



THE MIRAMONTE/SPRINGER ROAD NEIGHBORHOOD AREA MEETING REPORT

Presented below are the City's responses to various issues and concerns raised at the October 17, 2013 Council Neighborhood Committee meeting with the Miramonte/Springer Road 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. Questions can also be submitted through Ask Mountain View at <https://clients.comcate.com/newrequest.php?id=128>.

CITY ATTORNEY'S OFFICE - (650) 903-6303

1. *How long are portable storage units allowed on a driveway?*

A storage unit is only allowed on a driveway, or anywhere in the front yard, if a building permit has been obtained, and then is allowed for the duration of the active building permit.

2. *Concerning vegetation and stop signs at corners, is the code still only 3' high for the triangular area at a corner? That is not being upheld - a corner property owner.*

The maximum height for shrubs or fences within the triangular traffic safety visibility area is three (3) feet. Please contact Code Enforcement at (650) 526-7713, if you have concerns about visibility.

MOUNTAIN VIEW LIBRARY - (650) 903-6335

1. *Suggestions for Library Expansion: 1) Increase hours open, especially on Sunday; 2) Increase holdings - books, of course, and audio and e-books, videos, and other; and 3) Increase locations - not just bookmobile but also distribution of e-books at, for example, Senior and Teen Centers.*

Thank you for your suggestions for Library services and we will keep these in mind when there are opportunities for expansion.

- Expansion of Library hours: With a 7-day operation, and being open 64 hours per week, the Mountain View Library is open more than most of our neighboring libraries. However, I know the community would always like us to be open more and we will keep that in mind as the City's revenues start to recover.
- Increase holdings: The City Council generously increased the Library's materials budget this fiscal year, so we have been able to purchase more materials, and more copies of popular items.
- Increase in locations: Due to a grant from Google, we have been able to increase the number of stops for our bookmobile. As far as additional facilities, the City budget would not support that at this time but we can certainly keep this in mind for the future.
- Distribution of e-books at Senior and Teen Centers: All our e-books are available 24/7 via the Library's website. In fact, we did a workshop last year at the Senior Center on how to access this collection. If there is enough interest, we could do this again.

COMMUNITY DEVELOPMENT DEPARTMENT - (650) 903-6306

1. *How long may people have plastic "green screens" surrounding their lot without any visible construction? My neighbor has had these for over a year, but has not been improving the property or doing construction.*

Property owners can have construction fencing on their property for as long as they have a valid building permit on record. If you want to inquiry about whether a property has a valid permit, contact the Building Inspection Division at 650-903-6313.

2. *Is there any way to get out of the resolution to participate in the Association of Bay Area Governments (ABAG) group of cities and counties they "represent"? So, for example, we can imagine and affect our own view of our City and El Camino Real, etc.*

Membership in ABAG is voluntary. If Mountain View did not want to be a member of ABAG, a City Council resolution supporting the City's removal from participating in ABAG would be required. However, if this were to happen, the City would have no local representation on ABAG's policy board, which is made up of Councilmembers from Bay Area cities. Currently only one Bay Area city, Corte Madera, does not belong to ABAG. Cities, regardless if they belong to ABAG or not,

are still required to comply with State planning law, such as Housing Element requirements. ABAG's primary role in the Housing Element process is to allocate the State's housing need for the Bay Area among Bay Area cities. Cities are then obligated to develop plans to accommodate their specific housing allocations, but are not required to actually build housing units.

ABAG does not control Mountain View's local land use decisions. The City's 2030 General Plan is our local blueprint for future development. The 2030 General Plan identified where the community wanted to see change, and what that change should look like. El Camino Real was identified as one of these 'change areas'. The community also identified where they did not want to see future change, such as in Downtown and in many existing neighborhoods. This information was then shared with ABAG and included in the ABAG-led Plan Bay Area, along with information from other Bay Area cities.

3. *Currently there are 80 development projects in various stages of moving through the approval process. What will be the Mountain View population when all 80 are completed and occupied?*

The question is in reference to the Planning Division's monthly list of all current and long range planning projects that are being considered, have been approved or under construction - and there are about 75 items on that list. Several of those items are large developments that could result in hundreds of new residents, numerous others are relatively small projects such as three-unit subdivisions. We do not currently have a total population projection for these projects.

