

THE GRANT ROAD/SYLVAN PARK NEIGHBORHOOD AREA MEETING REPORT

Responses to Issues Raised at the March 28, 2012
Council Neighborhood Committee Meeting

Presented below are the City's responses to various issues and concerns raised at the March 28, 2012 Council Neighborhood Committee meeting with the Grant Road/Sylvan Park Neighborhood Area. If you have further questions about any of the following responses, please contact the responsible Department at the phone numbers noted below. General questions can be directed to Linda Lauzze, the City's Administrative and Neighborhood Services Manager, at (650) 903-6379.

CITY MANAGERS OFFICE – (650) 903-6301

CityManager2@mountainview.gov

1. *Mountain View – Whisman School District*

- *The Elementary school district is seeking a \$200 million bond to demolish and rebuild buildings that underwent major revision with the 1998 bond that we are still paying off. My question for the City is how can the Martens – Carmelita neighborhood accommodate an increase of 80 additional students and cars? People here tonight should know that the District plans to add classrooms via 2-story classroom buildings at all elementary schools before re-opening Slater and Whisman Schools. Please do not say “talk to the district” because they have a long history of disregarding parent input.*
- *In regards to the additional 12 classrooms and associated increase in students, what is the plan for parking to accommodate that amount of vehicles?*

It is anticipated that the District would conduct traffic studies in conjunction with specific plans for individual sites during planning and design for improvements, if the bond measure passes. The District expects that the implementation of the master plan will ultimately reduce traffic impact for the following reasons:

- a) Increasing capacity in the Castro neighborhood (and the possible re-opening of Whisman School) would reduce the number of students being transported by cars or bus to host schools, like Theuerkauf.
- b) Accommodating neighborhood students would eliminate the need for regular education busing. Consequently, they intend on staggering the start times for sites to alleviate the current traffic congestion around 8:30am.
- c) The District has already been working actively to revive Theuerkauf as a neighborhood school.
- d) The facilities plan (to be implemented if the bond measure passes) provides strategies for solving traffic issues.

2. *Mountain View – Los Altos Union High School District*

- *What is the status of the proposed plan to relocate the juvenile school to the Mountain View High School campus?*

MVLA has decided not to relocate students from the Terra Bella Community School to a building which currently houses the Parent Observation Parent Education Preschool program next door to Mountain View High School.

- *What are the plans to expand Alta Vista High School and will it result in the relocation of the parent participation preschool?*

There are no plans to expand Alta Vista High school at this time. The Parent Preschool has a task force looking for other options to possibly move in the future.

3. *I think that it would be helpful if the Council meeting agenda would be published in The Voice newspaper.*

It is not possible to publish City Council meeting agendas in the Voice due to Voice publication deadlines. Meeting agendas are finalized and released on the Thursday prior to the next Tuesday night's meeting. The Voice's publication deadline is early during the week for that week's Thursday release. However, anyone interested can

subscribe through the City's website (www.mountainview.gov) to automatically receive the Council agendas, or by calling the City Clerk's Office at (650) 903-6304.

COMMUNITY DEVELOPMENT DEPARTMENT – (650) 903-6306

CommunityDevelopment2@mountainview.gov

1. *What types of dwellings are planned for the Safeway area on California Avenue and San Antonio? Low income?*

Market rate apartments are planned for the Safeway area on California Avenue and San Antonio Road.

2. *What exactly is being developed in San Antonio Shopping Center? What kind of housing?*

Currently, 340 market rate apartments are under construction as well as a new 65,000 SF Safeway building. Three retail buildings at the corner of El Camino Real and San Antonio Road are also under construction and will measure 26,190 SF. A new dog park and passive recreational area will begin construction in late 2013 on the Hetch Hetchy parcel located next to the mixed use (residential / retail buildings).

