

## Council Questions

### November 14, 2023 – City Council Meeting

#### ITEM 3.1 Moffett Boulevard Precise Plan or Rezoning Scope of Work

1. Is there any Right-of-Way for a future Automated Gateway that we should preserve?

With Council's decision to close the AGT feasibility study project and not pursue it further, no efforts have been made to try to identify or preserve right-of-way for a future system. Even if an elevated AGT system within Moffett right-of-way were to be studied as part of a Streetscape or Precise Plan, the right-of-way may no longer be available or feasible to connect to and travel through the North Bayshore area.

2. What is the status of construction on 555 W. Middlefield?

The 555 W. Middlefield project was approved by Council in May 2022. Building permits have not yet been submitted for the project; however, the applicant has indicated that they plan to submit the first phase of permits early next year. This can include map, grading and/or building permits.

3. There are a number of studies referenced in Table 1. (Character and massing study, Architectural style and themes study, Parking demand study, Public Art & Placemaking Study, Small Business Retention. Utility Study). Generally, who is responsible for these studies? Would they be separate documents or included as chapters of the Precise Plan?

The studies listed in Table 1 of the Study Session Memo are typical "deliverables" for Precise Plans and would be prepared by a combination of City staff, the CEQA consultant and their subconsultants, and other consultants that the City may hire to prepare these studies specifically for the Moffett Boulevard project. Some studies would be included within the CEQA document if they are necessary for CEQA review while others will be separate from the CEQA process. The results of the studies may be included in the Precise Plan in many forms, including the vision and guiding principles, specific policies and development standards, and sections and chapters of the Precise Plan.

4. How would the Small Business Retention topic differ from what is included in the Economic Vitality Plan?

The analysis and outreach for this project would focus specifically on existing small businesses on Moffett Boulevard and would help develop policies and incentives targeted towards retaining those businesses within new development. The Economic Vitality Strategy takes a City-wide approach.

5. How does the CEQA analysis done for this relate to the analysis done for the Transit Center and the underpass? Do these documents tier off one another?

The CEQA analysis for the Moffett Boulevard Project may be able to use some outputs from the CEQA analysis for the Transit Center Master Plan's Castro Street Grade Separation and Access Project. However, the two projects are completely different actions with different potential impacts that would need to be reviewed. Tiering can only occur when one of the projects is within the broader scope of work of a larger project; therefore, tiering would not apply to these two projects.

6. The staff report says, “With the conversion of the Central Expressway and Moffett Boulevard intersection to a T-intersection, this project will include reconfiguring Moffett Boulevard south of Central Avenue.” The report then described a number of changes to be made, including lanes reductions, and ends by saying, “The proposed final design for Moffett Boulevard from Central Expressway to Central Avenue to be constructed as part of the grade Separation Project will be presented to the Bicycle/Pedestrian Advisory Committee, Council Transportation Committee, and City Council in 2024.” The changes named are major and effect how the entire area will be used by people who live, work, and play in the there. It sounds Council may just review this via the Council Consent Calendar. Will the full Council have a thorough discussion of these changes and how they integrate into the area if we just opt for a rezoning tonight? Will the full Council have a thorough discussion of these changes if opt for a Precise Plan?

These improvements are planned to be constructed as part of the Castro Street (Transit Center) Grade Separation and Access Project. The Grade Separation Project is at 65% design with a current schedule to complete the final design by Summer 2024 and begin construction by early 2025. The conceptual design for this segment of Moffett Boulevard, with the road diet and parking protected bikeways, was previously approved by Council but is undergoing refinement for the bicycle treatments and bus stop locations, which is why the design changes are being brought back to BPAC, CTC, and Council before Caltrain completes the 95% design. If the grade separation project is to start construction by early 2025, there is no time for Council to discuss and determine the design as part of either a rezoning/streetscape plan or Precise Plan process.

If the Council wishes to integrate the design of this segment of Moffett into a rezoning/streetscape plan or Precise Plan, staff will need to explore dropping these improvements from the Grade Separation Project and limit improvements to the modification of the Moffett/Central Expressway intersection and signal to be a T-intersection. The protected bikeways, VTA bus stops, and other streetscape improvements would then have to be funded and constructed as a separate, future project.

7. Under the heading Complete Streets Project North of Middlefield Road, the staff report describes a transportation plan, upcoming feasibility study and grants for bike, pedestrian and other transportation improvements that were on Council and Committee agendas between 2015 and 2022. Some things have changed since those years, particularly the earlier years. Is there flexibility in how those plans and funding are implemented or have they committed us to some very specific things? What are the inflexible commitments and what are the flexibilities?