4. *Residential Parking Requirements*

- *Mountain View City Council has mandated a maximum parking to bedroom ratio of 1:1 to 1 for new apartment buildings, which included parking for visitors. If my wife and I rent one of the new apartments at 801 West El Camino Real, which one gets to park in the parking space and which one has to park on the street?*
- *For Greystar and Harv's car wash sites - please make sure that the developments includes parking for all their units (including visitors and assuming that a 1 bedroom will probably require 1-2 parking spaces).*

A couple years ago, the City performed a survey of several large Mountain View apartment complexes and found that the "one-space-per-bedroom" parking standard was more than adequate at these larger complexes. Based on that local data, the City Council has approved several new large apartment complexes with this parking ratio. If someone has more cars than they have parking spaces, then they would have to find a spot on the street for the other cars.

5. *Do you review designs of developments from an aesthetics perspective? The San Antonio Center is so unattractive.*

The City has a review committee called the Design Review Committee (DRC) that consists of City staff and professional architects that consult with the City. The DRC works with the architects for the developers to achieve an project design for the Council to consider. Council makes final decisions based on input from DRC, staff, the public and developers.

6. *How is the General Plan 2030 working out? Is it being helpful? Do you believe you are headed in the right direction? What is the right direction?*

The 2030 General Plan established a future vision for the City, including goals, policies, and actions based on this vision. The 2030 General Plan also established an annual monitoring process to assess how the City is achieving its General Plan vision. During the City's annual budget process, the EPC will review the City's progress in implementing the 2030 General Plan. This information will be forwarded to the City Council. The City Council will then assess this progress and the need to change any policies or allocate funding to implement the City's General Plan priorities.

The 2030 General Plan documented a multi-year process of community outreach and discussion about the future of the City. One of the main outcomes of the plan was the acceptance that growth for the City was necessary, but that it should be focused in areas that have transit opportunities and kept out of neighborhoods. That is why the new development is occurring along El Camino Real, San Antonio Center and North Bayshore. In that respect, the plan is proceeding the way the Council intended.

7. *Milk Pail parking – what is the status of this issue, regarding developer control over shared parking?*

Milk Pail and Merlone Geier remain in communication. Both parties are trying to work out a deal that is mutually beneficial.

8. *Are there statistics on how many housing units are being built each year?*

The City is required to submit annual reports on housing production in the City to the State's Housing and Community Development office (HCD). In 2012, 434 units were built. In 2013, 373 units were built, which includes 8 low and 50 very-low income units. A complete report on housing production in Mountain View,

including implementation of various Housing Element programs and policies, is available on the City's website under the EPC's October 16, 2013 meeting materials. Since 2007, the average number of housing units built each year has been 152.

9. *Why should the main intersections in Mountain View along El Camino Real be the ones designate to go icky with huge residential developments (with some mixed use below), instead of putting the new living spaces in quieter, nicer locations that are still near the bus line, but nicer overall and still very convenient. Then the intersections can grab the eye of all the passersby to support commerce. Lots of great shops, useful business centers, etc. on Grant Road, Castro Street, El Monte Avenue, and El Camino Real.*

The primary premise of the 2030 General Plan was to focus new growth in Change Areas along major streets that had transit capacity, instead of putting new growth in neighborhoods.

10. *What is the maximum height of new apartment buildings along El Camino Real – 6, 7, or 8 stories?*

The El Camino Precise Plan will have specific limits on heights when it is adopted at the end of 2014. In the meantime, Council direction has been that 4 stories is the maximum unless a project receives special authorization for more height.

11. *Greystar Project at Castro Street and El Camino Real*

- *It appears to me that most affected residents do not want an apartment complex at Castro Street and El Camino Real. Why is this project proceeding?*

The Council has authorized the study of the project, and a mixed-use retail/housing project at the corner is consistent with the General Plan. The question of the building heights and sizes will continue to be studied as the project proceeds through the process.

- *Regarding the Greystar project - what will the City do to keep parking spaces open in front of my house? I do not want a permit system, since I am social and plan to have friends park near my house. This is in regards to the Castro Street project and follow-up question below.*

Without a permit system, parking on public streets is free to any member of the public and cannot be limited to residents or their guests.

- *Have there been studies on parking with mixed-use projects and have they considered the increase when other neighborhood projects are completed?*

The City has data for larger apartment projects that support the proposed "one-space-per-bedroom" parking requirement for the rental units. The project will have to provide parking for the commercial tenants as well. The exact number will be studied further.

