

THE SAN ANTONIO/RENGSTORFF/DEL MEDIO NEIGHBORHOOD AREA MEETING REPORT

Responses to Issues Raised at the September 23, 2010
Council Neighborhood Committee Meeting

Presented below are the City's responses to various issues and concerns raised at the September 23, 2010 Council Neighborhood Committee meeting with the San Antonio/Rengstorff/ Del Medio 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 ATTORNEY'S OFFICE – (650) 903-6303

1. *There are too many wild cats at Ginzton Terrace. The residents feed them and many are very small and they keep having new litters!*

An animal trap can be rented from Palo Alto Animal Control at (650) 496-5971 for a one hundred dollar refundable deposit and five dollars a day fee. When the cat has been trapped you can call Palo Alto Animal Control to come and pick up the animal.

2. *Shopping Carts*

- *There are too many shopping carts that need to be moved in our complex. It is getting very costly.*
- *Shopping carts are a problem at Ginzton Terrace.*

City staff frequently monitors the City of Mountain View for abandoned shopping carts and responds as quickly as possible to resident and business owner requests to retrieve abandoned shopping carts. Residents and businesses may report abandoned carts through the City hot-line at 650-903-6767.

COMMUNITY DEVELOPMENT DEPARTMENT – (650) 903-6306

1. *In this neighborhood, there are at least four drugstores – Rite Aide, Target, CVS and Walgreens within five (5) minutes. Why is another Walgreens approved? How about a bookstore or restaurant or services to kids?*

Property owners apply for development permits from the City, and those permits are reviewed for compliance with City regulations and policies. The City does not have a policy that limits the number of drugstores in the area, so the City's review was focused on the quality of the building and site design. At one point, a veterinary hospital was approved for the property, but the hospital could not get financing to construct the project.

2. *Why is Sears being booted out and Safeway gets to move in? There will be no more department stores as the neighborhood already lost JC Penney years ago.*

The City does not have a direct role in determining the tenants of commercial spaces. The new property owner of the Sears property, Merlone Geier Partners, is pursuing a revitalization project on the site. Sears can work with the owner to pursue a lease for space in the new project, but the final decision is a business decision between the owner and the tenant.

3. *Mora Drive Area*

- *What is the update of the development of the Mora Drive area? It is slated for release by 2012, so what is in the works?*
- *Can someone speak about the precise plan for Mora Drive and what happens to present tenants when the moratorium ends in approximately 1½ years, in 2011 or 2012?*

The long-term plan for Mora Drive is for it to convert to housing. The Mora Drive area has an “amortization period” that ends in 2012. That means that all of the commercial and industrial businesses must cease operations at that time. The Community Development Department and City Attorneys Office are working together to develop an action plan for the Mora Drive area, which will include outreach with the surrounding neighborhood.

4. *Are the residential units planned for the San Antonio Center going to be rentals? If they are rentals will there be units for low income households? Will there be any residential units that will be affordable of the 350 units proposed for San Antonio?*

The developer is proposing up to 350 rental units at the San Antonio Center. The developer plans for these units to be luxury apartments. Based on a recent court case, cities cannot require developers to provide apartment units at affordable rates.

POLICE DEPARTMENT – (650) 903-6350

1. *How are the five hour parking zones enforced? Are they random or do people call in to complain? This is pertaining to the San Antonio CalTrain station.*

The City’s parking attendant issues tickets in the downtown area only. The other parking zones and laws are enforced by individual police officers and community service officers either as the violations are noticed or when community members call them in. If you would like to report a specific parking violation you can call our non-emergency number at 650-903-6395. If you would like to report an ongoing problem-area that you feel needs special enforcement, please do so via the City’s online system: “Ask Mountain View”, which is available at www.mountainview.gov.

PUBLIC WORKS DEPARTMENT – (650) 903-6311

1. *My understanding is that Parc Crossing was built with sound abatement in the design. With the advent of the High Speed Rail (HSR), how does the “ expected” decibel levels “violate” or exceed previous decibel maximums applied to relatively new construction such as Parc Crossing? Are the maximum standards changing or allowed to supersede previous guidelines?*

The City does not yet know the sound impacts of the propose High Speed Rail project. Mountain View and other cities have been requesting data on the expected noise levels from the project, and have received little information. The California High Speed Rail Authority is studying the noise impacts, and the Draft Environmental Impact Report (EIR) for the project will have an analysis of noise impacts. We do know that if the tracks are built below-grade in a trench there will be less noise than if the tracks are built at the current ground level. Both of these options are still under consideration in Mountain View.