The federal OBAG 3 funded project must include the following scope of work to be in compliance with the grant award: “Repave the street from Middlefield to City Limit at Clark Road, north of 101; add Class IV protected bikeways from Middlefield Road to Clark, with Class II bike lanes at pinch points; and fill in a 450-foot sidewalk gap on the east (northbound) side from a little north of Stevens Creek Trail to Leong Drive (just replacing an existing dirt path behind the curb/gutter with a sidewalk)”. The City may choose to add other improvements to the project scope; however, no additional grant funding will be provided and the grant timelines must still be met. The grant amount is \$3.54 million with the City committing to a \$1.06 million (included in CIP) match, this results in a total project budget of \$4.6 million, which is the current estimate for the scope of work described above. Should additional elements be added to the project scope, the City will need to identify funding for these elements. Additionally, to meet grant deadlines, the City must complete the final design and be ready to advertise the project for construction by end of January 2025. This would mean that decisions on any additional elements must be made in early 2024.

8. For example, can we entertain the possibility of sidewalk level bike lanes along Moffett? Can we further reduce car lanes to widen sidewalks, add green space or for some other use?

For the Grade Separation project, the current design shows bike lanes at roadway level; however, the design refinement has been evaluating bringing the bike lanes to sidewalk level for a portion of Moffett south of Jackson Street. Moving the bike lanes to sidewalk level north of Jackson Street could be considered but would add to the scope and costs of the project (realignment of curb and gutter, storm drainage, driveway considerations) as the project currently only includes mostly restriping on Moffett north of Jackson Street. Reconstructing sidewalks to widen them and to add more green spaces south of Jackson may be possible with the elimination of on-street parking including those fronting the businesses but would add to costs and design time for the project. Widening sidewalks and adding more green spaces north of Jackson to Central Avenue may be possible with lane reductions but would add costs and may affect the schedule and, therefore, may best be considered as a future, separate project.

For the Complete Streets project north of Middlefield Road, protected bikeways were proposed to be achieved through repurposing parking lanes along this segment which has low parking utilization. At this stage, there is flexibility in project design to consider options such as the potential for a road diet for parking protected bikeways, wider sidewalks, raised bikeways, and/or more green spaces; however, staff would recommend a full traffic study before implementing a road diet for this segment since it connects to two freeways. There is not enough time for a full traffic study and community engagement on a road diet and still meet the grant deadlines. In addition, these types of improvements will require significantly more funding than the current \$4.6 million budget. This grant-funded project does not preclude a road diet and additional improvements in the future and staff would recommend they be considered as part of a Streetscape or Precise Plan if the area north of Middlefield is within the limits of these plans.

9. Regarding Land Use Mix: Why would we need to do a retail/restaurant/ commercial services demand study? Aren't such studies used if you're intending to add a significant amount of new retail/restaurant/ commercial services? If we were mostly just retaining the same quantity or even the very same businesses that are now located along Moffett, would we still need a study?

There are two ways in which a retail study would assist in development of the plan. First, the study could help develop policy that responds to the unique opportunities for commercial development on Moffett Boulevard. For example, there may be greater opportunity or greater Council interest in certain commercial uses along this corridor, which can be promoted in the Plan and communicated to property owners. Second, existing commercial uses may be viable in the existing, aging, low-rent commercial buildings, but new buildings will likely need to charge higher commercial rents in order to pencil out. Therefore, the study would help the City evaluate the development potential to improve the feasibility of commercial uses in new buildings.

10. Most of the items listed under Table 1, Scope of Work, such as requiring and promoting active, customer-oriented commercial businesses along Moffett, similar to the Village Center approach, studying densities and intensities that support transit-oriented development, providing for open space and plazas, creating policies that support small business retention, etc., would only be done if we do a Precise Plan and not just rezoning. Is that true?

Table 1 shows the viability of doing a Precise Plan under the “Topic” column. Specifically, the topics most difficult to do without a precise plan include:

- Area specific standards (zoning applies citywide and a Precise Plan can be customized to the area in question)
- Permitting Process (for specific project sizes or uses in a certain area)
- Flexibility through exemptions for specific sites or areas
- Streetscape Standards can be integrated to create a seamless private/public interface
- Public Art and Placemaking requirements can be added
- Other Development Strategies to achieve certain goals (such as Bonus FAR for community benefits or a jobs-housing linkage strategy)

A rezoning approach would still include a review of land use types, objective development standards, densities and development intensities for residential and commercial uses and design standards. Additionally, if the Council wished to include the review of streetscape standards in conjunction with a rezoning approach, the streetscape plan can be a parallel project to ensure a cohesive approach. The “intents” listed in the question (studying densities and intensities that support transit-oriented development, providing for open space and plazas, and creating policies that support small business retention) can be done without a precise plan, but the policies would be less targeted to Moffett Boulevard area’s unique characteristics.