- *Did you know the heir to the chunk of property that has 1) Rose Market, 2) Le's Alterations, 3) Tanya's Hair Design, 4) Gochi's Fusion Tapas (renamed from Sushi Tei's), and 5) Peet's Coffee has actually stated (to me too) that all of these businesses were supposed to all be incorporated into the new construction as part of the original deal with Greystar? So is Greystar pretending that they are including most to look good? They actually look good for letting Sufi Coffee in!*

The City is encouraged by Greystar's inclusion of most of the existing businesses into the project. We don't have any information that indicates Greystar is required to keep these businesses.

- *For the Castro Street/ El Camino Real project how will cars exit the apartments? Won't this cause congestion with Graham Middle School traffic, particularly if Castro Street is reduced to single lanes?*

The City's Traffic Engineer will examine the Greystar project and the potential narrowing of Castro Street and will provide recommendations to the Council on the most appropriate final designs.

12. *When will the Villa Sienna project be finished? It seems to have become an "airport" project with no end!*

The Villa Siena project was completed in December 2013.

13. *Has the Council been correctly quoted that adequate parking for Frankie, Johnny and Luigi is not their concern? This seems to be a cavalier attitude toward a long-established business.*

The Council has not made a statement that adequate parking for FJL is not their concern. In fact, Council endorsed a staff recommendation for the Greystar project that called for more study to ensure that sufficient parking is being provided for existing businesses on El Camino Real such as FJL.

COMMUNITY SERVICES DEPARTMENT - (650) 903-6331

1. *In a number of locations, traffic signs are obscured by vegetation. Is there a program to trim vegetation to keep signs visible?*

Both the Streets and Forestry Divisions inspect for signs that may be obscured by street trees. There can be situations where private vegetation is causing an issue. In

these instances, the City will notify the property owner to take care of the issue. If you notice a sign that is obscured, you may contact the Forestry Division at (650) 903-6273 or Streets Division at (650) 903-6329. Citizens can also report obscured signs using 'Ask Mountain View'. This application is available on the homepage of the City of Mountain View's website at www.mountainview.gov.

2. *Our neighborhood has long wanted a fenced "Off Leash" dog area for residential use. The park at Shoreline is too far away and we have to drive to it. Plus, it is so muddy that the dogs are too dirty to put back into the car afterwards. The off leash area at Cuesta Park is not fenced and any dog may take off chasing after a squirrel.*

The City of Mountain View is tasked with providing recreational opportunities for all citizens with a limited amount of open space. This makes it challenging to locate areas within the park system that can be fenced off exclusively for off-leash dog use. The City is studying this issue and will be holding a public meeting at the February 12, 2014 meeting of the Parks and Recreation Commission (Commission). The Commission will be seeking public input on the need for additional off-leash dog parks and the idea of unfenced, shared use, off-leash areas with specific posted times for this activity.

3. *What happens to mature City trees when homeowners change lawn to fake grass? The trees have relied on summer irrigation, now there is none. Check tree on corner of Barbara Avenue and Fordham Way that is slowly dying. Any studies done on the ramifications to mature trees in altered landscaping?*

Installation of synthetic turf to reduce water use can potentially affect trees. Any impact will depend on the size of the turf area being converted and the proximity and age of the tree(s). Older established trees will experience less of an impact than younger trees with less well established root systems. The property in question has well established eucalyptus and Modesto ash trees and the impact of reducing water to the landscape should be minimal. With water becoming a more expensive commodity, more homeowners may be reducing turf in the landscape.

4. *Could the Teen Center be used for Girl Scout and Boy Scout meetings?*

The new Teen Center to be called "The View" may become available for groups to rent. The View is currently scheduled to be open in August or September 2014 and City staff will need to operate the facility solely as a Teen Center until building logistics and operating procedures are finalized. Once the facility becomes available for rentals, the Recreation Division will promote this opportunity to the community.

FIRE DEPARTMENT - (650) 903-6365

1. *Has the City published a map that shows where emergency supplies are stored for residents in case of large-scale destruction?*

No. The City has not published such a map because it does not have the resources to store emergency supplies for all residents. There are numerous City facilities which could be used as shelter sites or distribution sites following a large scale disaster but it is vitally important that residents prepare themselves and store food, water and other emergency supplies for use in an emergency.

