

City Council Questions February 26, 2019 Council Meeting

ITEM 3.1 701-747 WEST EVELYN AVENUE PARKING AND DESIGN

1. If this project does not move forward, or is delayed, would it be possible to merge with the hotel parking garage in the future? Or is the only opportunity to share a parking garage right now as the hotel is developed?

While simultaneous development of the garages would be simpler, it may be possible to construct and merge the garage in the future. Specifically, TRGC is designing their garage with non-structural “knock-out” panels along the shared property line. The applicant is preparing a logistics plan for construction of the garage after the TRGC garage. Prior to project approval, this plan will be reviewed by the City to confirm that it can be done safely, and that pedestrian and vehicle paths would not be obstructed.

2. If fully compliant with the Downtown Precise Plan, could an office building be constructed here without any publicly accessible parking by right?

Theoretically, yes. However, in reality, there is inadequate space on this site for parking access. This is why the applicant has proposed public parking in exchange for access rights to their garage through City property. In addition, the project would need to construct 88 stalls to be allowed “by right” (since the in-lieu fee is at the Council’s discretion), which is also difficult on a property of this size.

3. Is there a sidewalk along Blossom Lane? If so, how wide is it?

There is a roughly 5’ wide sidewalk on the west side of Blossom Lane. However, the continuous walking path is narrower than that due to lamp posts, garbage staging and other obstructions. There is no sidewalk on the east side of Blossom Lane, nor is one proposed with the TRGC project.

4. How much of the sidewalk will be taken up by decorative pots along Evelyn?

The City would not allow decorative pots to encroach into any of the public sidewalk, except through other licenses and approvals (such as a Sidewalk Café License). The illustrations are conceptual, and the DRC has recommended that the ground floor windows be inset to accommodate the planters within the building envelope.

5. Did staff collect parking occupancy data in the fall of 2018? If not, why not?

Yes. The data is continuing to be refined and will be provided with some context and detail at the upcoming Downtown Parking Study Session (tentatively scheduled for March 19). Preliminary findings are that downtown parking demand has remained fairly consistent since April 2018.

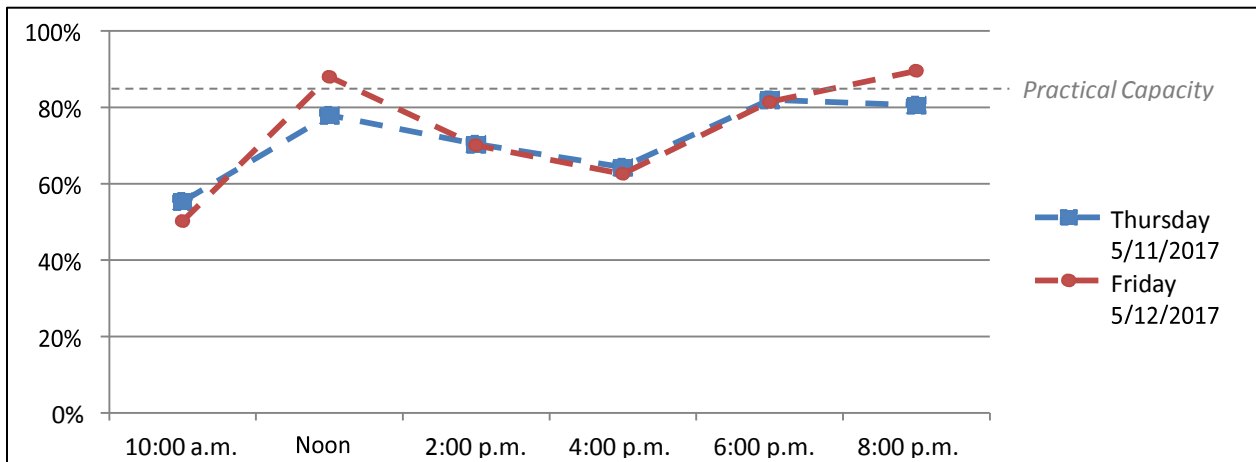
- Do we have any data on the commute modes for people who work in downtown Mountain View? I've been told about a survey conducted by Dixon Associates. Can we get a copy of that?

The Downtown Committee has reviewed a draft of the Dixon Associates analysis. The City Council will have an opportunity to review it later in March. It is available here: <http://laserfiche.mountainview.gov/WebLink/0/edoc/225397/DTC%20FINAL%20Packet%2008.01.2019.pdf>

There is a survey of downtown Mountain View employees, starting on page 92. Over 80% of the survey respondents drove their personal vehicle to work. However, most of the survey respondents were employees of retail and restaurant businesses, who are less likely to take transit due to (among other reasons) off-peak work schedules that are not well-served by Caltrain or VTA.