11. Do we expect some increased parking problems in the area as Caltrain adds trains after electrification and cars cannot cross the tracks and park in the Caltrain lot?

While cars on Moffett could cross Central Expressway and the train tracks before the pandemic and closure of Castro Street, they could not turn left onto Evelyn to access the Transit Center parking lot. They had to go around by turning left on Villa and left on Hope. With the planned ramp from Shoreline to Evelyn and connecting Evelyn across the northern end of Castro, Caltrain users may find it more convenient to use Shoreline to access the Transit Center parking lot than parking in the Willowgate neighborhood. Should the Willowgate area experience excessive parking from Caltrain users due to Caltrain ridership returning to pre-pandemic levels and the Transit Center parking lot being full, a residential parking permit program could be considered for the area. Residents previously voted against a parking program, but it could be explored again if a parking issue develops.

## ITEM 6.2 500 and 550 Ellis Street Hotel and Office Project

1. What permit is required from the City for a mural? Can staff describe the process for getting a mural reviewed and approved? What is the cost of a permit for a mural?

In our Precise Plans, public art is encouraged but there is no formalized process in the City Code for review and approval. The applicant typically coordinates the final design with staff prior to building permit issuance. It is important to note that the City is working on a Public Art Strategy process which could lead to more formalized processes for reviewing and approving art on private property. ([Public Art Strategy | Mountain View, CA - EconDev](#)).

2. How does staff evaluate proposals for murals, and who is responsible for the review and approval? Are other proposals for murals in the city have not gotten consistent guidance.

For artwork proposed as part of development projects, after development project approval, the mural design is reviewed by Planning staff and finalized during the building permit phase. For artwork that is not proposed as part of a development project, applicants apply for a minor development review permit. It is important to note that the City is working on a Public Art Strategy process which will provide options for reviewing and approving art on private property – such as having the Visual Arts Committee (VAC) approve murals. ([Public Art Strategy | Mountain View, CA - EconDev](#)).

3. Can staff provide information and/or an update about existing efforts that may include a review of tree in-lieu fees?

The City is working with the San Francisco Estuary Institute (SFEI) to develop a Biodiversity Plan that will include the Urban Forest Plan. As part of an implementation item for the Biodiversity Plan and Urban Forest Plan, staff anticipates there will be recommendations related to reviewing urban forestry fees including the tree in-lieu fee.

Staff is currently working to hire a new outreach consultant to conduct the community engagement process for the Biodiversity Plan, which has created a delay in the project schedule. Council will be provided a project schedule update once a new outreach consultant has been hired.

4. What is the draft design of the hotel mural? Is it the one shown in the project plans in Attachment 3? Is the applicant still deciding whether to do a mural or a 3D installation?

There is no formal draft design for the hotel mural. The version shown in the plan set is primarily included to indicate where the mural will be located. The applicant is planning on selecting an artist to design a mural, not a 3-D installation, that is related to nature or local history.



- Do the project plans in Attachment 3 reflect the changes made based upon the EPC input? If not, where can I find the updated plans? Specifically, would like to have the before and after plans for the paseo. And I would like to see the before and after plans for the sidewalks.

In response to EPC input, the applicant made changes to preserve an additional seven redwood trees. Specifically, the changes were made to the paseo design and the office building footprint. Attachment 3 is the updated plan set that reflects the changes made to the project between the EPC and Council hearings. The two versions of the paseo are shown below and the full plan set from the EPC hearing can be found here: [City of Mountain View - File #: 203151 \(legistar.com\)](https://legistar.com/View/00000000-0000-0000-0000-000000000000/00000000-0000-0000-0000-000000000000).



ORIGINAL SITE PLAN -



REVISED SITE PLAN -  
PASEO

No changes were made to the sidewalk design between the EPC and Council hearings. The modified sidewalk design was proposed during the project review process as a solution to preserve heritage trees along the public streets. For reference, please see the attached layouts for the difference between the East Whisman Precise Plan Street design requirements and the proposed deviated sidewalk design.

6. Are privet trees the ones being removed from Monta Loma Park because they are invasive? Are these the same type of privet trees that the plans were modified to protect?

