



Dear Mayor and Council Members:

On behalf of City Manager Ed Shikada, please find below the staff responses to questions from Mayor Kou and Councilmember Tanaka regarding the [Monday, May 8 Council Meeting](#) consent agenda items.

Item 4: Approval of Contract Number C23186907 With Cratus, Inc. in an Amount Not-to-Exceed \$7,707,055 for Sanitary Sewer Replacement Project 31 (WC-19001) on El Camino Real and Page Mill Road; Authorization for the City Manager to Negotiate and Execute Related Change Orders for a Total Not-to-Exceed Amount of \$8,360,555; and Approval of Budget Amendments in the Wastewater Collection Fund; CEQA status: categorically exempt under CEQA Guidelines Sec. 15301 and 15302

1. **Are any other permits for the project required and what is the projected date for Cratus Inc. to start building? Because of the necessity to perform the project in accordance with the timeline, what is the backup plan if the approval of one of these permits and/or materials are delayed?**
Staff response: Staff already coordinated with Caltrans to ensure timely issuance of the encroachment permit to the contractor. Additionally, the sewer main pipe has been pre-purchased by the City and delivery is scheduled well in advance of the project start date, so there are currently no anticipated permits or materials that would delay the project.
2. **Can you provide a detailed map of what exact parts of El Camino and Page Mill will be affected by the project, and how it overlaps with the repaving of El Camino project done by Caltrans? Why isn't it more effective to replace all sewer mains in the City's part of El Camino now, as the City wouldn't have to destroy newly paved roads on other parts of El Camino when maintenance is required in the future?**

Staff response: Caltrans' repaving project covers the entire length of El Camino Real within the City limits, and the entire project between 0.5 mile north of SR-237 in Mountain View to Sand Hill Road. The location map for sewer main replacement project 31 (SSR 31) was included as Attachment C in Staff Report #2301-0808.

The mains included in this project are at a greater risk of failure over the next few years due to structural defects such as broken or missing sections of pipes. There is insufficient funding to replace all the sewer mains on El Camino Real. The pipes not being replaced are in fair condition, still have remaining useful life, and currently only require routine maintenance with no excavation.

3. **Would it be possible to put other utilities like fiber optics into the ground at the same time as the replacement of the Sewer Sanitary system, which would remove the added costs of "opening" up roads numerous times to install different utility services?**

Staff response: Most of the sewer mains will be replaced by pipe-bursting which does not require trenching, therefore conduit cannot be directly installed in a trench. While it is feasible to pull custom-extruded HDPE pipe that has conduit on the outside of the sewer pipe, the presence of the conduit would impede future repairs to the sewer pipe. Additionally, dual-process (e.g., sewer and fiber) pipe bursting is uncommon, more costly, and typically only appropriate in densely populated areas, so not preferred. New fiber conduit is typically drilled using directional drilling construction methods and the "opening" of roads is limited compared to open-trench construction.

Item 6: Adopt an Ordinance and Resolution Continuing the Interim Parklet Program Until March 31, 2024; CEQA status – categorically exempt (Regulations 15301 and 15304)

1. It is not clear that the extension of the parklet provisions until March 31, 2024 is different and that the remainder of the ordinance will still sunset on December 31, 2023. Please provide which parts/provisions are extended to March 31, 2024 and which will sunset on December 31, 2023. We do have to build trust with the existing merchants within the car-free zones and the open zones. Be it open or car-free, the merchants are affected by these changes and uncertainties. **Staff response:** If Council chooses to adopt the recommended ordinance and resolution, only the provisions of the ordinance related to parklets will be extended to continue through March 31, 2024.

The other existing provisions of the ordinance, those related to eating/drinking establishments using car-free (closed) streets, sidewalks, or surface parking lots, will remain unchanged and will expire on December 31, 2023. Staff anticipates returning to the City Council in the fall for future discussions about car-free (closed) streets, including timelines and other considerations. Table 1 below shows the expiration dates of the different provisions if staff's recommended ordinance and resolution are adopted.

Table 1. Expiry Dates of Ordinance Provisions Related to Parklets and Car-Free Streets

Date	Ordinance Provisions
12/31/2023:	Eating/Drinking Establishments and Retail businesses will no longer have the ability to use car-free (closed) streets, sidewalks, or surface parking lots Personal Services, Indoor Recreation, and other Businesses will no longer have the ability to use car-free (closed) streets, sidewalks, or surface parking lots (upon issuance of regulations)
3/31/2024:	Eating/Drinking Establishments will no longer have the ability to operate a parklet under the interim parklet program