

**DATE:** March 21, 2017

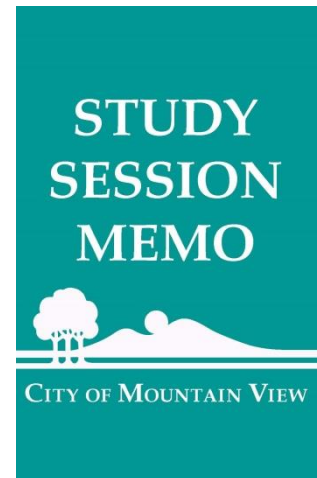
**TO:** Honorable Mayor and City Council

**FROM:** James Lightbody, Project Manager  
Michael A. Fuller, Public Works Director

**VIA:** Daniel H. Rich, City Manager

**TITLE:** **Mountain View Transit Center Master Plan**

---



## **PURPOSE**

The purpose of this Study Session is to solicit City Council input and direction on conceptual alternatives and key issues for development of the Mountain View Transit Center Master Plan (Master Plan). This Study Session will review the refined Master Plan concepts, discuss the preliminary evaluation of the concepts and their individual components, and request input on key remaining issues.

## **BACKGROUND**

The City Council approved the development of a comprehensive Master Plan for the Mountain View Transit Center (Transit Center – Figure 1) in November 2014 as a next-step action item from the Shoreline Corridor Study. The Transit Center now serves more than three times the expected number of riders envisioned in the original plan, and boarding facilities, parking, and circulation are all undersized for the current demand.



**Figure 1 – Mountain View Transit Center**

It is important to note that the Transit Center (except for Centennial Plaza) is owned and operated by the Peninsula Corridor Joint Powers Board (Caltrain) and is not controlled by the City. The Master Plan is being developed in coordination with Caltrain and, once approved by the City Council, will be the basis of further conversations with Caltrain about the scope of improvements, funding, responsibilities of the various stakeholders, and other matters. Caltrain has several system needs (e.g., longer boarding platforms, level boarding, and access improvements) that are being addressed in this project and would form the basis for their continued involvement.

Based on direction provided by the Council at a March 3, 2015 Study Session, the master planning effort is being conducted in two phases. The first phase, the identification of a preferred grade separation alternative for the Castro Street rail crossing, was completed on June 22, 2016, with Council's approval of a preferred grade separation plan that calls for rerouting Castro Street vehicle traffic at the rail tracks.

The second phase, the development of a plan for improved Transit Center services and facilities, is under way. One critical element of the Phase 2 planning effort, parking facilities, was discussed at an October 18, 2016 Study Session. Other elements of the Transit Center improvement plan, including station platforms, bus/shuttle facilities, bicycle and pedestrian access, bicycle storage, and other elements, along with preliminary Transit Center concept plan alternatives, were discussed during a November 22, 2016 Study Session.

Based on the City Council direction provided at the November Study Session, the concept alternatives were further refined and additional outreach was conducted.

## **Community and Agency Outreach**

- **Project Website**—The website ([www.mountainviewtransitcenter.com](http://www.mountainviewtransitcenter.com)) continues to provide information and updates regarding the Master Plan project. More than 200 individuals have signed up as stakeholders to receive news and event notifications. The City, through various social media outlets, has also disseminated additional information regarding the project and notifications regarding City Council discussions.
- **Project Community Meeting**—A Community Meeting to solicit input regarding the draft Master Plan was held on February 2, 2017. There were about 55 community members in attendance. Meeting participants were given the opportunity to review and comment on the draft Master Plan concepts, including the individual elements in each concept. They also provided preliminary preferences for the elements. In general, participants were in favor of the proposed improvements and tended to slightly favor Concept 4, particularly in regard to parking, the plaza, and joint development. The participants also provided other suggestions to the project team. For example, there was a desire for the pedestrian/bike undercrossing to serve those going to downtown as well as to the Transit Center. A summary of the Community Workshop is provided in Attachment 2.
- **Bicycle Pedestrian Advisory Committee (B/PAC) Meeting**—Project staff provided a briefing to the B/PAC on February 22, 2017. The B/PAC had the following recommendations regarding the Master Plan concepts:
  - The platform should straddle Castro Street, as demonstrated in Concept 3 of the presentation.
  - A longitudinal bus loading area layout as in Concept 4 of the presentation.
  - Underground automobile parking, assuming overall development and financing is supportive.
  - Bicycle parking availability match provided automobile parking with at least a one-to-one ratio.
  - Ramps should be utilized instead of elevators.
  - The proposed tunnel should provide access from Moffett Boulevard to Castro Street.
  - Underground tunnel be considered for retail opportunities.
  - The tunnel and other active transportation corridors through the Transit Center should be wide enough to accommodate separate bicycle/pedestrian

space for each and that strong connections be made to the Stevens Creek Trail.