The City had an interest in replacing the privet trees, which are invasive and nonnative, at Monta Loma to provide better tree canopy and biodiversity. Since staff's communication to Council about the trees at Monta Loma, City and District staff have discussed trees on District property. Historically, the District has been responsible for all trees on school property except for the privets at Monta Loma. As the District is starting a greening initiative at all school sites, the District wants to create a clear delineation of responsibilities and has accepted responsibility for the privets moving forward. As part of the District's greening initiative, the privets may be looked at, however the City will no longer have responsibility for those trees.

The privet trees on the project site are similar those in Monta Loma Park. However, the trees that were preserved with modifications to the plan are seven redwood trees: four located between the hotel and office buildings and three in front of the proposed office along Ellis Street. There is one non-heritage privet tree within the proposed driveway along the western property line that is proposed to be removed. Additionally, there are privet trees along the western property line which have been proposed for preservation throughout the duration of the entitlement process.

7. What is the expected construction schedule for this project?

The applicant anticipates that it will take one year to complete the construction documents and obtain a building permit. Once a permit is received, the applicant has indicated that actual construction will take between 18-24 months to complete.

### **ITEM 6.3 Mixed-Use Development at 705 West Dana Street**

1. What does high-volume in the description of the high-volume public utility (AT&T Switch) building mean?

High-volume was intended to characterize the site as a single-story building with a larger mass and height than a typical commercial building.

2. Were any residential addresses included in the notices sent for the community meeting on April 17, 2023?

Yes, the applicant sent mailers to all property owners and tenants within a 750' radius of the project site. In total, this consisted of 527 mailers, including 188 residential units in the Old Mountain View neighborhood. In addition to the neighborhood meeting notice, mailers were sent out to the above list for the ZA and Council meetings as well. The Old Mountain View Neighborhood Association (OMVNA) additionally received notifications for the two DRC meetings, ZA/ Subdivision committee, and Council hearings for the project. However, no members of the public attended either of the DRC meetings or the ZA meeting.

The developer held four private meetings between 2020 and 2023 (to which staff was not invited nor informed about) with the Old Mountain View Neighborhood Association. Following these private meetings, OMVNA sent a letter to the Council in May 2023 supporting the project (see attached).

The developer also indicated to staff that the project was received well by OMVNA but did not report on the meetings or specifics. Since staff was not informed by either OMVNA or the developer about the specifics discussed at the private meetings, staff was not able to report on the discussions in the staff report. Staff has since reached out to OMVNA to ensure that staff and the neighborhood stay in communication so that staff can provide information on private meetings and their outcomes. Staff has also invited OMVNA to attend and take part in DRC meetings, to which they are invited, since they provide an open and public venue where issues can be discussed and resolved.

3. Is the city compensated for the applicant's proposed use of a portion of lot 6 for construction purposes?

Yes, the applicant will enter into a license agreement with payment of the fair market rental rate for the use of the parking lot (COA #170). This is like the process used for applicants using dedicated park land during construction.

4. What is the typical utilization of lot 6? What is it at peak time?

Based upon the October 2023 parking counts, the average Lot 6 occupancy at peak times is 100% on Thursday and Friday and 76% on Saturday and Sunday.

5. How long is the applicant proposing to use a portion of lot 6?

The applicant is proposing to utilize a portion of Lot 6 through the duration of construction, which is approximately 18-24 months.

6. What other locations are options for construction staging besides lot 6?

No other alternative locations for construction staging have been studied at this time. Previously approved projects in the area have utilized adjacent city-owned lots for construction staging. The applicants may use other properties but would need to work with property owners of vacant privately-owned lots. Use of other lots farther from the construction site would likely extend the construction timeline and impact circulation in the immediate area.

7. Is it possible for this project to contribute to the Parking Garage that the City is expected to build in the next few years?

The project site is within ½ mile of a major transit stop and AB 2097 applies to the site; therefore, the City cannot require a contribution to the parking garage.