3. *I was informed that my neighbor in back of my house has installed a geothermal system (heating?) at their residence and I want to know if there is any safety concern for me.*

There should be no safety concerns for adjacent neighbors or users of Geothermal Heating. Geothermal heating & cooling technology is not very common in our area due to our moderate climate and costs. The technology uses the earth's ground temperature to provide a constant resource available to help heat and cool interior environments by circulating fluids underground to heat or cool as necessary. There are many website that discuss Geothermal Technology and the safety. The following are a couple examples of those websites.

<http://www.massmanngeothermal.com/>

<http://www.renewableenergyworld.com/rea/blog/post/2011/06/geothermal-the-safe-way-to-use-the-energy-beneath-our-feet>

4. Adachi Project

- *Will the Adachi property maintain the walkway between Yorkshire Way and Martens Avenue?*
- *I would like to be notified about any information or meetings concerning the Adachi Project: Kathleen Cutler, 2275 San Mor Avenue, Mountain View, CA 94040, kathleen@bladwright.com*
- *Please put me on Adachi project list. I would like an emergency vehicle only onto Martens Avenue and not open Martens Avenue to traffic. At the community meeting – Martens/Carmelita neighbors were not invited. (Shirley Luna, 315 Carmelita Drive, Mountain View, CA 94040)*
- *Sleeper Avenue is already a race track, if you open Sun-Mor Avenue or Yorkshire Way, you will endanger your neighborhood and school kids with high traffic. Bring back school buses and you will cut the car traffic. Please add me to the mailing list for this project. (Mary Vierra, 2101 Yorkshire Way, Mountain View CA 94040)*

On June 21, 2012, the applicant held a neighborhood meeting to present the proposed plans for a 13 unit subdivision. The plans show the main vehicular access to the proposed subdivision from Martens Avenue as a private street with a cul de sac. The applicant is proposing to include a 20' wide emergency access easement and pedestrian and bicycle connection from Yorkshire Way onto Martens Avenue.

Staff is currently trying to schedule a meeting with key representatives from Carmelita Drive and Sun Mor Avenue to discuss existing traffic conditions and safety concerns brought up at the CNC meeting in March and during the developer's neighborhood meeting in June. Staff is also planning to organize a meeting with a school board representative and the neighborhood representatives.

A traffic study will begin as soon as the applicant resubmits plans for development. The traffic study will evaluate the impacts of the proposed development on Carmelita Drive as well as an alternative design showing main vehicular access from Sun Mor drive. The findings will be made available to the public as part of the CEQA review process.

Members of the public at the CNC meeting who asked to be added to the mailing list have been added.

5. *Why do you not publish an agenda before the neighborhood meeting so we can review what is going to be discussed and better prepared to be involved in discussion? You can put the agenda online and publish the URL. The agenda should also be published for town hall meetings.*

A sample Council Neighborhoods Committee (CNC) neighborhood meeting agenda has been posted on the City's website as part of the scrolling announcements. The basic agenda is the same for each of the CNC neighborhood meetings. The primary purpose of the neighborhood meetings is to give neighborhood residents an opportunity to ask questions and then get answers from City staff and Councilmembers. The meeting is a question and answer format, so it would be difficult to predict what will be discussed at the meetings. Residents attending the meeting direct the content of the discussion. Some town hall meetings have a similar question and answer format. Other town hall meetings will be advertised as discussing a particular topic.

COMMUNITY SERVICES DEPARTMENT – (650) 903-6331

CustomerService@mountainview.gov

1. *Why is there a locked gate preventing foot/bicycle access to Stevens Creek trail at the northeast side of its intersection with El Camino Real? (Next to Hotel Zico).*

Mountain View is negotiating an agreement with the Hotel for an easement across their property to allow for construction of an entry to Stevens Creek Trail at this gate. Negotiations are going well and the City anticipates completing a trail entry at this location by the end of summer 2012.