- Can we get Figure 1 on page 7 of the staff report for previous counts so we can see how/if demand has changed over the years?

Here are the data from May 2017, which were pulled from the September 2017 staff report. The April 2018 data are slightly higher than the points below. However, these are just two measurements, and may not accurately reflect an overall trend. Additional counts and trend information will be provided with the March 19 Study Session.



- Regarding the proposed 11 foot sidewalk, can I have some background about the city's stance on adequate sidewalks or better yet ideal sidewalks for four story buildings in our downtown? I'm interested in our policy/stance on creating streetscapes with walk appeal, preventing people from flowing into busy streets as we densify and maintaining a human scale/connection as we grow. Is there a consistent sidewalk width we have planned? Are there consistent sidewalk improvements that we also want to fit onto primary sidewalks in our retail and restaurant districts?

The staff report was in error about the future size of the sidewalk. The Public Works Department and Marwood are currently negotiating a 13' sidewalk on Evelyn Avenue (not 11'). This would be approximately the same or slightly larger than the sidewalk in front of 899 West Evelyn Avenue (23andMe). Twelve foot sidewalks (including tree wells/planter strips) have been consistently applied to areas where additional pedestrian

activity is expected/ desired, including El Camino Real, San Antonio and other parts of downtown. Tree wells (with grates that can be walked on) and street lights would be included within this width.

The Council is scheduled to hold a Study Session on the Downtown Precise Plan on March 5, and is an opportunity for Council to provide input for potential changes or desired outcomes in Downtown's public realm and pedestrian environment.

9. What design features will be included on the ground floor to make sure that it is a publicly-accessible ground floor use like active retail or restaurant? Some other new buildings have ground floor features like sunken or raised floors (Sobrato Mixed-Use Building, the ground floor should be at-grade for active public use), windows instead of doors to let the public in, large planters to obscure public visibility, ground floors designed with little security from the upper floors so that office tenants do not want retail on the ground floor (900 Villa), etc.

Project design elements to support retail include the following:

- Separate office lobby
- Finish floor consistently at grade (this is possible since Evelyn Avenue is not sloped as much as Castro Street)
- Frequent large windows

In addition, office on the ground floor would need Provisional Use Permit approval.

10. The total height looks taller than the hotel adjacent. Is that true?

The hotel will have a slightly higher parapet than Marwood. In addition, the hotel will have slightly higher rooftop amenity and access structures. However, as proposed, Marwood's rooftop access and amenity structures will be adjacent to the hotel parapet, which could give the appearance (from some views) that the Marwood building looks taller. In addition, Marwood is using height exceptions allowed in the Downtown Precise Plan for architectural features to highlight and enhance the Evelyn/Hope corner. Staff will continue to work with Marwood on the corner design and reducing the apparent height of the rooftop access and amenity structures.

ITEM 4.2 APPROVE PROJECT FOR THE 2017 ROAD REPAIR AND ACCOUNTABILITY ACT (SB 1)

1. Given the public input we are receiving about the state of roads in Mountain View, did we look at using these funds to improve the condition of roads in the City? If not, why not?

Staff did consider recommending that the SB1 funds for FY2020-21 be used to improve the condition of roads in the City. However, we already have a large number of projects in the pipeline (both City funded and development related) that will resurface, reconstruct or otherwise maintain pavement. Additionally, we will be getting \$6 million in 2016 Measure B funds over the next two to three years that we intend to put towards pavement. Given the large amount of funding being spent on pavement improvements

already, staff felt the issue of addressing accessibility along Castro was important to address in the near term.

ITEM 6.1 APPEAL OF CONDITIONAL USE PERMIT APPROVAL FOR A LARGE FAMILY DAY CARE AT 1880 MIRAMONTE AVENUE

1. How would drop off times be enforced?

The drop off times would be enforced by the operators of the daycare. However, the drop off schedule would be a condition of approval and any violation could result in a compliance hearing before the Zoning Administrator, which could lead to modifications or revocation of the permit.

2. Attachment 4 seems to show the outdoor play area in the back as being smaller than the entire backyard. Is this the case? What separates the play area from the rest of the backyard?

The outdoor play area includes the entire backyard except for the side areas of the house which will be separated by a fence. The shaded area of the backyard shown on the site plan is the intended play area.

3. If the applicant is compliant with the noise/wall requirement, can we require a mason fence or vegetation?

The applicant is compliant with the noise control requirements by including a 6 foot wooden fence around the play area; however, Council could require additional noise attenuation measures if they thought it was prudent.

ITEM 7.1 NORTH BAYSHORE PRECISE PLAN BONUS FLOOR AREA RATIO (FAR) REQUALIFICATIONS

1. What is the strategic importance of the Shoreline Commons site to the City? Does Shoreline Commons need to be redeveloped first in order to achieve specific goals?