8. What is the expected construction schedule for this project?

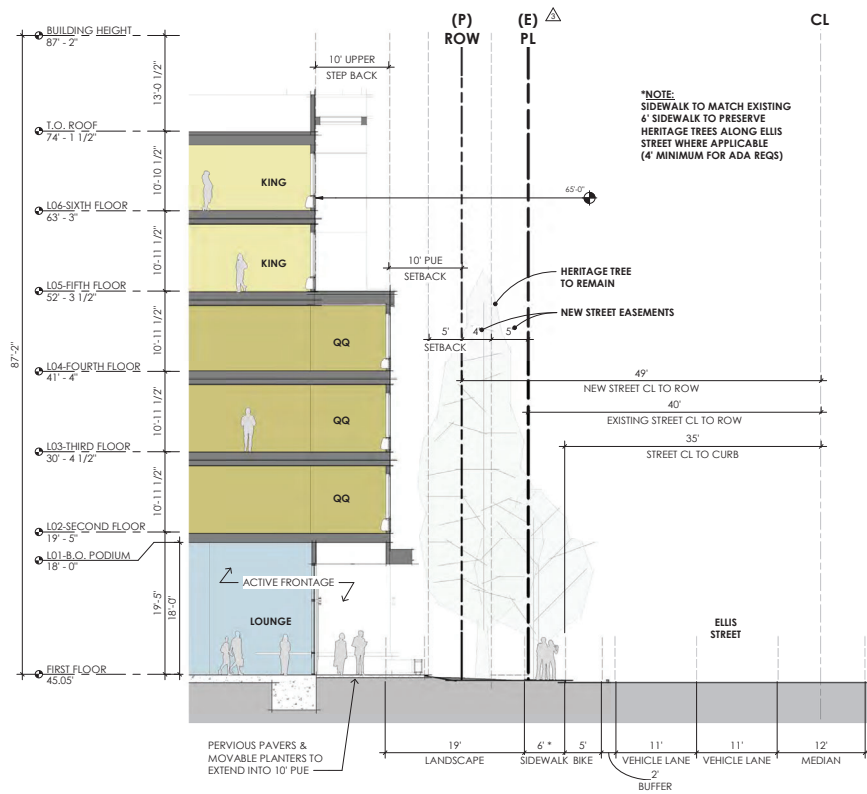
The estimated construction schedule provided by the applicant is about 18-24 months from 2025 to 2027.



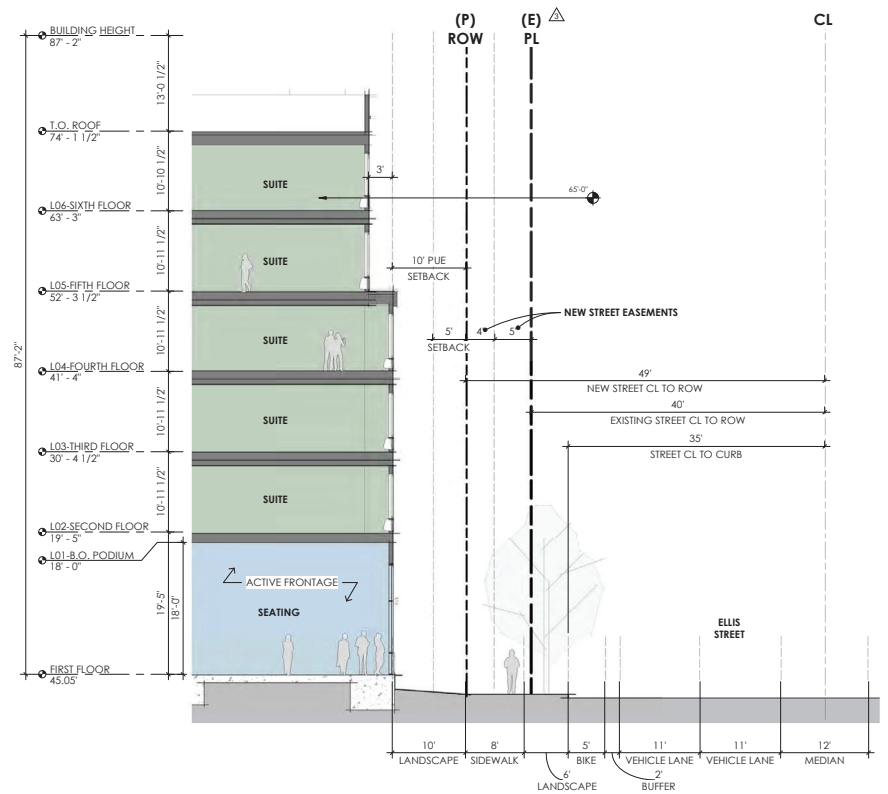
9. Aren't there native trees that would work well in this situation? Why weren't they proposed?

Due to the size of the site and the siting of the underground parking level, trees must be planted in modular planters where they will have restricted root zones and inconsistent drainage. California natives generally do not do very well in planters since they have larger root systems and do not thrive in constrained conditions. Saratoga Laurel was chosen as these trees can successfully grow in modular planters and are evergreen, providing leaves year-round. Staff reviewed the possibility of planting a native tree, (for example, a California Western Redbud) to replace the Swan Olive Tree in the plaza; however, it would require a much larger planter to avoid affecting the roots, which would severely constrict the plaza area and the tree would not thrive in a planter condition.