The Community Emergency Response Team (CERT) program, which is free to all residents, provides training and guidance to help residents be prepared. Several CERT neighborhoods, such as Cuesta Park, Monta Loma and Old Mountain View have purchased trailers and store basic supplies to help the neighborhood respond to a disaster.

You can learn more about CERT and sign up for classes at http://www.ci.mtnview.ca.us/city_hall/fire/programs_n_services/cert.asp
You can also learn more about emergency preparedness and supplies at the following websites:

Mountain View Preparedness checklist

<http://www.ci.mtnview.ca.us/civica/inc/displayblobpdf2.asp?BlobID=8161>

Federal Emergency Management Agency

<http://www.fema.gov/plan-prepare-mitigate>

American Red Cross

<http://www.redcross.org/prepare>

POLICE DEPARTMENT - (650) 903-6350

1. *I am concerned about the speed of traffic on Cuesta Drive. I have seen very little enforcement. I would like to know if it is possible to have a radar speeding sign by Springer School. I have often seen cars passing in the center turn lane.*

We definitely understand your concern especially since this area is close to a school. On October 23rd our Traffic Unit patrolled that area and we continue to do so on a weekly basis. Regarding the radar sign similar to the one seen on Miramonte Avenue and Park Drive, please contact the City Traffic Engineer at 650-903-6311. We have passed on your request for the sign to the Traffic Engineer.

2. *What is the City policy or rules regarding police assistance when traffic lights are out or malfunctioning in areas where children need to cross major streets to get to school? I was told police will only appear within 50 feet or so of the school property to direct traffic.*

If lights are malfunctioning at any intersection, drivers must treat that intersection as if it there is a stop sign for each street. Unfortunately, someone misinformed you about the 50 feet rule, so we are glad you asked this question. We do not automatically provide traffic control when lights go out as we need to manage available resources in the City and we follow the California Vehicle Code guideline for treating this type of intersection like a four-way stop. The on-duty watch commander will make a determination when we provide traffic control.

3. *Lots of speeding on Rose Avenue and through the neighborhood between 2:00 pm – 3:30 pm from San Francis High School and Springer School parents.*

Please see reply to #1.

4. *Is there any encouragement by the Police Department to work with the high school to bring mandatory drivers education to the curriculum? I think the caliber of experienced drivers is diminishing.*

Driver education may be provided by a public or private secondary school or a driving school licensed by the Department of Motor Vehicles (DMV). The Department of Education is responsible for establishing driver education curriculum provided by public and private secondary schools. Whether to provide drivers education is a decision made by the school districts.

PUBLIC WORKS DEPARTMENT - (650) 903-6311

1. *Can the right turn lane on Cuesta Drive at Miramonte Avenue near the church be changed to a dedicated right turn lane?*

Currently the existing right turn lane is used as a shared through/right lane. Since the right turn lane at this location is merging with the through lane just after the intersection this change may be possible. To implement the change we need to carefully examine the existing and future traffic needs, including bicycle and pedestrian volume and the intersection safety records. We will consider this option in the future after we collect data in the next 6 months. If the data gathered shows an improved traffic flow and pedestrian and bicycle safety improvements we will consider your suggestion.

2. *What is needed to paint a "Keep Clear" message on the pavement at the intersection of Bay Street and El Camino Real? On red lights, cars on El Camino Real block the intersection, making it very hard to get into El Camino Real.*

El Camino Real is a State highway. We have passed your request to California Department of Transportation (Caltrans) for consideration.

3. *Could you please describe what is happening with improvements in pedestrian and bicycle safety for children heading toward Graham Middle School and to other schools in the neighborhood? And has Mountain View considered a formal "Safe Routes to School" program?*

The City Council has approved a capital improvement project on Castro Street south of El Camino Real to improve bike and pedestrian safety. Plans have not fully been developed, though one possibility is eliminating one traffic lane in each direction in front of the school. Once the draft plans are ready, it will be presented to the City's Bicycle and Pedestrian Advisory Committee (B/PAC) for comments and residents will have an opportunity to comment on the proposed plans.

The City of Mountain View is currently working with all K-12 public and private schools in the City of Mountain View on an educational program to make the bicycling and walking to school a safer and more appealing transportation alternative through a federally funded Vehicle Emission Reduction Based at Schools (VERBS) grant.