The General Plan and North Bayshore Precise Plan include policy language that supports the Commons site (also referred to as the Gateway site) as an important area in North Bayshore. It has a specific General Plan land use designation that supports higher intensity, mixed use development at the site. The location of the Commons site by 101 freeway and Shoreline Blvd gives it special prominence as the geographic "gateway" to North Bayshore. The Precise Plan also calls it out specifically as a unique Character area. During early General Plan meetings and subsequent Precise Plan meetings, Council and EPC direction supported these policies unique to the Gateway.

The Gateway area does not have to be redeveloped first relative to other North Bayshore opportunities, but it has been considered a priority for redevelopment given its prominent location and higher intensity/mix of uses.

2. What gives staff confidence that mediation will be successful?

There is no guarantee that mediation will be successful. However, professional mediation is often used in complex situations where the parties have different objectives, perspectives, and positions in order to achieve a mutually agreeable outcome. Staff has engaged an experienced mediator to help develop this option, and the mediation would be led by a mediator with extensive land use, legal, and mediation experience and supported by consultants in an attempt to resolve this issue. It is the hope that the mediation process, if both parties engaged in good faith, would be successful, and the process would allow the two parties a final opportunity to achieve the requirements of the Precise Plan together and both gain greater value than acting alone.

3. If mediation fails, what happens if one or neither property owner is willing to develop in compliance with a City-imposed Master Plan? Would Shoreline Commons simply never be redeveloped?

In general, plans are necessary to guide but cannot guarantee the development/redevelopment of a site or area. If the mediation fails or does not move forward, and the Council directs staff to develop a Gateway Master Plan, an important goal would be to develop a Master Plan that facilitates redevelopment of the Gateway site and the overall goals of the Precise Plan. While it is preferable that the properties are developed together, the City could develop a Gateway Master Plan that would allow the property owners to develop independently of each other as long as each development meets the requirements of the integrated Master Plan. Additionally, the Gateway Master Plan could also be developed in a manner that does not prevent the rest of North Bayshore from redeveloping even if the Gateway site is not redeveloped. These are some options that the Council could consider. There is always the chance that the Gateway site is not redeveloped according to a City developed Master Plan.

4. Could property owners take advantage of the remainder of the bonus FAR in the same manner that Microsoft did? In other words, how much of the remaining office square footage could be tapped into without requiring Council approval?

It would be unlikely, though technically base FAR has increased from .35 to .45, so additional sf could be developed at the ministerial level. Most of the proposals staff has been reviewing and discussing with property owners requires higher FAR to make a project 'pencil'.

5. Would the Shoreline Commons Master Plan, however it is developed, include the expected contribution of each property owner toward the school strategy? It's not clear to me what the plan is to ensure impacts to each School District are mitigated.

Yes, any development at the site would require compliance with the Local School district strategy, either through land donation for a school or a financial contribution, or other creative measures.

6. What drove increasing the amount of office space from 3 mil sf in the 2014 Precise Plan to 3.6 mil sf in the 2017 Precise Plan?

There is a typo in the staff report. In 2014, the Precise Plan EIR studied 3.4 million sf of office uses, not 3 million.

The change to 3.6 million in the 2017 Precise Plan EIR was based on the newly approved Sobrato office building. Staff included this additional office SF to the Precise Plan EIR total as the Sobrato project was being processed concurrent with the Precise Plan update.

7. On page 17 of the staff report, the last paragraph cites additional analysis to confirm the best amount and mix of land uses, FAR, TDM Plan and required transportation improvements. Wasn't this done to come up with the Precise Plan?

An analysis was conducted, at a higher, overall Precise Plan level. A more exact, detailed analysis would be required for a specific project, as would be required in any development project that follows a policy level plan. For example, a Gateway-specific analysis would confirm the potential impacts of XX amount of different land uses, which might differ from what was studied in the Precise Plan, on traffic, and other project details such as how a site specific TDM plan would work, be monitored, and enforced.

8. What happens if there is a master plan for the gateway area, but only one party develops their property and the other doesn't? How might we prevent this from happening?

This is a similar response to the question above. In general, plans are necessary to guide but cannot guarantee the development/redevelopment of a site or area. If the mediation fails or does not move forward, and the Council directs staff to develop a Gateway Master Plan, an important goal would be to develop a Master Plan that facilitates redevelopment of the Gateway site and the overall goals of the Precise Plan. While it is preferable that the properties are developed together, the City could develop a Gateway Master Plan that would allow the property owners to develop independently of each other as long as each development meets the requirements of the integrated Master Plan.