**ENLARGED ELLIS ST. CROSS SECTION @ HERITAGE TREE (HOTEL)**



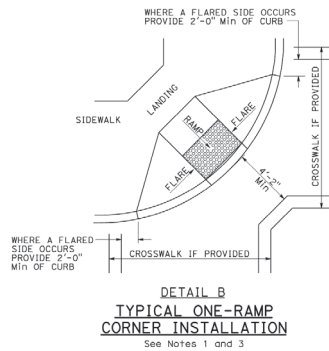
**ENLARGED ELLIS ST. CROSS SECTION - PER EWPP (HOTEL)**



ADDRESS  
1507 ARCHER STREET, DR. 200  
SUNNYVALE, CA 94089  
CONTACT  
NORMAN L. BISH  
ARCHITECT, P.C.  
OFFICE & BUREAU  
ARCHITECT (P) ARCHITECT

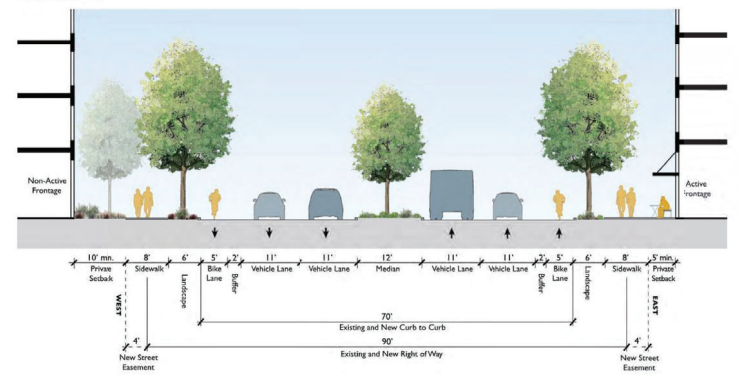
**500 & 550 ELLIS ST.**  
MOUNTAIN VIEW, CA  
**STREET CROSS SECTIONS &  
DETAILS - ELLIS STREET**

Date: 10/13/2023  
Scale: 24x36: 1/8"=1'-0"  
11x17: 1/16"=1'-0"  
Sheet: **A6.3a**