- **Business Outreach**—Project team members met with representatives from both the Central Business Association (CBA) and Chamber of Commerce to discuss how businesses can most effectively participate in the master planning process and to review preliminary design concepts for the Transit Center. A briefing to the CBA membership was held on November 17, 2016. A briefing with the Chamber of Commerce Business Issues and Public Policy (BIPP) Committee was held on February 8, 2017

The Downtown Committee received an initial briefing on the Master Plan effort on November 1, 2016 and an update on March 14, 2017.

- **Partner Agency Discussions**—Several meetings have been held with stakeholder agencies with current or planned future operations at/nearby the Mountain View Transit Center, including: Caltrain, the California High-Speed Rail Authority (CHSRA), the Valley Transportation Authority (VTA), the Mountain View Transportation Management Agency (TMA), and the Santa Clara County Roads and Airports Department (which is responsible for Central Expressway). Two workshops were conducted with public transit and private employer shuttle stakeholders to review the conceptual design alternatives.

### Alternative Transit Center Concept Plans

Four concepts were initially developed to illustrate options for improving and reconfiguring the Transit Center. These concepts were reviewed in the November Study Session and discussed in several meetings with key agency stakeholders, such as VTA, Caltrain, and the County. Based on these meetings and further analysis of the concepts, refinement and evaluation of the concepts focused on Concepts 2, 3, and 4.

The original Concept 1 is similar to Concept 2, but envisioned a lower amount of change from the existing Transit Center configuration. It included a larger off-street bus/shuttle area and a parking structure in place of the current surface parking area. It did not include any joint development potential.

It is expected that the final Transit Center plan would incorporate elements from several of the remaining concepts. All of the concepts address the key needs or opportunities at the Transit Center, including improved boarding platforms with grade-separated crossings, expanded capacity for buses and shuttles, more curb space for pick-up and drop-off needs, additional parking, better bike parking facilities, and opportunities for joint development. However, the concepts approach these needs in different ways and

have varying impacts (such as the future of Centennial Plaza and the approach to joint development).

### **Concept 2**

Concept 2 (Figure 2) includes a larger off-street bus/shuttle area with a parking structure constructed over the bus/shuttle facility. The remainder of the site has potential for joint development. Centennial Plaza remains approximately in its current configuration, with some additional retail space added. Table 1 provides additional details regarding the features/elements of Concept 2.

### **Concept 3**

Concept 3 (Figure 3) reflects a more significant reimagining of existing Caltrain and Transit Center facilities/operations and Evelyn Avenue. The Caltrain boarding platforms are focused on Castro Street, with new curb areas for buses, shuttles, and pick-up/drop-off activity developed adjacent to the platforms. A parking garage would be located further east on the site and parking access from Central Expressway is also envisioned. Centennial Plaza would be significantly modified. A summary of the features/elements of Concept 3 is provided in Table 2.

### **Concept 4**

Concept 4 (Figure 4) maximizes the amount of potential development space by placing parking underground (at a higher cost). The bus/shuttle facilities will be in a linear configuration adjacent to the platforms. Joint development is envisioned above the parking and the bus/shuttle area. An expanded, two-level plaza is envisioned. Additional details regarding Concept 4 are provided in Table 3.



Figure 2 – Concept 2

**Table 1 – Summary of Concept 2 Design Features/Elements**

<b>Design Features/ Elements</b>	<b>Description/ Details</b>
Passenger Boarding Platforms	<ul style="list-style-type: none"> <li>• Two (2) 700' side Caltrain platforms, extended towards Castro Street.</li> <li>• Direct access to southbound platform from bus/shuttle area.</li> <li>• Grade-separated pedestrian access to northbound platform.</li> <li>• VTA Light Rail platform is unchanged.</li> </ul>
Bus, Shelter, and Pick-Up/Drop-Off Facilities	<ul style="list-style-type: none"> <li>• Consolidated bus/shuttle off-street facility: <ul style="list-style-type: none"> <li>– Two public bus/shuttle aisles, one aisle for private shuttles.</li> <li>– Flexible space assignments.</li> </ul> </li> <li>• Additional shuttle curbside pick-up/drop-off along Central Expressway. <ul style="list-style-type: none"> <li>– Central Expressway shifts slightly north.</li> <li>– New median opening/signal on Central Expressway at Easy Street/ State Route 85 northbound on-ramp to improve shuttle access to destinations in the north and west.</li> </ul> </li> <li>• Three pick-up/drop-off curb areas along Evelyn Avenue between Castro and View Streets and one along Evelyn Avenue west of Castro Street.</li> </ul>
Vehicle Parking	<p>Parking structure above off-street bus/shuttle facility:</p> <ul style="list-style-type: none"> <li>• Approximately 715 parking spaces on 4 parking levels (5 levels in total height, including ground-floor Transit Center).</li> <li>• Access from Evelyn Avenue at Bush Street.</li> <li>• 63,000 square foot footprint.</li> </ul>
Centennial Plaza	<ul style="list-style-type: none"> <li>• Station building retained, no major changes to plaza needed.</li> <li>• Plaza footprint somewhat increased (to 32,600 square feet) from Castro Street rerouting.</li> <li>• Adjacent retail opportunity within parking structure.</li> </ul>
Pedestrian/Bicycle Access and Bicycle Parking	<ul style="list-style-type: none"> <li>• Bike/pedestrian undercrossing of Central Expressway to both sides of Moffett Boulevard.</li> <li>• Bike/pedestrian corridor along perimeter of Transit Center connecting to undercrossing.</li> <li>• Evelyn Avenue bike lanes extended to Castro Street. Improved connection to Stevens Creek Trail also possible.</li> <li>• Two bike parking locations: <ul style="list-style-type: none"> <li>– Bike Station incorporated into plaza retail building.</li> <li>– Below parking structure ramp, next to bike/pedestrian corridor.</li> </ul> </li> </ul>
Potential for Joint Development	<ul style="list-style-type: none"> <li>• Two potential stand-alone development sites on existing parking lot (~64,000 square foot footprint).</li> <li>• Additional parking for development sites may be needed.</li> </ul>