2. *I wish the Center for Performing Arts would just include the “facility fee” in the ticket price; it is so insulting to be charged a fee to use public facilities that must have been built with tax dollars.*

The Civic Center project (City Hall, Center for the Performing Arts, the Civic Center plaza and underground parking garage) was originally built in the late 1980s with public funds. Ongoing operating costs were not included in the cost of the construction.

The Facility Use Fee helps to offset the ongoing operating costs for the Center for the Performing Arts. This fee, paid by patrons who use the facility, is one of several strategies to minimize the need to use City of Mountain View General Fund monies for operations.

MVCPA is a rental facility, and as such, does not set ticket prices or “own” the tickets. The performing arts groups leasing the theatres for their productions set their own prices. The proceeds from base price of ticket sales go directly to the organization that produces the performance. The separate Facility Use Fee goes directly to the City of Mountain View to support the Center’s operations.

Ticket prices listed in MVCPA marketing materials (Preview Magazine, mvcpa.com, advertisements, press releases, etc.) include the Facility Use Fee (with a notation that the fee is included in the price). The performing arts organizations that lease MVCPA are encouraged to do the same in their own marketing materials. The cost is called out separately in the interest of transparency.

3. *TheatreWorks has announced plans to build their own facility in Palo Alto and discontinue plays at the Mountain View Center for the Performing Arts. Are there any plans to fill the upcoming void created by their anticipated departure?*

TheatreWorks has been offered a unique opportunity to have a facility of their own in Palo Alto. This large project, should it become a reality, will involve a great deal of planning, approvals, fundraising and construction and will take several years to complete. During this time, TheatreWorks will continue to use the Mountain View Center for the Performing Arts (MVCPA) as their primary home along with Lucie Stern Theater in Palo Alto.

The long lead time for the Palo Alto project to become a reality allows MVCPA to strategically plan for alternatives and to open up opportunities for other organizations to perform at the Center. MVCPA staff has already started discussions in anticipation of this potential major change to the calendar.

MVCPA’s MainStage calendar has been booked solid for many years. During this time, a number of performing arts organizations have not been able to book performances due to lack of available dates. If and when TheatreWorks does move, an opened-up booking calendar will allow for opportunities for these new organizations to perform at the Center for the Performing Arts and for other organizations currently performing at MVCPA to finally be able to expand their dates.

4. *What is the plan for the (City-owned?) church across Escuela Avenue from the Mountain View Senior Center?*

The City will renovate the Rock Church facility for use as a Teen Center. Currently the project is in the design phase with construction beginning in late 2012. The new Teen Center will open in fall 2013.

5. *Mountain View High School recently cut down five very large trees along Bryant Street. No yellow permits tape or warning. Is the school district exempt from the Mountain View Tree Ordinance?*

Mountain View High School is planning an expansion of the campus that required the removal of several trees. The school district is exempt from Mountain View's Heritage Tree Ordinance and that is why there was no posting of the trees prior to removal.

6. *Trees on Carmelita Drive*

- *Carmelita Drive has many two-story remodels – could you make sure that a tree is planted in front?*
- *Carmelita Drive is currently undergoing a major rebuilding trend. At this time, four homes are under construction and other potential tear-downs are up for sale. City code requires a tree to be planted in the front yard for each new home. This is not happening on Carmelita Drive. In addition, heritage trees that have been removed by homeowners are not being replaced, as is also required by the City. We are losing our trees on our street. This results in a new lower value per home, as well a drastic change in the beauty of our street. No pun intended, but because we don't have sidewalks, we're "falling through the cracks" on the planting of street streets on Carmelita Drive. Please help!*
- *Carmelita residents have been expressing concern to Bruce Hurlburt for years, at many of these meetings, and for years the answer has been "we'll look into it" as trees continue to be removed and no trees put in after remodels are complete.*