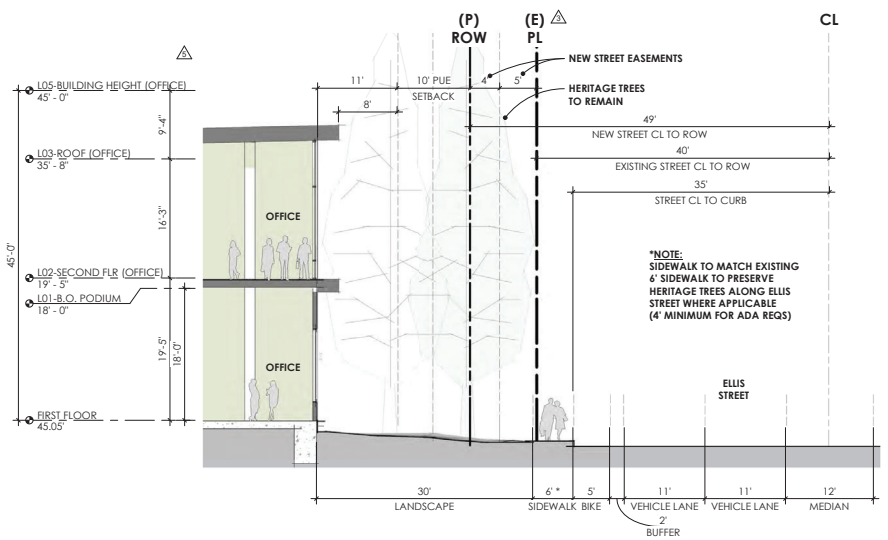
**1 ADA CURB RAMP**  
NOT TO SCALE

Figure 24  
**Ellis Street**

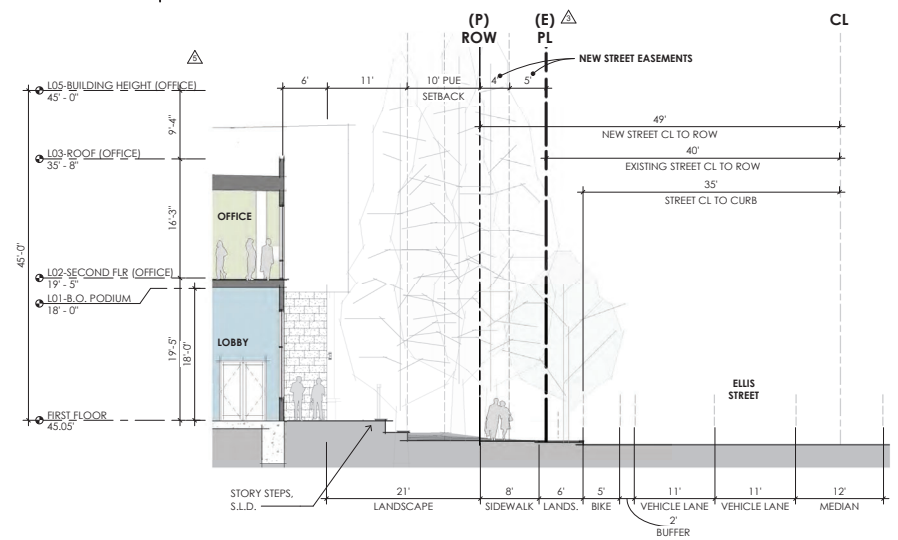


Setbacks depend on frontage type and character area. See Chapter 5.  
A future configuration shall consider protection for the bicycle lane, for example with a barrier or separator, or by raising the bicycle lane.

**ELLIS STREET LAYOUT PER EWPP**



**ENLARGED ELLIS ST. CROSS SECTION @ HERITAGE TREE (OFFICE)**



**ENLARGED ELLIS ST. CROSS SECTION - PER EWPP (OFFICE)**

	ADDRESS 1507 ARCADE STREET, STE. 200 MOUNTAIN VIEW, CA 94039 CONTACT 925.942.5200 ARTISSTUDIO.COM	<b>500 &amp; 550 ELLIS ST.</b> MOUNTAIN VIEW, CA <b>STREET CROSS SECTIONS &amp; DETAILS - ELLIS STREET</b>	DATE 10/13/2023 SCALE 24x36: 1/8"=1'-0" 11x17: 1/16"=1'-0" SHEET <b>A6.3b</b>
	DRAWN BY: JESSIE CHECKED BY: JESSIE APPROVED BY: JESSIE		

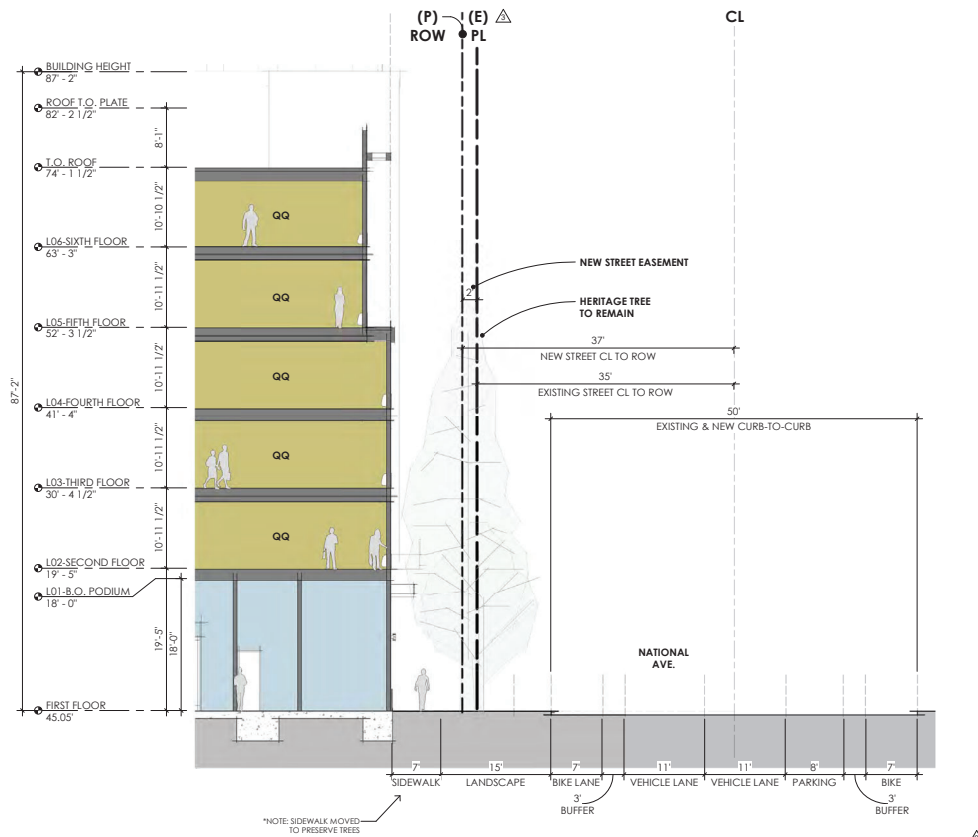
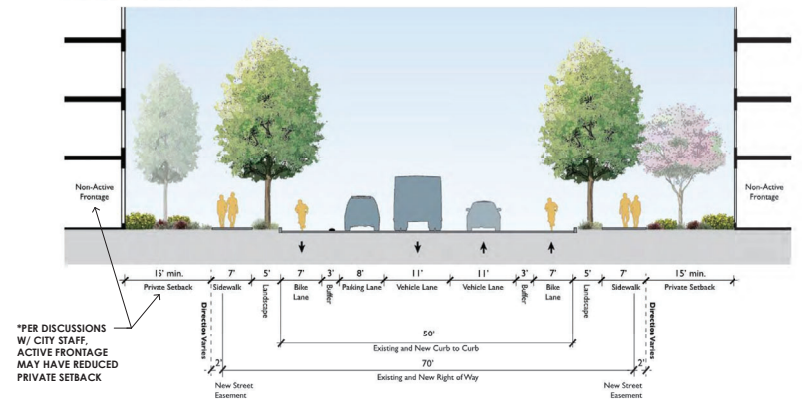