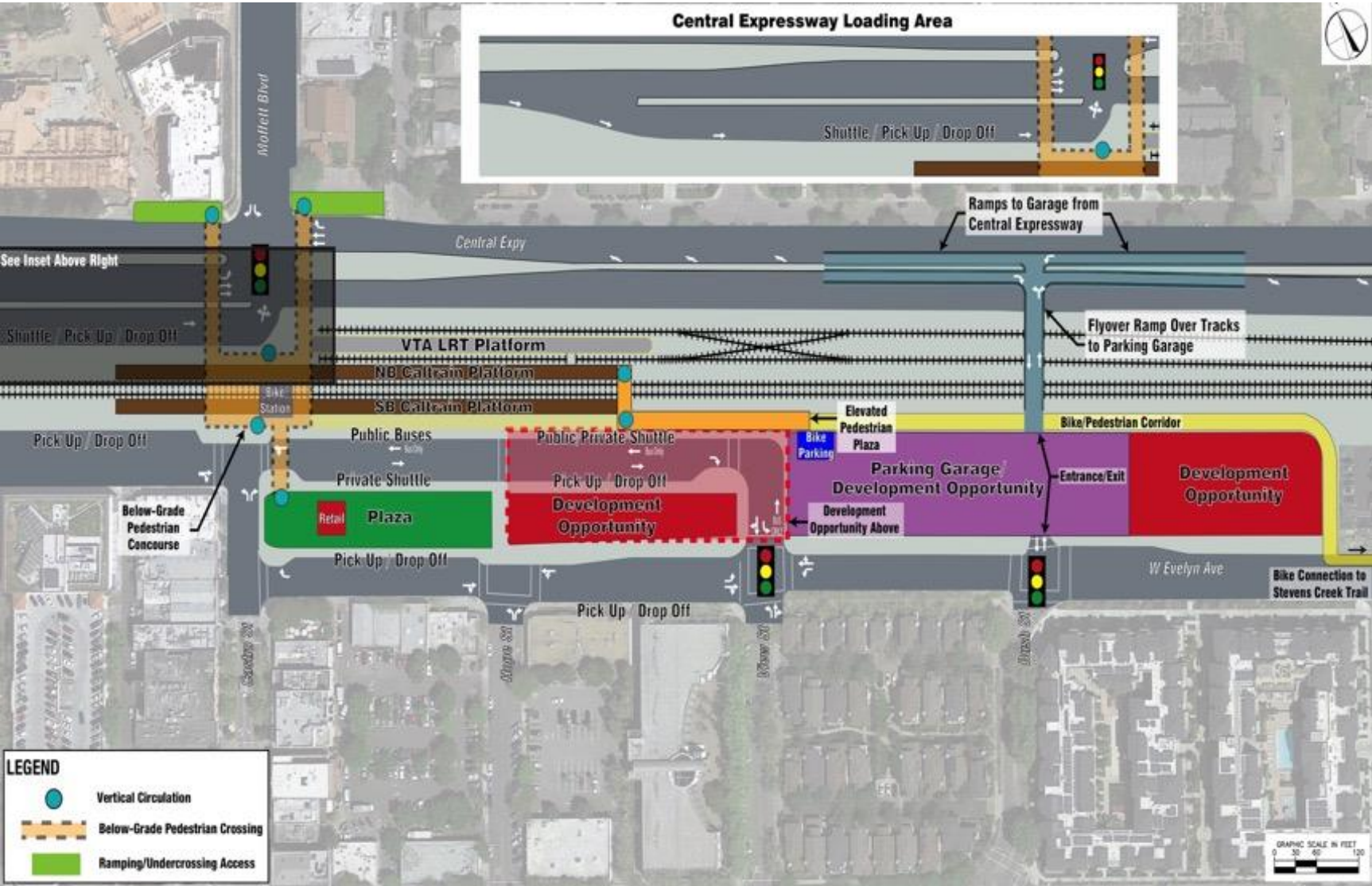


Figure 3 – Concept 3



**Table 2 – Summary of Concept 3 Design Features/Elements**

<b>Design Features/ Elements</b>	<b>Description/Details</b>
Passenger Boarding Platforms	<ul style="list-style-type: none"> <li>• Two (2) 700' side Caltrain platforms, extended and shifted towards Castro Street.</li> <li>• Direct access to southbound platform from bus/shuttle area.</li> <li>• Grade-separated pedestrian access to northbound platform.</li> <li>• Elevated connection also provided from parking structure.</li> <li>• VTA Light Rail platform is unchanged.</li> </ul>
Bus, Shelter, and Pick-Up/Drop-Off Facilities	<ul style="list-style-type: none"> <li>• Drop-off zone north of plaza in eastbound direction for autos and in westbound direction for all buses/shuttles. Entrance/exit at Evelyn Avenue and View Street and Evelyn Avenue and Castro Street.</li> <li>• Two (2) additional pick-up/drop-off curb areas along Evelyn Avenue (south of plaza) between Bryant and View Streets. One (1) additional pick-up/drop-off curb area along Evelyn Avenue west of Castro Street.</li> <li>• Central Expressway frontage road and loading area would be incorporated into Moffett Boulevard intersection signal to allow exit to either direction on Central Expressway or onto Moffett Boulevard.</li> </ul>
Vehicle Parking	<p>Parking structure would cover much of the existing surface lot.</p> <ul style="list-style-type: none"> <li>• Approximately 650 parking spaces on four parking levels.</li> <li>• 57,500 square foot footprint.</li> <li>• Aerial ramp connection to parking structure to/from Central Expressway median (both directions of Central Expressway).</li> </ul>
Centennial Plaza	<ul style="list-style-type: none"> <li>• Replica train station removed or relocated to accommodate rerouted Evelyn Avenue.</li> <li>• Plaza similar to existing size (21,800 square feet) and includes space for retail, but located between two roadways.</li> </ul>
Pedestrian/Bicycle Access and Bicycle Parking	<ul style="list-style-type: none"> <li>• Two below-grade bike/pedestrian undercrossings of Central Expressway to Moffett Boulevard, connecting to below-grade concourse.</li> <li>• Bike/pedestrian corridor along perimeter of Transit Center connecting to rail crossing.</li> <li>• Evelyn Avenue bike lanes extended to Castro Street. Improved connection to Stevens Creek Trail also possible.</li> <li>• Two bike parking locations: <ul style="list-style-type: none"> <li>– Bike Station located in below-grade concourse.</li> <li>– Ground floor of parking structure, next to bike/pedestrian corridor.</li> </ul> </li> </ul>
Potential for Joint Development	<ul style="list-style-type: none"> <li>• Two potential development sites (totaling 45,000 square feet of ground floor), plus opportunity to integrate development with parking garage and possibly spanning over shuttle road.</li> <li>• Additional parking for development sites may be needed.</li> </ul>