There are a number of unimproved streets in Mountain View, such as Carmelita, that pose a challenge for planting street trees. When a property on an unimproved street undergoes a significant remodel, such as a two-story addition, the City either requires the installation of street improvements (curb, gutter, sidewalk street tree, etc.) or an agreement to participate in an assessment district for installation of street improvements on the entire street. If the property is not adjacent to a property that already has street improvements, the City usually requires the agreement, which means that no improvements (including a street tree) are planted at the time of the remodel. Requiring that only a street tree be planted, but not curb, gutter and sidewalk, is problematic because: 1) the area where the street tree will ultimately be planted is usually used for parking until curbs are installed; 2) the tree will be damaged when curbs are installed, and 3) the exact location where the tree should be planted (horizontal and vertical) is

difficult to assess until the street improvements are designed. The City has received a number of comments about the lack of new trees in such circumstances and will be developing a policy to address the issue. If there are any questions regarding heritage tree removal or replants please contact the Forestry Division by phone (650) 903-6273 or by email parks@mountainview.gov and a staff member will be glad to meet with you and review your concerns.

FIRE DEPARTMENT – (650) 903-6365

Fire@mountainview.gov

1. *How about a CERT training course for Waverly Park residents? Alta Vista High School would be a great venue for it. You could probably sign-up a class full tonight!*

The Mountain View Fire Department would be happy to offer a Community Emergency Response Team (CERT) class for Waverly Park and residents in the Grant Road/Sylvan Park area and will explore the possibility of using Alta Vista High as a venue for the class.

CERT classes are also offered on a regular schedule throughout the year. To view the calendar and sign up for classes please visit the city website at www.mountainview.com or contact OES Coordinator Lynn Brown at 650-903-6825.

POLICE DEPARTMENT – (650) 903-6350

Police@mountainview.gov

1. *We are concerned with the increasing number of recreational vehicles in which people have taken permanent residence on and around the Lucky Store/Americana Way area.*

The police department cannot control people parking long-term on private property, such as the Lucky's parking lot. You should refer complaints or concerns to specific businesses who allow this type of activity. On public streets, parked vehicles must be moved every 72 hours in accordance with our municipal code. Vehicles parked in excess of 72 hours are considered "abandoned" and can be towed once an officer verifies the violation of the law. Sleeping/living in vehicles is allowed by law in areas that are not zoned "Residential". If you believe a vehicle has been parked in one spot in excess of 72 hours or if you would like to have an officer check on the legality of a vehicle that appears to have people sleeping/living in it, please visit "Ask Mountain View" from any page of the City's website

(www.mountainview.gov) to submit a complaint or concern. Or call our non-emergency number at 650-903-6395.

- 2. Del Medio Park has brought a lot of residents to play in the park but sometimes there are young people who stay very late and play loudly around 11:00 pm to 12 o'clock. What can you do to prevent that kind of situation from happening in the future, especially during summer?*

It is illegal to be in a city park after dark. Please contact the MVPD's non-emergency number to report people in the park at night at: 650-903-6395.

- 3. Can you assign a motorcycle patrolman to check the speeding problem and to issue tickets? The best time is 7:30 am to 8:30 am and 5:30 pm to 6:30 pm. (The comment card does not indicate location, however contact information was provided.)*

To request special/extra traffic enforcement or to report a particularly problematic area, please visit "Ask Mountain View" from any page of the City's website (www.mountainview.gov). Using the Ask Mountain View service, you can submit traffic complaints and track the progress of your issue or contact MVPD at the 650-903-6395 non-emergency phone number.

- 4. In the blocks of Muir Drive, Moraga Drive, Borello Way, Devoto Street, corners of Sylvan Avenue and Moorpark Way, and parts of Sylvan Avenue; someone intentionally spreads long metal sticks (from 4" to 10") and rusty nuts and nails on the road to try to damage your tires. It has been happening almost every two weeks. Could every neighbor watch this issue and stop it? Thanks.*

Officers have been informed of the ongoing problem and will conduct extra patrol checks. If you see anyone dumping items illegally, please contact the MVPD at 650-903-6395. Please be ready to give the dispatcher important information, such as the make/model of the vehicle and person as well as their direction of travel and where you last saw them.

