

**DATE:** November 28, 2017

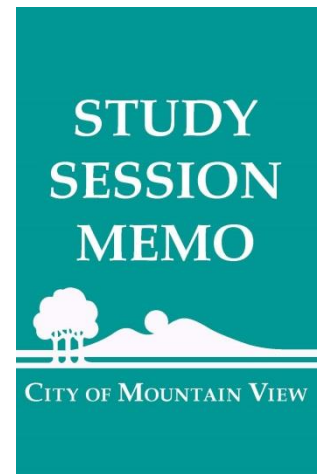
**TO:** Honorable Mayor and City Council

**FROM:** Taryn Toyama, Associate Planner  
Randal Tsuda, Community Development  
Director

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

**TITLE:** **Hope Street Lots 4 and 8 – Informal Review of  
the Proposed Hotel and Office Development**

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## **PURPOSE**

The purpose of this Study Session is to present the Robert Green Company's (RGC) preliminary development proposal for Hope Street Lots 4 and 8 and receive direction from City Council on key design topics. The proposed development is still in the early (informal) stages of design review. City Council input is necessary to help guide design revisions and continue the review process. City Council input during this study session is under the role as the land use authority, not as property owner for the public-private partnership for this project.

Staff's current requests for input are tailored to the preliminary nature of the development submittal, focusing on features of the development which differ from the Downtown Precise Plan (DPP), previous City Council direction, City Code, and typical City practices and design objectives. The input provided by the City Council in this Study Session will shape the formal development proposal.

## **BACKGROUND**

### **Project Location**

The project site is located within the boundaries of the DPP and consists of two City-owned properties, currently used as public surface parking lots with a combined total of 149 spaces; Lot 4 is approximately 0.73 acre, and Lot 8 which is approximately 0.65 acre. The overall project area is bisected by Hope Street, and located in the middle of the downtown blocks bordered by West Evelyn Avenue to the north, Castro Street to the west, View Street to the east, and Villa Street to the south (see Figure 1). Blossom Lane (a public alley) forms the western boundary of the site, which is surrounded on all sides by commercial uses consisting of retail, restaurant, and office buildings.



Figure 1 – Location Map

### General Plan and Zoning

The project site, as well as a majority of the surrounding area, has a General Plan Land Use Designation of Downtown Mixed-Use. This designation encourages development

of multi-family residential, office, and commercial uses, with a focus on retail and personal services.

The City parking lots are within the boundaries of the DPP, which serves as a blueprint for downtown redevelopment. The project area is also within the Downtown Parking District, which was created in 1979 to generate funds for the purpose of acquiring, constructing, enlarging, repairing, maintaining, and operating public parking. Because the RGC is proposing to develop on two public parking lots within the District, the existing parking must be replaced as part of the project. As part of the Disposition and Development Agreement (DDA) with the City, the project includes a net increase of 76 public parking spaces. Lot 4 is located within Area H (Historic Retail District) of the DPP, which requires all existing public parking to be replaced on-site as well as meeting any required parking for the use of the development. Lot 8 is located in Area G (Transit Center Block) of the DPP.

### **Site and Developer Selection History**

The City's Economic Development Strategy supports the strategic use of public land to help strengthen the local economic base and the long-term financial health of the City, which allows staff to provide exceptional service to our community. City staff received significant interest for development of Lots 4 and 8 in 2013 and 2014. At a January 20, 2015 Study Session, staff presented property information on four downtown surface parking lots (4, 8, 11, and 12). At this meeting, Council expressed support for a mixed-use development on Lots 4 and 8 as the first sites to develop. Other downtown City properties have been developed or continue to be studied for development, Lots 10 and 12, respectively, to meet other Council goals such as improving the quantity, diversity, and affordability of housing.

On March 31, 2015, Council directed staff to market the long-term ground lease opportunity on Hope Street Lots 4 and 8 through a Request for Qualification and a Request for Proposals process. The Council directed staff to seek development proposals for Lots 4 and 8 for the purpose of:

- A long-term ground lease (55 years with 4 ten-year options);
- Increasing public parking (net new);
- Enhancing the economic vitality of Downtown Mountain View through hotel development (3 diamond quality or better);
- Generating long term, ongoing revenues for City services; and
- Market the sites with enhanced labor provisions.

On October 6, 2015, Council directed staff to continue discussions with the RGC focused on exploring mixed-use development options on Lot 8, including some type of residential use and a revised project financing strategy. The RGC's analysis resulted in multi-family residential not being financially viable on Lot 8.

On January 12, 2016, Council approved the RGC as the best-qualified developer for the Hope Street Lots, directing staff to enter into an Exclusive Right to Negotiate (ERN) Agreement and commence the negotiation process for the DDA and Ground Leases to develop a mixed-use hotel/office project with a unique hotel of at least three-diamond quality; an increase in the number of public parking spaces from 149 to a minimum of 225; revenue generation; and an agreement by the hotel operator to allow enhanced access to employees for labor organizing activities and expedited union voting process. After exploring mixed-use development options on Lot 8, it was determined that residential use would hinder the opportunity for shared parking on evenings and weekends, and the office with ground-floor retail model would be pursued instead.