Figure 4 – Concept 4

**Table 3 – Summary of Concept 4 Design Features/Elements**

<b>Design Features/Elements</b>	<b>Description/Details</b>
Passenger Boarding Platforms	<ul style="list-style-type: none"> <li>• Two 700' side Caltrain platforms, extended and shifted towards Castro Street.</li> <li>• Direct access to southbound platform from bus/shuttle area.</li> <li>• Two (2) access options to northbound platform:               <ul style="list-style-type: none"> <li>– Bike/pedestrian undercrossing (west end of platform) extending under Central Expressway.</li> <li>– Below-grade connection to pick-up/drop-off area and parking facility.</li> </ul> </li> <li>• VTA Light Rail platform is unchanged.</li> </ul>
Bus, Shelter, and Pick-Up/Drop-Off Facilities	<ul style="list-style-type: none"> <li>• Two-way, off-street aisle for bus and shuttle pick-up/drop-off. Aisle side closest to Caltrain platform designated for public transit, far side would be used by private transit operators. Access via two signalized entrances/exits on Evelyn Avenue.</li> <li>• Four (4) additional pick-up/drop-off curb areas along Evelyn Avenue between Castro and Bush Streets.</li> </ul>
Vehicle Parking	<ul style="list-style-type: none"> <li>• Below-ground parking under much of the Transit Center site.</li> <li>• Primary access via a ramp across from View Street and additional access via a ramp between Bush Street and Madera Way.</li> <li>• Approximately 750 parking spaces on two parking levels.</li> <li>• 130,000 square foot footprint. Alternatively, may go to three levels and reduce footprint.</li> </ul>
Centennial Plaza	<ul style="list-style-type: none"> <li>• Replica train station removed or relocated to expand plaza.</li> <li>• Larger multi-tiered or sloped plaza (up to 39,800 square feet) providing connection to undercrossing and garage.</li> <li>• Retail buildings along the Castro Street frontage could further activate the space and connect to Castro Street businesses.</li> </ul>
Pedestrian/Bicycle Access and Bicycle Parking	<ul style="list-style-type: none"> <li>• Bike/pedestrian undercrossing of Central Expressway to both sides of Moffett Boulevard.</li> <li>• Bike/pedestrian corridor along perimeter of Transit Center to platform access.</li> <li>• Evelyn Avenue bike lanes extended to Castro Street. Improved connection to Stevens Creek Trail possible.</li> <li>• Two bike parking locations:               <ul style="list-style-type: none"> <li>– Bike Station adjacent to the plaza and Castro Street.</li> <li>– East of the bus/shuttle area, next to bike/pedestrian corridor.</li> </ul> </li> </ul>
Potential for Joint Development	<ul style="list-style-type: none"> <li>• Development opportunity sites would run along the length of Evelyn Avenue between Hope Street and the eastern end of the Transit Center.</li> <li>• Additional parking in the below-grade facility may be needed to support development uses.</li> <li>• Total ground-floor footprint for development: ~76,500 square feet in two different areas. May require extending above bus/shuttle loading area for adequate site depth</li> </ul>

## **DISCUSSION**

### **Evaluation of the Master Plan Concepts**

The three Transit Center concepts were evaluated based on a comprehensive set of criteria that included elements such as bicycle and pedestrian circulation, transit connectivity, integration with downtown and the Moffett Boulevard area, estimated total cost, adaptability for future transportation needs, and multimodal safety. Several elements, such as transit transfer distance, area preserved for Transit-Oriented Development, and cost were evaluated quantitatively, while others were evaluated qualitatively.

The evaluation found that Concept 4 consistently ranked higher than the other concepts in many of the evaluation categories. It provides the greatest capacity for bus and shuttle operations. However, it also is associated with the highest cost and construction challenges, which are primarily associated with the underground garage and the underpass for vehicle access to the garage from Central Expressway.