- 5. Is it legal to park cars on a street in a "tail-out" position? Many people on our street park them in the driveway. Sometimes they park with front of the car facing their home (rather than parallel park). This means that the rear of the car juts out onto the street. We do not have sidewalks and thus when my child rides her bike to school she has to go behind these cars out into the middle of the street. In one particular case this is on a blind corner. I have called the police and they ask the homeowner to move the car but then its' like that again the next day. Thank you. (Diagram on card)*

The scenario you describe is only illegal if parking is illegal on that section of the street. In other words, if parallel parking is allowed on the street, then parking with your tail sticking out into the street a bit is also allowed. If cars were parked parallel, your daughter would have to go around those, too. If the cars in question are jutting out further into the street than cars parked parallel would be, it would be illegal. If there are posted "no parking" signs on

your street, than this type of parking is illegal. You could try talking directly to your neighbors to explain your concerns. Neighbors are far more successful in enacting permanent change in situations like this than police officers are and it creates a more positive environment for future dialogue. If you believe the parking is illegal based on the information provided above, please call 650-903-3395 to report it.

PUBLIC WORKS DEPARTMENT – (650) 903-6311

Recycle@mountainview.gov; Traffic@mountainview.gov

1. *It seems the garbage collecting truck does not dump the plastic containers and the paper recyclables separately. Do we need to put papers and containers into separate bin? We can put more recyclables if they can be mixed.*

Please do not mix your recyclables. The recycling truck is divided into two compartments to keep the recyclables separated. This separation keeps the recyclables clean and makes them easier to sort at the SMaRT Station® so we can earn a better price for our high-quality recyclables. Please be sure to set out your cart with the wheels against the curb so recyclables are loaded into the proper sections of the truck.

2. *What is all the road “destruction” downtown? Water/Sewer, I presume. Is it higher capacity due to the “Minton” apartments? Who is paying for it?*

There are several projects being constructed downtown, including private developments at Evelyn/Bush/Villa (the former Minton’s site) and at the corner of Evelyn and Calderon. The City has been constructing a major project to rehabilitate the water and sewer lines on Bush, Church, Villa, Dana and California. The work is funded by water and sewer utility payments from residents and businesses. The capacity of the water and sewer lines is not being increased to accommodate the Minton’s development. If that were to occur, it would be at the developer’s expense.

3. *Regarding assessment districts to install sidewalks in the Martens-Carmelita neighborhood – must the fees be based only on the linear feet of each parcel along the street? Nearly every corner lot on Martens and Carmelita is owned by a senior citizen who would not be able to pay such a disproportionate fee. Many of largest lots in the neighborhood have narrow street frontages.*

If an assessment district is residential in nature, for sidewalk improvements a corner lot is treated like an interior lot and will not be disproportionately assessed.

4. *At the bus stop on El Camino Real near Sylvan Avenue (before the Sleep Train store), the bus shelter, a bench, and two signs are all on the sidewalk, making it a narrow and somewhat*

zigzagging path. Plus it looks like it is too narrow for wheelchair to pass. What is the standard for available sidewalk width? Other similar shelters nearby are back off the sidewalk.

The City's standard minimum sidewalk width is a five feet and the Americans with Disabilities Act (ADA) requires a minimum sidewalk width of four feet. However, a sign pole, fire hydrant, streetlight pole, or similar objects can encroach on the sidewalk as long as a passage of three feet can be maintained. There is just three feet between the tree and bench at this location. City Staff has contacted the Santa Clara Valley Transportation Authority (VTA) and they will be making adjustments to the bus stop to enhance clearances.