The City has applied for State and Federal safe route to school grants in the past and will be applying in the future to secure funding for improving walkability and biking to schools.

4. *El Camino Real traffic is awful. Timing of lights, especially at Clark Avenue is poor, especially at commute hours.*

Caltrans recently started the process of coordinating the new signal at Clark Avenue with adjacent signals. They are also working on improvements to the coordination system from Santa Clara to Palo Alto. We do not have schedules for this work, but do know that Caltrans is working on it.

5. *Please do not narrow or reduce lanes for car traffic on Miramonte Avenue, Castro Street or El Camino Real. Traffic is already horrible.*

The City currently has no specific plan to narrow or reduce lanes on Miramonte Avenue. There is an approved capital improvement project on Castro Street south of El Camino Real to improve bike and pedestrian safety. Plans have not fully been developed and may include elimination of one traffic lane in each direction based on current traffic volumes. City staff does not believe that this would adversely affect traffic flow on Castro Street. Further analysis will be performed and public input considered before such a change would be made.

El Camino Real (ECR) is a state highway and currently there is no plan to reduce number of lanes on ECR. Santa Clara Valley Transportation Authority (VTA) is working on a project to implement Bus Rapid Transit (BRT) on ECR. Plans have not been finalized yet. Mountain View residents will have an opportunity to comment on VTA's plans when the project is presented to the City. See question #19.

6. *A friend pointed out to us that there are two fire hydrants near her condo complex where streets are not red striped in front of the hydrants. The hydrants themselves are silver - not red. What do we need to do to get the street red striped in front of the hydrants?*

It is illegal to park in front of a fire hydrant regardless of painted red curb or not. The California Vehicle Code (CVC) prohibits parking in front of a fire hydrant with or without any red curb. The City will paint a red curb in front of fire hydrants if the hydrant is not visible from the street or if vehicles are regularly parked in front of hydrant. Please contact City Traffic Engineer, Sayed Fakhry at 650-903-6311 or sayed.fakhry@mountainview.gov for red curbs to be painted in front of a fire hydrant.

7. *Can you do traffic count on Cuesta Drive when schools are in session.*

Please submit a request to City Traffic Engineer, Sayed Fakhry at 650-903-6311 or sayed.fakhry@mountainview.gov for traffic counts on Cuesta Drive stating the purpose of the count.

8. *Nearby business complex uses neighborhood residential streets as parking lot. The cars are parked all day in front of houses. Residents are concerned with sometimes unsafe U-turns, increased traffic, visual blockage, contributing to unsafe conditions for biking children and making right or left turns. City's response to resident concerns has been unhelpful. We got no response and no action. City needs to have a policy addressing these issues and have a process in place on how to address residents' concerns!*

The use of on-street parking by the public is legal, provided they follow the posted signs announcing parking restrictions (if any) and they move their vehicle within the 72 hours limit. Businesses are required to provide on-site parking spaces for their employees and visitors. If residents want parking restrictions on their street for certain hours, they can submit a petition to the City Traffic Engineer, Sayed Fakhry by contacting him at 650-903-6311 or sayed.fakhry@mountainview.gov. Parking restrictions if approved will be applicable to all (residents and non-residents).

Community Development Department staff have met with a neighbor in this area to discuss the problem. A letter was also sent to the manager of the office building causing the parking problem, requesting the cooperation of their tenants in not parking in the neighborhood.

9. *Slow speed on Miramonte Avenue from 35 mph to 30 mph or 25 mph in front of St. Francis School. (From Covington Road to Cuesta Drive – people speed up as soon as there are two lanes in each direction). Big problem.*

There are posted school zone signs and 25 mph speed signs on this section of Miramonte Avenue. The 25 mph speed signs are applicable during the school hours when children are present on the sidewalks or crossing the road. The traffic section of Mountain View Police Department is periodically monitoring traffic near schools as their resources allow.

10. *I think that you ought to reconsider your stand on hydrants – red curbing them seems important. My son, as a novice driver, thought that in some locations if not red, you could park next to a hydrant. We have a hydrant between our home and neighbor's home and no one is ever ticketed.*

Please see response to question number 6. The City will consider painting red curb in front of fire hydrants on a case by case basis.