2. *With the possible advent of the High Speed Rail (HSR), how does the projected pedestrian/bicycle tunnel under Central Expressway factor into the possible elevations of the HSR? Does this mean the HSR will be above ground?*

The proposed pedestrian/bicycle tunnel is not a major factor in determining whether the HSR tracks will be at the current ground level or below grade in a trench. If the HSR system is to be built below-grade in a trench, the grade and alignment of the proposed pedestrian tunnels would have to be reconsidered based on the new track grades. The existing tunnel would also have to be reconsidered, as the Caltrain tracks would also then be below grade.

3. *How safe are our gas lines?*

PG&E prepared a list of the top 100 gas line segments (out of a total of 20,000 segments that PG&E owns) that most warrant monitoring, evaluation or further action, and none of these segments is in Mountain View. More information is available at PG&E’s website (<http://www.pge.com/myhome/customerservice/response/planninginput/>). City Public Works and Fire Department staff recently met with PG&E to discuss the gas pipelines in Mountain View. PG&E staff reviewed their gas line monitoring and testing procedures, and agreed to provide information requested by the City about the condition of the pipelines in Mountain View. While we have no reason to believe that the gas lines in Mountain View are unsafe, the City is closely monitoring the National Transportation Safety Board’s investigation of the explosion in San Bruno, and will take appropriate action when the results of that investigation are available.

4. *How do I request the possible need to put in speed bumps? Drivers speed down our street (University Avenue) as they turn in from Rengstorff Avenue.*

If speeding on University Avenue is a concern, the City’s Neighborhood Traffic Management Program (NTMP) was established to help residents work with City staff to

address traffic issues, including speeding, on local residential streets. Speed humps, like those on Thompson Avenue and Farley Street, are one of the traffic calming devices available for implementation. To initiate the NTMP process, submit a petition to Sayed Fakhry, Senior Traffic Engineer, in the Public Works Department specifying your concern and asking that the NTMP process address the problem on your street.

Please contact Sayed Fakhry or Mike Vroman, City Traffic Engineer, at (650) 903-6311 to further discuss the NTMP process and/or to discuss traffic issues in this area.

You can also leave a detailed message on the Police Department's Traffic Hotline at (650) 903-6146 regarding traffic concerns on University Avenue and enforcement will be provided as resources are available.

5. *Will the City be continuing to plant trees down California Avenue as was done near Shoreline Boulevard and California Avenue? Could California Avenue be slowed down to 25 mph "feeder" road and beautified with trees? Embarcadero Road is a four-lane road in Palo Alto that is 25 mph.*

There is no Capital Improvement Project (CIP) scheduled to plant trees along California Street at this time; however, when the economy improves a project of this type may be considered along California Street.

Mountain View establishes speed limits on its streets in accordance with the State's Speed Trap Law. This law states police officers can use radar to enforce speed limits only on streets with speed limits based on an engineering and traffic speed study, which must be performed at least every seven years. Because radar is the most effective way to enforce speed limits on City streets, the Traffic Engineering staff performs engineering and traffic speed studies on several streets each year to ensure the City complies with the State's Speed Trap Law. If the speed limit is arbitrarily set without support from an engineering and traffic speed study, Police officers cannot use radar for enforcement.

California Street is designated as a residential arterial in the City's General Plan and carries approximately 10,000 – 15,000 vehicles per day. The 2007 engineering and traffic speed study verified that the appropriate speed limit for this roadway is 35 miles per hour. When a survey justifies a lower speed limit on these streets, staff will recommend establishing a lower speed limit.

6. *It is very difficult to see pedestrians and cyclists crossing the street at the intersection of Ortega Avenue and California Street when it is dark. A brighter street light might be a good idea.*

Currently, there are street lights on California Street at the northwest and southeast corners of the intersection with Ortega Avenue in accordance with the design standards for this type of intersection. In addition, there is a third street light on Ortega Avenue at the northeast corner

approximately 20 feet north of the intersection and a fourth street light on the west side of Ortega Avenue approximately 100 feet south of the intersection.

City Council approved a traffic signal modification project in the Capital Improvement Program to upgrade the traffic signal system, including street lighting, at this intersection and the systems at California Street/Escuela Avenue and Middlefield Road/Whisman Road. These improvements are in design and scheduled for completion by the end of 2011. In the interim, Public Works staff will upgrade the existing street lights with a higher wattage lamp.

GENERAL COMMENTS.

1. *Thank you for the little park at Oaktree Drive. It is much appreciated.*