Concepts 2 and 3 both rated well in some categories and poorly in others. Concept 2 will be the lowest cost and least impactful to construct due to the consolidation of transit facilities in the smallest footprint. However, it has lower ratings in terms of connectivity between transit services and on-site circulation, in part due to the condensed footprint. Concept 3 performs very well in terms of connectivity between bus and rail services but may not align well with community objectives of shared parking, pedestrian connectivity, and public spaces. In both Concepts 3 and 4, while the direct connection from Central Expressway to the garage improves the accessibility of parking and may enhance the desirability of the site for developers, it significantly increases construction cost and construction challenges. In all three concepts, providing shuttle and/or pick-up/drop-off facilities on the north side of the tracks significantly enhances connectivity and access, but will require additional coordination and construction impacts to implement.

A summary of the evaluation is provided in Attachment 1. The evaluation includes a summary of the estimated total cost for each concept. Additional information about the cost estimates for individual elements is discussed below.

### **Key Transit Center Discussion Issues**

City Council input and direction are requested in regard to the elements illustrated in these Concept Plans to aid the project team in preparing a final Master Plan.

### **Elements to be Included:**

Based on Council and community input and on the project team's evaluation, the following elements are recommended for inclusion in the Master Plan. A detailed evaluation of each is not provided in this report, but references and links are provided to staff reports from the three previous Study Sessions for further information.

- Realignment of Castro Street to Shoreline Boulevard via Evelyn Avenue and an elevated ramp;<sup>1</sup>
- Pedestrian/bicycle undercrossings of the rail tracks and Central Expressway to connect Castro Street with Moffett Boulevard;<sup>1,3</sup>
- Total parking for the station (and possible sharing with downtown) of 600 to 750 spaces;<sup>2</sup>
- Expanded outside boarding platforms that are moved towards Castro Street. Outside boarding platforms are recommended, as they are less disruptive and more cost effective (since tracks would remain in their current location). The exact location of the platforms will be determined as surrounding improvements, including shuttle pick-up and drop-off areas, are designed;<sup>3</sup>
- A Bicycle Station to increase storage capacity and security;<sup>3</sup>
- Separated bicycle corridor adjacent to the tracks and connecting to the station;<sup>3</sup>
- Expanded pick-up and drop-off facilities, primarily along Evelyn Avenue. A shuttle loading area provided along Central Expressway. As discussed later in this report, staff recommends that the exact configuration of these facilities be further studied as a development opportunity is evaluated.<sup>3</sup>

***City Council Question No. 1:*** *Does the City Council agree that all of the elements listed above should be included in the Master Plan?*

---

<sup>1</sup> Analyzed in the [June 22, 2016 Study Session memo](#)

<sup>2</sup> Analyzed in the [October 18, 2016 Study Session memo](#)

<sup>3</sup> Analyzed in the [November 22, 2016 Study Session memo](#)

## Elements Needing Further Direction

### Centennial Plaza

Centennial Plaza was developed in the early 1990s to complement the recently constructed Transit Center. It includes a landscaped plaza with benches and the replica Train Station building, which houses a wine bar, the bicycle storage shelter, and restrooms for VTA operators. While the plaza provides an attractive gateway to the Transit Center, it is not actively used at this time.