11. *On Shoreline Boulevard just north of Central Expressway, there are three lanes that merge into one: the onramp from Central Expressway and two through lanes. Can the right lane be turned into an exit lane onto Central Expressway so that the onramp from Central Expressway only merges into one through lane instead of the current situation?*

This is a very good comment and observation. We have a draft plan to do exactly what you are suggesting. We are seeking funding for this project which will include major restriping, bike and pedestrian safety improvements at the on/off ramp crossings, and coordination with the County of Santa Clara. This project was one of the candidate projects for this year's Transportation Development Act (TDA) monies for the City's Bicycle and Pedestrian Advisory Committee (B/PAC) consideration. This project was not selected by B/PAC for this year TDA grant, however we will continue to seek funding.

12. *The stop light at Clark Avenue and El Camino Real took years to get and someone's bright idea made it a right-turn only. Now you either have to go right and make a U-turn at Escuela Avenue or weave through the neighborhood to get to El Monte Avenue. Traffic is right back where it used to be before the stop light!*

The intersection of El Camino Real and Clark Avenue is owned and operated by the California Department of Transportation (Caltrans). Caltrans determined that a traffic signal was needed at this intersection due to safety concerns and collision history. Residents of Clark Avenue and surrounding streets had concerns that the installation of this traffic signal by Caltrans would increase traffic volume and speeding through their neighborhood and encourage cut through traffic. Residents requested that the City Council ask Caltrans to restrict left turns from Clark Avenue

onto El Camino Real. Caltrans designed and installed the signal with this restriction as requested by the City Council.

13. *Street lights on Grant Road – ever since the construction of the new Summerhill Homes, the “left turn” lights on Grant Road at Covington Road and Grant Road at Bryant Avenue do not seem to have any pattern and are not sensitive to lack of oncoming traffic. It used to be that the left turn arrow would appear with the through traffic light turning green. Now, not only does that not happen, but it may not appear at all until it goes through a full cycle. And on weekends a car can sit there for three minutes with no oncoming traffic before an arrow will appear. Can this be fixed to be the effective way it was and the same as the other intersections on Grant Road?*

Traffic signal timing coordination on Grant Road is programmed to give priority to Grant Road traffic where congestion is problematic. The signal timing on Grant Road is designed to move vehicles on the main road more efficiently and help reduce congestion and improve air quality. To serve this objective, less green time is given to the side streets and to left turns from Grant Road. The new signal phasing is flexible and the arrangement of left turns changes based on the traffic demand on Grant Road. The left turn greens may appear before the through traffic, with the through traffic or after the through traffic in the same cycle. The left turns or traffic from side streets is never ignored in the same cycle. This flexibility with left turn phasing allows Grant Road traffic to move more efficiently. Allowing side streets and left turns to get longer greens while helping the localized traffic at a particular intersection will create increased congestion on Grant Road.

The signal coordination is operational on weekdays from 6:45 A.M. to 7:30 P.M. and on Saturdays from 8:00 A.M. to 7:30 P.M. and on Sundays from 9:15 A.M. to 7:30 P.M. due to excessive traffic volume on Grant Road at those hours.

14. *Parking restrictions on Bryant Avenue – I would like the City to address a problem with the “No Parking” signs that are posted on my block. Our signs now read per City Code, “No Parking 7:00 a.m. – 6:00 p.m. Except Saturdays, Sundays and Holidays”. Also, there are no restricted parking signs on the opposite side of the street. So, it is legal to park there? However, what I would like to be addressed is why just two blocks down the street, different signs are posted, “No Parking 7:00 a.m. – 2:00 p.m. School Days”. This is per code: SEC. 19.99.4. My question is why do we need two codes for the same street? And why do residents just two blocks away, get to park in front of their homes after 2:00 p.m., when school does not even get out until 2:30 p.m. and 3:30 p.m.? And the one block that is between my block and Truman Avenue does not even post any “No Parking” signs, so it would seem that they have no restrictions at all. A bike lane runs all of the way down the street and to the high school. Some parts of Bryant Avenue are wider than others, however the traffic is the worst down at Bryant Avenue and Truman Avenue, which is where the parking restrictions seem to be the most lenient. This street is a collector street and I realize that there is more traffic of all kinds. However, many streets nearby on Covington Road and Berry Avenue*

