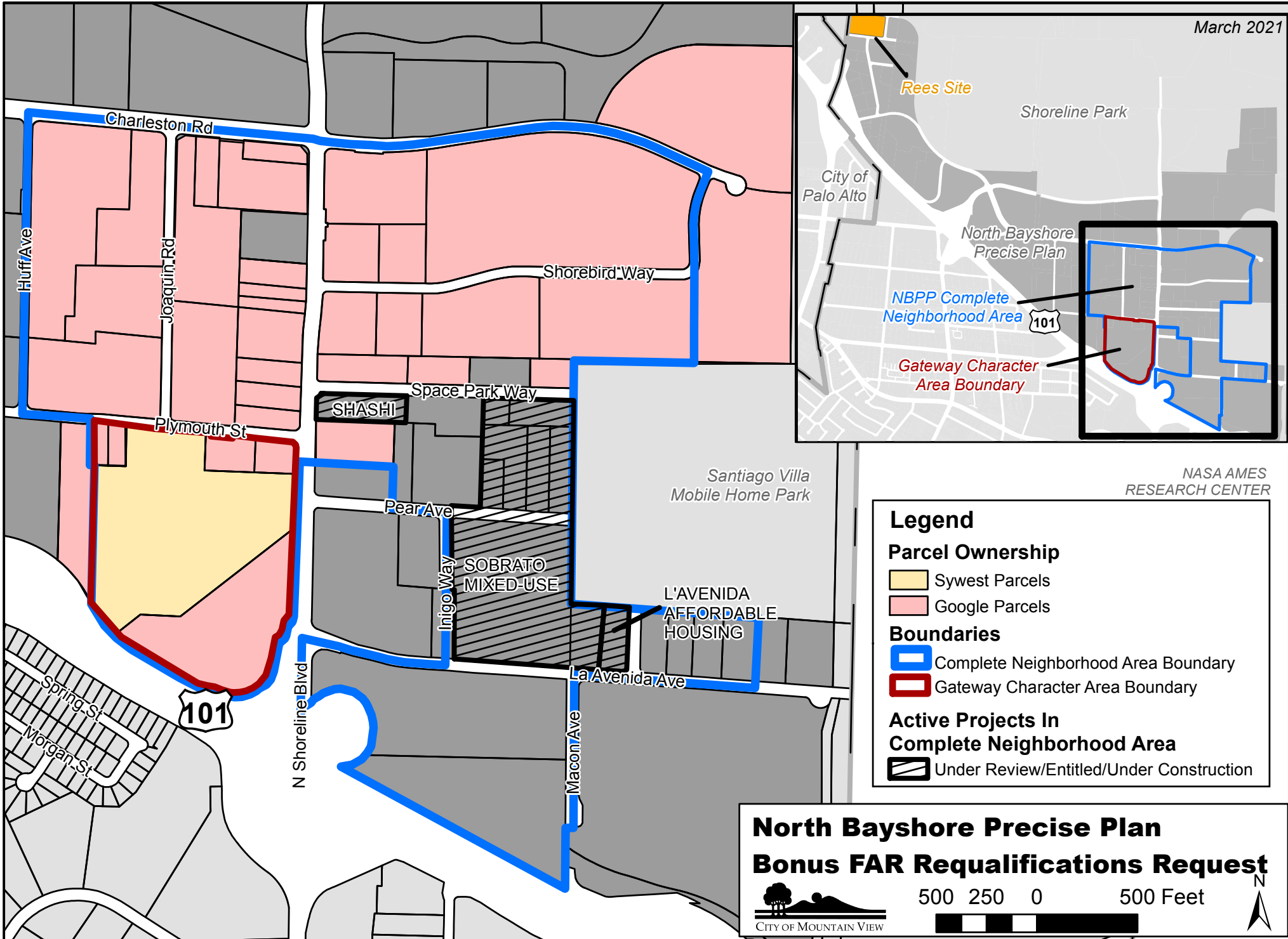
The General Plan and Precise Plan include policies supporting the Gateway area as a regional destination with entertainment uses. The Gateway Master Plan implements this direction by allowing entertainment uses and a broad mix of diverse land uses. The specific proposal by Sywest is not part of this application submittal; however, they have indicated desire to build mostly residential uses and not entertainment uses on their site as had they had previously proposed. The issue of replacing the entertainment uses with residential uses will be brought to the Council with the Gateway Master Plan in the Fall.

23. Is there a map of proposed new street and pedestrian and bicycle connections that break up large blocks?

Figures 3.1.9 –3.1.13 in Attachment 5 (Project Plans) have the requested information.

24. What are the possible arrangements for providing land for a school besides dedicating land formally to the school district? For instance, what about leasing the property to the schools for \$1/year?

At this time, staff does not have information regarding how land dedicated to the City to satisfy parkland purposes may be leased out to the school district. Based on Council direction at the meeting, staff can follow up on City and state regulations to research the issue and suggest options. Regarding the cost of the lease, the price would depend on negotiations between the City and the school district.



NASA AMES RESEARCH CENTER

Legend

Parcel Ownership

- Sywest Parcels
- Google Parcels

Boundaries

- Complete Neighborhood Area Boundary
- Gateway Character Area Boundary

Active Projects In Complete Neighborhood Area

- Under Review/Entitled/Under Construction

North Bayshore Precise Plan
Bonus FAR Requalifications Request

500 250 0 500 Feet

CITY OF MOUNTAIN VIEW