Because of the potential changes to the Transit Center, it is likely that Centennial Plaza will be impacted to some, or a substantial, degree. Concept 2 retains the building and plaza, expanding it slightly to the west. Concepts 3 and 4 envision the reconstruction of the plaza and removal or relocation of the station building. Concept 4 would significantly expand the plaza and provide greater flexibility for doing more with/at Centennial Plaza. That alternative could include a lower-level section for tunnel access and possibly the creation of a small amphitheater-type area for event use. An example (Pioneer Courthouse Square in Portland, Oregon) is shown in Figure 5.



**Figure 5 – Pioneer Courthouse Square – Portland, Oregon**

Figure 6 illustrates one example of an expanded plaza, as envisioned in Concept 4.



**Figure 6 – Centennial Square Concept**

A larger concourse under the platforms, as shown in Concept 3 and Figure 7, could connect with the pedestrian and bicycle undercrossings and could possibly accommodate some retail uses. A concourse that would connect with an expanded plaza could also be included with Concept 4. No analysis has been done regarding the financial feasibility of retail uses in this type of a setting. Such an analysis would be needed to determine if the added cost of a concourse would be justified and result in a successful public space.



**Figure 7 – Illustration of Below-Grade Concourse**

Another consideration for the plaza area would be the potential inclusion of public restrooms, which could be stand-alone facilities or integrated with adjacent retail facilities (e.g., a visitor information center).

While these Transit Center concepts illustrate some ideas for potential redesign of the Plaza, it is expected that a separate planning effort would be needed to engage the community, should a redesign be pursued.

*City Council Question No. 2: Does the City Council have a preference in terms of the extent that Centennial Plaza should be modified, including the possible addition of a below-grade concourse or the removal/relocation of the replica Transit Center building?*

### Central Expressway Parking Ramp

Concepts 3 and 4 illustrate a potential elevated or depressed ramp connection from Central Expressway to the parking facility, providing an alternative point of access. Based on user surveys, it is estimated that about 25 percent of Caltrain Park-and-Ride patrons (representing approximately 125 to 150 vehicles) might use this access, primarily in peak a.m. and p.m. periods. It could also be used for general downtown parking on evenings and weekends. The cost of the ramp connection is estimated to be \$15 million to \$25 million. *Based on the relatively low project usage and high cost, staff questions the value of including the ramp in the Master Plan.* Depending on the configuration of the parking and development opportunity, the ramp could be revisited with future decisions on the development of the Transit Center.

*City Council Question No. 3: Would the City Council like to include the Central Expressway parking ramp concept in the final Master Plan for further exploration with developers?*

### Potential Joint Development

The Transit Center Master Plan concepts define potential locations for joint development, mostly on the current Caltrain parking lot. Inclusion of Transit-Oriented Development (TOD) in the Master Plan would benefit the plan by providing potential funds and making the plan more attractive for grant funding.

Joint development on the site can potentially be integrated, all or partially, with other Transit Center elements such as vehicle parking and bus/shuttle boarding areas, as shown in the concept plans. However, there are options to separate uses (e.g., the parking structure over the bus/shuttle area in Concept 2) that would allow joint development to be more independent.

Among the studied alternatives, Concept 4, which conceals parking underground and provides the largest development opportunity, was most favored during the public



outreach process. Concept 4 also provides the most flexible circulation in and out of the drop-off areas, with potential two-way ingress and egress at Hope, View and Bush Streets. While Concept 4 has a number of advantages over the other alternatives, underground parking is more costly than above-grade, and the cost may affect the viability of this option.

Key aspects of a joint development area, such as above- versus below-grade parking, land use, parking requirements, and density will have a major impact on the viability of the Transit Center as a development opportunity. Because a detailed evaluation of the financial viability of joint development of the site is not included in the scope of the current Master Plan project, staff recommends deferring detailed decisions about the joint development area until analysis is performed and further discussions are held with the property owner, Caltrain.

