



MEMORANDUM

Community Services Department

DATE: May 19, 2015

TO: City Council

FROM: Scott Whisler, Performing Arts Manager
J.P. de la Montaigne, Community Services Director

VIA: Daniel H. Rich, City Manager

SUBJECT: SecondStage Support Space Addition Project

This memo is intended to summarize the scope, background, and work to date on the unscheduled Capital Improvement Program (CIP) project, US-3, the Mountain View Center for the Performing Arts (CPA) SecondStage Support Space project, and to increase the cost estimate from \$2.29 million to \$2.81 million.

Project Scope and Description

The original scope was to provide two additional dressing rooms with capacity to accommodate up to eight adults; two restrooms adjoining the dressing rooms; a green room (performers' lounge) of approximately 200 to 250 square feet; a crossover access hallway and sound barrier between SecondStage and ParkStage; and loading door and personnel door access to SecondStage and ParkStage. Some reconfiguration of ParkStage performing area and the "seating hill" was also desired to improve drainage and provide more comfortable seating. During the conceptual design phase, it became clear that the seating hill should also be updated to be ADA compliant.

Background

SecondStage is the smaller, dedicated performance space at the CPA. It was completed in 1991 as part of the Civic Center Complex. SecondStage is a "flexible space" theatre, with seating on temporary risers to allow infinite reconfigurability. For most events, there are about 150 seats, with a maximum of 205.

Increasing usage of SecondStage has long been identified as a goal by the Center and by the Performing Arts Committee. Even at the current level of usage (76 SecondStage and 257 MainStage performances in 2013-14, exclusive of rehearsal periods), the dressing

rooms and green room are overtaxed. Users of SecondStage are often required to create dressing space in the scene shop or the back hallway. Center clients have identified this as a deterrent to booking SecondStage.

Because existing support spaces cluster behind the MainStage, traffic patterns become congested during simultaneous events, with SecondStage performers crossing the path of MainStage actors and, occasionally, of moving MainStage scenery. By placing dressing rooms and a green room adjacent to SecondStage and ParkStage, these traffic patterns are improved, and traffic through the loading dock and past the scene shop during performance is greatly reduced.

In order to travel from existing dressing rooms to SecondStage, actors currently pass through two of the three acoustic separating doors between the two theatres, dramatically compromising that separation. This impacts both theatres during simultaneous performances, with each audience hearing noise from the other room. The proposed project allows access from support spaces onto SecondStage without opening either sound door, eliminating this problem and making simultaneous performances more feasible.

Additionally, a lack of soundproofing currently precludes simultaneous use of SecondStage and ParkStage. The project addresses this problem by placing the green room and crossover between these two rooms accessible to both theatres. It will also provide a crossover for ParkStage, increasing the usability of that performance space for potential renters.

The placement and dimensions of the existing SecondStage loading door precludes moving equipment, especially pianos, into that theatre in most seating configurations. This has forced reorientation of the seating, placing the "stage" area to the side rather than directly opposite the entrance doors as the architects intended. This has complicated lighting for many years since the lighting grid, control booth, and followspot placements are not correctly oriented to the stage. Placing the loading door within the new crossover will allow reorientation of SecondStage seating in the right direction, simplifying and improving functionality for users.

Some reconfiguration of the ParkStage performance area is required in order to allow the new crossover. Shaping the exterior walls of that crossover greatly improve ParkStage acoustics, as well as stage entrances from the crossover itself. The project also includes regrading of the grass sloped seating area, which is currently too steep to be useful (patrons complain of sliding down the hillside) and will increase available seating by more than the area lost to the new stage. It also provides an ADA-compliant

ramp to the top of the hill, and accomplishes all of this without removing any of the redwood trees.

An initial feasibility study was conducted in 1999-2000. Money was appropriated for conceptual designs in 2008-09, and for construction designs in 2009-10. The contract was awarded to Hawley, Peterson & Snyder for all phases. Construction drawings were completed in 2011.

Update to Design

During conceptual design, it became clear that the site's proximity to the air intake manifolds along the back of the existing building was problematic, both because air flow to the HVAC systems could not be reduced and because there would need to be a high degree of fire separation from those systems for the dressing room and green room occupancy. Because no other site is available, the architects incorporated those fire separations and air flow requirements into the design.

The second siting challenge became clear during the construction design phase. The project straddles the edge of the existing Civic Center structure and the old cemetery, which was not excavated to create Pioneer Park or ParkStage. Cemetery maps are not complete, so information about grave sites does not exist. The hope was that the new structure could be extremely lightweight in order to require as little foundation excavation as possible to minimize chances of disturbing a grave, since that would stop the project. But the need for increased fire separation because of the proximity to HVAC systems increased the weight. The architects provided a solution that will support the increased weight with very little excavation, but it approximately doubled the construction costs.

Due to site challenges and design modifications, and inflationary costs since the original design, the total cost estimated in the construction design phase has been increased to \$2,814,000.

Revenue Generation

This project was not designed to generate revenue, but to overcome shortcomings in the original design of the building and, thus, improve usability and the patrons' and clients' experience. There is some potential for increased revenue based on increased bookings due to that usability. But SecondStage does not generate significant revenue even when it is fully used due to the small seating capacity. At current rates and mixes of booking types, the maximum potential increase is probably between \$50,000 and \$100,000 annually, and it would take several years to realize that potential.

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cc: PM – Rose