5. *What is happening with the repaving of Highway 85? The Valley Transportation Agency previously promised rubberized asphalt for 09/11.*

The Highway 85 Pavement Rehabilitation is primarily a concrete slab replacement project along 33 miles of Highway 85 from 0.3 miles north of Stevens Creek Boulevard overcrossing to the Highway 85/U.S. 101 separation. Caltrans will grind/cut and replace defective concrete slabs, and resurface the road shoulders and ramps with rubberized asphalt concrete. The construction work will begin in April 2012 and be completed by September 2012.

This project is a nighttime (8 pm to 5 am) project so Caltrans does not expect many traffic delays as they will be working around peak traffic hours. There will be intermittent ramp closures and partial lane closures, but no full freeway closures or long-term ramp closures. There will be noise generated from the cutting and grinding of concrete. For additional information please contact Caltrans Public Information Officer Bernard Walik at 510-286-5705 or email bernard_walik@dot.ca.gov.

6. *Please talk about the noise problem from Highway 85.*

To help Santa Clara County cities identify eligible projects for future State sound wall program, VTA studied 78 locations countywide, including seven locations in Mountain View using the eligibility criteria established by the Federal Highway Administration (FHWA). Under FHWA, eligible locations include existing freeways where adjacent homes to be protected existed prior to the freeway and ineligible locations include locations where adjacent developments were constructed after the freeway, areas where freeway improvements are planned within 25 years, or areas that already have sound walls.

Of the 78 locations evaluated countywide, 15 were determined eligible. Of the seven Mountain View locations, one was determined eligible and is where the City has received the most complaints – the area west of Highway 85 between El Camino Real and Sleeper Avenue.

Ineligible locations are listed below:

1. Central Expressway between Rengstorff Avenue and Mayfield Avenue
2. Central Expressway NE of Moffett Boulevard
3. SR 237 along Ferguson Drive
4. SR 85 between Central Avenue and Middlefield Road
5. SR 85 west side between Sleeper Avenue and Brook Place
6. Central Expressway between Shoreline Boulevard and Rengstorff Avenue

Next Steps:

The VTA is conducting a noise study as part of the environmental review process for the Highway 85 Express Lanes project, including the area between El Camino Real and Sleeper Avenue. The City is awaiting the results of this noise study which is scheduled to be completed in 2013. If the Highway 85/El Camino/Sleeper Avenue area meets Caltrans/FHWA noise abatement criteria, a sound wall would be proposed as part of the project. The timing of construction is not known, as no federal or state funding has been identified.

7. *How do I go about finding out how to get our utility lines buried? What is the process/cost?*

The City receives an allocation for placing overhead utility underground and has used these funds on Castro Street, Evelyn Avenue, and Rengstorff Avenue. The funds are limited to major arterial streets. Underground utility projects on residential streets would have to be funded by property owners. If a significant number of property owners on a street are interested, they should contact the City's Public Works Department. The City will request a cost estimate from PG&E. Historically, costs have been in the range of \$20,000-\$25,000 per property. The property owners can contract directly with PG&E or the project could be done through an assessment district. The project cost would likely be higher if done through an assessment district because of the additional administrative work needed to establish and administer the district.

8. *What will be the access streets to the new Adachi project?*

While the proposed development is under review and the street configuration has not been finalized, the current plans reflect accessing the project from Martens Avenue.

9. *What about the traffic in regards to school vehicles? The traffic in the morning is horrible. The traffic light at Bryant Avenue and Grant Road needs to be upgraded. It is very obsolete! At certain times of the day it may take seven to eight minutes to turn left onto Bryant Avenue from Grant Road (southbound).*

The traffic signals on Grant Road including the one at Bryant Avenue are being upgraded with a new system with detection cameras to be more responsive to real-time traffic conditions. Delays at this intersection should be reduced after implementation of this project, which should be complete in May 2012.

10. *Could you check the efficiency of the three-way stop at April Lane and LaSalle Drive – a two-residence driveway always has the right-of-way!*

In accordance with California Vehicle Code, when exiting a driveway, one must always stop. We spoke with the owners of the two properties that have a shared driveway at this location and they are aware of the law to stop and yield right of way to traffic in the road. The three-way stop at this location is needed to assign right of way to drivers because of sight visibility and unique roadway geometry, to reduce confusion, and to create a safe environment for drivers and pedestrians using this intersection.