Staff recommends the following process to pursue a public/private joint development strategy:

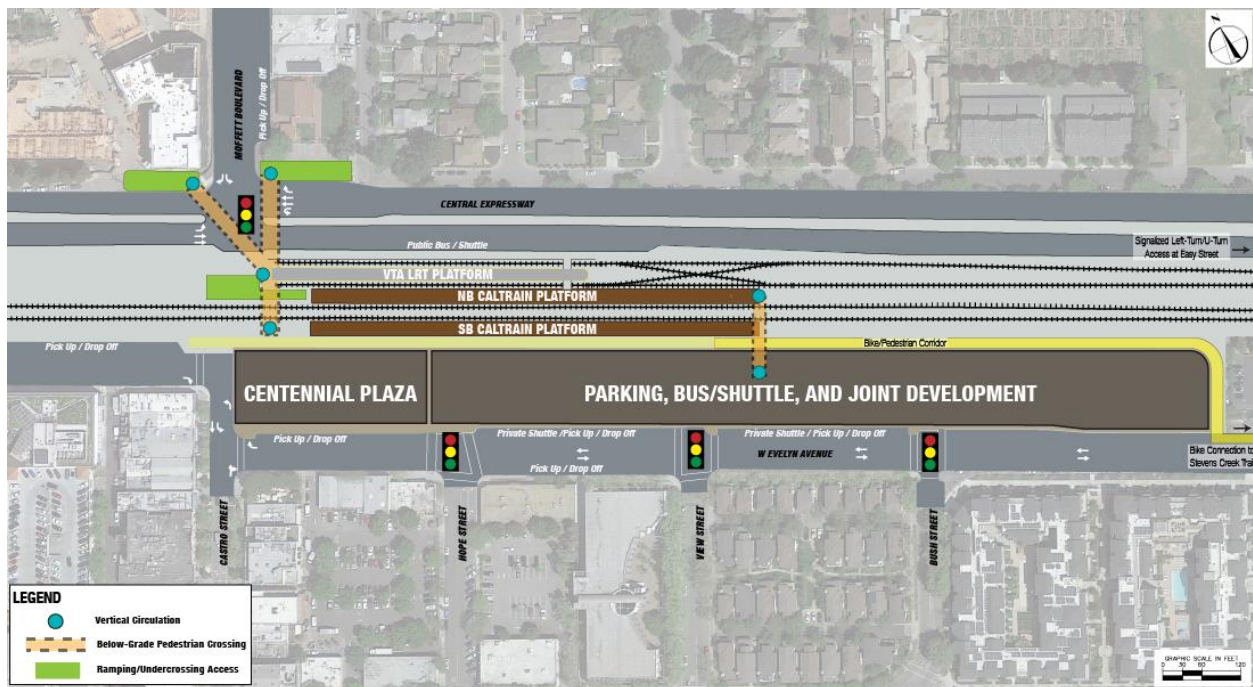
- Further coordination with Caltrain and development of a joint agreement that would define terms for roles and responsibilities, final plan development, financial participation, and revenue sharing.
- Additional evaluation to determine appropriate site uses (e.g., residential, commercial, retail, mixed), characteristics (density and/or height limits, parking requirements) and urban design guidelines.
- Solicit development proposals from private developers for the site with requirements to incorporate transit facilities through a public/private funding arrangement. Alternative plans might be requested for a highly integrated development approach (as in Concept 4) versus a more stand-alone development (Concept 2).
- Select a preferred development proposal, finalize the site design, and enter into a development agreement.

In the meantime, staff recommends including the development area from Concept 4 in the Master Plan, recognizing that the final combination of above- and below-grade parking and layout of the pick-up/drop-off areas may change based on the development proposal selected.

***City Council Question No. 4:** Does the City Council support the process outlined for potential joint development; are there characteristics of development that should be specifically considered (staff recommends the development approach in Concept 4)?*

## Draft Final Master Plan

Based on the above recommendations and questions, Figure 8 below shows a draft final Master Plan with areas noted where additional Council direction is sought.



**Figure 8 – Draft Final Master Plan**

## Other Considerations

Several other issues have arisen in the course of this study, either as part of the technical analysis or through community input. These are briefly discussed below, but could be further addressed or resolved in a subsequent design phase.

- Relocation of Farmers' Market – A possible alternative location for the weekend Farmers' Market (now using a portion of the Caltrain lot) was not explored in detail, but could involve a combination of adjacent street closures along with the possible use of an expanded Centennial Plaza.
- Special Events/49er Games – The Transit Center is heavily used during games and events at Levi's Stadium. During design of new undercrossings and pedestrian access plans, careful consideration will need to be given to handling the heavy event flows.

- Impact on Parking at the Adobe Building—The terminus of the pedestrian and bicycle undercrossing at the northeast corner of Central Expressway and Moffett Boulevard is likely to impact the Adobe Building parking area in order to provide adequate stairs and ramps. Some options could reduce the potential impact but may be dependent on modifications to Central Expressway. A final concept could be developed in the design phase.
- Moffett Boulevard Drop-Off Area—A concept for a loading area on Moffett Boulevard north of Central Expressway was investigated as a way to provide an additional station access point. This might require modifications to Moffett Boulevard and could impact parking along Moffett Boulevard. Therefore, more study will be needed.