have both schools and bike lanes with absolutely no parking restrictions. I appreciate that public safety is the most important thing, however the laws must also be applied fairly to one and to all, and that is not the case on my street. I would like new signs to be posted allowing residents on my block and further up on Bryant Avenue to be able to park on the street after 4:00 p.m. or 5:00 p.m., well after the last bell, and that these restrictions only be enforced on "School Days", which is what all of the others enjoy now. Tickets have been given the day after Thanksgiving and the day after Christmas, when it is not a legal holiday, but clearly not a school or a work day. I would like our parking restrictions to be only on "School Days" as it says on the signs further down Bryant Avenue and to be able to park at a time earlier than 6:00 p.m. I would like to know what I can do to solve this problem and have the law applied more fairly in my neighborhood. Thank you for your attention to this matter.

This item was presented to the Council Transportation Committee (CTC) on October 30, 2013. Notices were sent to the affected residents. The CTC unanimously decided to keep the existing parking restrictions in place considering bicycle safety for high school students and commuters.

15. *The streets in Varsity Park are appalling. When will they be repaved and how can we guarantee they do a better job next time?*

Water and sewer mains were replaced this past summer on Sladky Avenue, Tulane Drive, and Fordham Way. Some of the varying asphalt layers are the result of patching up the pipeline trenches. Additional water and sewer mains are scheduled to be replaced in summer 2014 on Lee Drive, Cornell Drive, Duke Way, and Jefferson Way.

When the City replaces utilities in the street, we allow the soil and materials used to recompact the trenches to settle for 2-3 years to ensure there are no pipeline bedding failures. The City will return after that time to repave the streets. Properties affected by the future roadwork will receive notification from the City informing them of the upcoming project.

16. *Will the City of Mountain View have a voice in the Santa Clara County Flood Control District's plans for the upgrade of Hale Creek? Two deodar cedar trees are marked for removal. They are heritage trees on city property. Can we save them?*

The Santa Clara Valley Water District (SCVWD) will need to follow the City's Heritage Tree Ordinance and also apply for an Excavation Permit for any work within the City's street right-of-way or property. The SCVWD is still in the design phase of the project and has not formally submitted plans to the City for review or approval. We recommend that you contact SCVWD staff and communicate your concerns so that they can consider options during the design phase of the project.

17. *I noticed surveyors working on Montalto Drive around Leona Lane and Lola Streets a few days ago and I wondered what this was for.*

This work has no relationship to any of our CIP projects. This could be preliminary survey work for future private development projects. Currently there is ongoing onsite development work at 725 Leona Lane to which this work may be related.

18. *What is latest on Cuesta Park and Water District basin? Is the County water storage a yes or no?*

The SCVWD removed the option for using Cuesta Park for detention from their Supplemental Environmental Impact Report (SEIR) for the Permanente Flood Protection Project. Therefore to answer your question...no stormwater storage in Cuesta. The SCVWD is planning to use McKelvey Park as a detention basin. That project is currently in design.

19. *VTA Bus Rapid Transit (BRT)*

- *The VTA Planning Manager, Kevin Connolly is quoted as responding to the City of Mountain View with more information on traffic impacts of the dedicated Bus Rapid Transit (BRT) lane saying the time it would take to get from Santa Clara to Mountain View would be reduced by one minute with dedicated bus lanes in the middle of the street. So how is this an improvement in the bus performance and not just a take away from car performance because they lost their FAST LANE?*
- *After the VTA installs BRT along El Camino Real, setting aside two lanes for the 522 bus and decreasing driver lanes by 50%, how long will it take to drive during commute hours from San Antonio Road to Grant Road?*

The VTA's Bus Rapid Transit (BRT) project to upgrade its existing 522 Rapid Bus service on El Camino Real between downtown San Jose and Palo Alto is currently under environmental review. Seven different project alternatives are being studied, including a No Build alternative, having buses and other vehicles travel together along the entire corridor in a mixed flow configuration, and different lengths of dedicated bus lanes.

The Draft Environmental Impact Report (DEIR) is scheduled to be released sometime in the spring or summer of 2014 for public review and comment. The DEIR will provide additional information regarding anticipated traffic and other impacts along the El Camino Real corridor and other parts of the City for each of the seven alternatives being studied. Staff will seek City Council and community input on the results of the DEIR at that time.