Figure 28  
**National Avenue, Clyde-Logue Avenue Connection (Street D) and Future restriping of Clyde, Maude, and Logue Avenues** (Direction varies)



**PROPOSED ENLARGED NATIONAL AVE. CROSS SECTION (HOTEL)**

**NATIONAL AVE STREET LAYOUT PER EWPP**

	ADDRESS 1507 ARCHER STREET, STE. 200 SAN JOSE, CALIFORNIA 95128	<b>500 &amp; 550 ELLIS ST.</b> MOUNTAIN VIEW, CA <b>STREET CROSS SECTIONS &amp;          DETAILS - NATIONAL AVE</b>	DATE 10/13/2023
	CONTACT INFO@ARTISARCHITECTS.COM (415) 947-1000 ARTIST: JEFFREY A. BROWN ARCHITECT: JEFFREY A. BROWN		SCALE 24x36 - 1/8"=1'-0" 11x17 - 1/16"=1'-0"

**A6.4**

## Shrivastava, Aarti

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**From:** Shrivastava, Aarti  
**Sent:** Tuesday, November 14, 2023 12:09 PM  
**To:** Shrivastava, Aarti  
**Subject:** FW: Lund Smith Development at 705 W. Dana Street

**Aarti Shrivastava**  
**Asst. City Manager/Community Development Director**  
**City of Mountain View**  
650-903-6456 |

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**From:** Schultz, Michal [REDACTED]  
**Sent:** Wednesday, May 3, 2023 3:02 PM  
**To:** Shrivastava, Aarti [REDACTED]; Penollar, Krisha [REDACTED]  
**Cc:** Gilmore, Christina [REDACTED]; Mikhael, Hemali [REDACTED]  
Zelaya, Dillon <[REDACTED]>  
**Subject:** FW: Lund Smith Development at 705 W. Dana Street

Hello all,

**Please see below email as an FYI:** received as Council Correspondence.

Thank you,



**Michal Schultz**  
**Administrative Assistant**  
Office of the City Manager  
Phone: 650-903-6600 | [MountainView.gov](http://MountainView.gov)  
Pronouns: She/Her

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**From:** David Lewis [REDACTED]  
**Sent:** Wednesday, May 3, 2023 2:30 PM  
**To:** City Council [REDACTED]  
**Subject:** Lund Smith Development at 705 W. Dana Street

**CAUTION: EXTERNAL EMAIL - Ensure you trust this email before clicking on any links or attachments.**

To the Council,

A note on the Lund Smith proposal for development at 705 W. Dana Street—members of the OMVNA Steering Committee recently had a meeting with Lund Smith and coworkers to discuss their latest proposal for the 705 W. Dana location. In almost all respects, I found this to a very appealing proposal for development of this



site. Architecturally, the latest iteration fits in well with the neighborhood, with only three stories, articulation of the exterior, use of a variety of materials, and far less glass. It also is smaller in footprint, with a substantial plaza with outdoor seating in front of what is intended to be a ground floor restaurant location. The developers are providing some parking for the office tenants, though none is required under current state rules, though not enough if most of the office workers choose to drive to work. The parking is to be open to be public in the evenings and weekends, which will facilitate access to the restaurant. We had a long discussion with Lund Smith about what might be the best choice for a restaurant for the location; hopefully he will find something with a good chance for long term success. I would personally recommend Council approval of this project when it goes to Council this summer or fall.

David Lewis, Chair, Old Mountain View Neighborhood Association

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Tel: (650) 968-2640

Cell: (408) 368-7631