### **Implementation Strategy**

While additional details about a potential implementation strategy will be provided as part of the final Master Plan recommendations and report, it is expected that project implementation will likely include two basic elements:

- A largely publically funded phase that would address the elimination of the vehicle and pedestrian at-grade crossings and improve the Caltrain platforms. Included would be new pedestrian/bicycle undercrossings and some street modifications (e.g., new Evelyn Avenue ramp to Shoreline Boulevard). Some reconfiguration of Centennial Plaza could also be included in this phase. It is anticipated that preliminary design and environmental clearance for this work could begin in Fiscal Year 2017-18.
- A public/private effort that could implement the remainder of the concept elements (including bus/shuttle boarding areas and vehicle parking) in conjunction with a joint development plan for the site. As noted above, next steps for this phase include an agreement with Caltrain and determination of the appropriate land use plan.

### **Cost Estimates**

The project team has developed cost estimates for the various elements associated with the individual concept plans. These estimates are summarized in Table 4 below.

**Table 4 – Cost Elements and Range**

Cost Element	Estimated Cost Range (millions)
Grade Separation Project – Evelyn Ramp to Shoreline and Street Modifications	\$30 to \$35
Bike/Pedestrian Undercrossings and Platform Modifications – Lengthening and Widening; Undercrossings and Vertical Circulation; Concourse	\$35 to \$70
Bus and Shuttle Boarding Areas; Pick-Up and Drop-Off Areas; Other Surface Improvements	\$15 to \$25
Parking Garage (above-grade structure/underground parking)	\$20 to \$35
Ramp from Central Expressway to Parking Garage	\$15 to \$25
Plaza Modifications/Expansion	\$6 to \$10
Bike Station; Secure Bike Parking; Restrooms	\$2 to \$3
<b>Total – Entire Concept (Rounded)</b>	<b>\$130 to \$200</b>
Notes: Does not include cost of TOD supporting retail Does not include cost of off-site temporary facilities that may be needed during construction All costs in current year dollars, does not include escalation to year of expenditure	

**Preliminary Funding Options**

Funding for the Transit Center Master Plan is likely to involve a variety of funding sources and would probably be defined through a cooperative funding and implementation agreement involving Caltrain, VTA, and the City. Several Federal and State grant programs could be utilized, with funds accessed through VTA or the Metropolitan Transportation Commission (MTC). The Federal Transportation Investment Generating Economic Recovery (TIGER) grant program may be a good funding source, particularly if the project includes TOD elements. Other local sources that could be used for specific elements or to match grant funds include:

- Measure B Caltrain Improvements – Platform expansion, provisions for level boarding areas, and passenger undercrossings.

- Measure B Grade Separation Program—Pedestrian and bicycle tunnels, Shoreline Boulevard ramps, and other street improvements.
- Joint Development Funding—Parking structure/underground parking, plaza improvements, and potentially other transit improvements if they help allow the development to reduce parking requirements.
- Shoreline Regional Park Funds—Shuttle loading areas and pedestrian/bicycle tunnel to Stierlin Road could be partially funded from the Shoreline account.

### **RECOMMENDATION**

Staff seeks input and direction from the City Council regarding alternatives for the Mountain View Transit Center Master Plan, specifically:

1. Does the City Council agree that all of the elements listed above should be included in the Master Plan?
2. Does the City Council have a preference in terms of the extent that Centennial Plaza should be modified, including the possible addition of a below-grade concourse?
3. Would the City Council like to continue to include the Central Expressway parking ramp concept in the final Master Plan for further exploration with developers?
4. Does the City Council support the process outlined for potential joint development; are their characteristics of development that should be specifically considered (staff recommends the development approach in Concept 4)?

### **NEXT STEPS**

Based on Council comments and direction, City staff and the consultant team will develop a preferred final Transit Center Master Plan concept plan and implementation strategy. During this process, discussions with partner agencies (e.g., VTA, Caltrain, CHSRA, Santa Clara County) will continue. The final Master Plan will be presented to the Council for discussion and potential approval at a Council meeting currently scheduled for May 23, 2017.

### **PUBLIC NOTICING**

In addition to the City's standard agenda posting requirements, notices regarding this Study Session discussion were distributed to the more than 200 persons who have

signed up on the project website for updates and information, previous business and/or community meeting participants, the Old Mountain View and other nearby City neighborhood associations, and representatives of the VTA, Caltrain, Mountain View TMA, Santa Clara County Roads and Airports Department, CBA, Mountain View Chamber of Commerce, Downtown Committee, B/PAC, and other interested parties.

JL-MAF/TS/7/CAM

943-03-21-17SS-E

- Attachments:
1. Evaluation Summary
  2. February 2, 2017 Community Meeting Summary