The City Council reviewed the proposed BRT project at Study Sessions in 2011 and 2012. While the City Council took no formal action at either of these meetings, the Council noted concerns about the impacts the project could have on the community.

El Camino Real, as State Route 82, is under the jurisdiction of the California Department of Transportation (Caltrans) and any changes to El Camino Real for the BRT project must be approved by Caltrans. Caltrans has indicated that it will not approve changes to the El Camino Real for the BRT project without concurrence from the cities that will be impacted by the project.

20. *Can we do a study to eventually have a shuttle bus/van run on Grant Road from El Camino Real to Foothill Expressway with so many schools, businesses, El Camino Hospital and medical offices, it would be a way to reduce traffic on Grant Road by having frequent vans/shuttles ride to carry people along with stops at major intersections and businesses.*

The VTA's Route 51 provides weekday service throughout the day along much of the Grant Road corridor with stops at/near Graham Middle School, El Camino Hospital and nearby medical offices, and Mountain View High School.

City staff will forward your comment/suggestion for additional shuttle bus/van service along the Grant Road corridor to the VTA for review.

21. *I recently saw a notification of the City waste services moving forward. I was disappointed to see that the recycling pick-up is still only every two weeks and the same bin type was kept. Why aren't we going to recycling pick-up every week with combined bin for all recyclables?*

Staff performed a thorough analysis of several service option changes, including weekly services for recycling and yard trimmings. After evaluating cost (high) and additional diversion potential (low) of the weekly services, Council opted not to implement them at this time. However, pricing for the weekly services was negotiated with Recology and could be added by the Council at a later date. In a 2011 survey of residents (212 responses) 62% indicated that they were not interested in weekly services if it would result in a rate increase. It is estimated that switching to weekly recycling and yard trimming services would result in a 9 to 15% rate increase.

22. *How can I get my recycling pick-up day to be a different day than is my street sweeper day? (Neither office controlling each of these can change their routes or schedules, so my street cannot get a decent cleaning).*

The resident's street (800 block of Park Drive) has a mix of single-family and multi-family recycling services. The multi-family recycling collection is scheduled on Tuesday, which is the same day as street sweeping. All other collection services are

scheduled on Monday. After review with Recology, it was determined that the multi-family recycling collection in the 800 block of Park Drive can be changed to a Monday route. Those residents affected by this change will be notified by Recology.

23. *Also, what can we do to recycle Styrofoam?*

Styrofoam recycling is difficult due to weak markets and the expense of collecting and processing this bulky and lightweight material. Staff is exploring a pilot program to accept clean Styrofoam packing material at the Mountain View Recycling Center to be processed by Recology. Dirty Styrofoam food ware cannot be recycled. The City Council has directed staff to prepare an ordinance banning the use of Styrofoam food service ware by food vendors in Mountain View. Staff anticipates presenting the ordinance to Council for review in early 2014.

24. *I have heard complaints that there are too few places where pedestrians and bikes riders can cross El Camino Real safely, I agree.*

Bicycle and pedestrian crossing El Camino Real is only allowed at signalized intersections. We are regularly in contact with Caltrans to accommodate enough green time for pedestrian and bicycles crossing El Camino Real at signalized intersections. Caltrans staff has been very cooperative and helpful. Currently the City is working on El Camino Real Precise Plan which will guide decisions about future developments along El Camino Real. The Precise Plan has been presented to the City's Bicycle/Pedestrian Advisory Committee for input. The Precise Plan for El Camino Real will be presented to the City Council for adoption and public will have a chance to comment on it at the Council meeting. Please contact Eric Anderson at 650-903-6484 or eric.anderson-planning@mountainview.gov for the schedule or if you need more information about El Camino Real Precise Plan.

25. *Does the Mountain View Police Department have a traffic plot map for Springer Road? Could a resident of Mountain View obtain a copy?*

We are not sure what exactly you are requesting. We do not have a map called traffic plot map. We probably have the information you are requesting so please contact Sayed Fakhry, City Traffic Engineer at 650-903-6311 or via email at sayed.fakhry@mountainview.gov.

GENERAL COMMENTS.

1. *General Plan well done, great public input; Precise Plans now being developed. Again, public input sought.*

2. Thank you for the new 3-way stop at Phyllis Avenue and Hans Avenue. I feel much safer when I drive or bike there.