11. *Speeding on Sylvan Avenue, too many cars are driving over the 30 mph speed limit.*

Residents concerned about speeding on residential streets should submit a petition signed by residents to initiate the Neighborhood Traffic Management Program (NTMP) process. After receiving the petition, the City will survey the street to determine traffic volume and whether speed is an issue. If the critical speed (speed at which 85% of drivers drive at or below limit) is excessive (7 miles per hour over posted speed limit), then City staff will arrange a neighborhood meeting to discuss solutions with the residents.

12. *Need a flashing strip light for the crosswalk at East Dana Street and Sylvan Avenue. Several accidents have occurred at this corner.*

The Council Transportation Committee (CTC), a subcommittee of the City Council, has established criteria for the installation of In-Pavement Warning Lights (IRWLs). The City has installed IRWLs at two locations in the City (on Showers Drive at Latham Street and on Rengstorff Avenue at Stanford Avenue) and we are currently testing the effectiveness of these devices. The IRWLs are most effective for multi-lane roadways and could cost up to \$100,000. These two streets at the intersections with Moorpark Way do not meet the current criteria for IRWLs since they are not multi-lane roads. On East Dana Street and on Sylvan Avenue, the City has installed "Yield to Pedestrian" signs in the middle of the roadway to advise drivers that pedestrians may be present.

13. *Traffic congestion in front of Huff Elementary School is a safety issue. A child will be hit, or if there is a need for an ambulance or fire truck in the Martens Avenue/Carmelita Drive area during school opening or closing there is no way for these vehicles to get through for a good 10-15 minutes. Traffic is also backed-up on Grant Road which is becoming a nightmare to drive down. I have made suggestions before: 1) install sidewalks from Grant Road the front of the school; 2) have a crosswalk monitor in front of school; 3) open Martens Avenue up through old nursery so we have another exit/entrance into our neighborhood and 4) limit school to neighborhood kids only, so there will not be so many cars bringing their kids from other parts of Mountain View.*

If Martens Avenue is congested with school traffic, an alternate access is available for emergency vehicles through an easement that connects Yorkshire Way with Martens Avenue. This emergency vehicle access is required to be maintained and designed into the new development of the Adachi property. This easement is also open for pedestrians and bicyclists.

The currently proposed street layout for the development of the Adachi parcel is for a cul-de-sac with access to Martens. There was strong neighborhood opposition to connecting the streets south of the project to Martens by the residents in that area. There is an upcoming neighborhood meeting being hosted the developer for this project. You may want to attend to make sure your concerns are considered by the developer. There will be future public hearing meetings for this project as it proceeds through the City's process. If you would like to be on the notice list, please let our Community Development Department know and they will add you to the list.

The City has just completed installation of an adaptive signal system along Grant Road, which is currently being tested and refined. This system includes a system which evaluates the current, real-time traffic and adjusts the signal timing and coordination accordingly. We expect it to improve driving conditions on Grant Road.

Installation of sidewalks on Martens would involve an Assessment District, which is addressed in Item #3.

The elementary school boundaries are set by the Mountain View-Whisman School District and not by the City of Mountain View. We will forward your comments to the District.

The addition of a crossing guard is something that involves multiple organizations including the school district, school administration and the City's Police Department. It is also a budgeting issue. Please contact Greg Oselinsky, Traffic Sergeant, to discuss this request.

COMMENTS

1. *Thank you for the big increase in recreation activities for middle school teens such as dodge ball tournaments, dances, etc. Awesome!*
2. *I would like to give a big thank you to Public Works for the nice job of smoothing out the sidewalks on El Camino Real and elsewhere without removing the trees whose roots lifted up the sidewalks.*