On April 19, 2016, Council discussed the process and terms of the leases with its real property negotiators in a Closed Session and approved the negotiated business terms with the RGC at its May 3, 2016 meeting.

On May 17, 2016, the City Council approved the Economic Development Subsidy Report and authorized the City Manager to execute the DDA and Ground Leases with the RGC for the development of Hope Street Lots 4 and 8 consistent with the business terms negotiated and approved during the ERN period.

As part of the project financing strategy, the City's financial participation of \$25.5 million (reduced from the originally requested \$26.4 million) was negotiated to offset the project costs associated with the public parking component and the prevailing wage requirement. A combination of the Parking In-Lieu Fund, Certificates of Participation, and a higher Transient Occupancy Tax will be assembled to create this offset. No out-of-pocket General Operating Fund dollars will be spent on the project.

The DDA and Ground Leases have been executed, and the City and the RGC have moved to the next phase of this project. The RGC submitted an informal development application for Lots 4 and 8 on September 18, 2017.

## **Project Overview**

In keeping with DDA parameters, the RGC proposes to replace the existing public parking lots with a five-story, 180-room hotel building (on Lot 4), and a four-story office building (on Lot 8). Both buildings include active ground-floor uses along Hope Street

and three levels of subterranean parking. Currently, Lot 4 has 88 public parking spaces, and Lot 8 has 61 public parking spaces for a total of 149 public parking spaces. The proposed underground garages provide a combined total of 225 public parking spaces, in addition to required parking spaces for the hotel, office, and restaurant/retail uses.

#### *Lot 4 – Hotel Site Design*

The proposed five-story hotel has 180 guest rooms and hotel amenities surrounding an open-air courtyard. The courtyard is meant to be a public/semi-public space utilized by hotel patrons as well as any members of the public utilizing the breezeway to and from Castro Street; it is surrounded by hotel amenities and functions, including a restaurant with outdoor dining serving breakfast, lunch, and dinner; hotel lobby; conference meeting rooms; and upper-floor hotel guest rooms (see Figure 2). Additional hotel amenities include a rooftop bar and garden area, hotel fitness room, and a small ancillary retail gift shop area.

The proposed ground-floor uses fronting Hope Street are a hotel bar, lobby, and café space. Vehicle access to the public parking is proposed from Hope Street, with the parking garage ramp located at the southeast corner of the building, as supported by the DPP for Area H. The top two levels of the underground garage will be used for public parking and the lowest level for hotel guest and employee parking.





**Figure 2 – Lots 4 and 8 Site Plan**

### *Lot 8 – Office Site Design*

The proposed four-story office provides close to the maximum allowed 1.85 floor area ratio (FAR). The building is centered on the proposed mid-block crossing. The ground-floor uses fronting Hope Street include two separate retail/restaurant spaces, which helps maintain transparency and active uses along the street frontage (see Figure 2 above). Vehicle access to the public parking is proposed from Villa Street at the southeast corner of the property, as supported by the DPP for Area G. Similar to the hotel, the top two levels of the building's underground garage will provide public parking and the lowest level has tenant parking.

## **DISCUSSION**

### **Architectural Design**

The RGC submitted an initial design package on September 18, 2017. After review of the initial submission, staff had concerns that the hotel design did not adequately address DPP requirements and design guidelines, and too closely resembled the office building. Initial feedback was provided and the applicant decided to make revisions before the Study Session. On October 30, 2017, the RGC submitted a revised set of plans, and an architectural set is attached (see Attachment 1). Both the hotel and office buildings have a contemporary architectural design style.

#### *Hotel Building Massing*

The DPP is specific in its regulations about the height, setbacks, and building coverage. The project generally complies with these standards with the exception of the maximum height of 55' and four stories. Council previously supported a five-story hotel building, as long as the project stays within the 55 foot maximum height. The project complies with these height maximums, with the exception of the rooftop parapet and amenities, which can be allowed to extend higher by the DPP. The DPP mandates top-floor step-back for buildings along Castro Street, but does not require these step-backs along Hope Street; instead, there is general encouragement of approaches such as top-floor step-backs and facade ornamentation to create compatible transitions.

The DPP provides extensive design guidelines intended to help new development reinforce characteristics of the historic pattern of development in Area H. While the proposed design generally conforms to DPP standards, the following discussion focuses on staff concerns on the hotel design responsiveness to key design guidelines of the DPP.

The RGC worked with staff to refine the informal design to achieve a more hotel-like appearance and break up the building mass into smaller segments; the current massing better reflects DPP requirements and design guidelines, but still has larger wall areas that exceed the DPP recommendation for major compositional change at intervals of 25' to 50' to better reflect the relatively narrow increments of historic development. While there is a clear delineation between the 4th and 5th floors, this is done an applied material versus a notable setback of the 5th floor. Upper floors also overhang the ground-floor storefront and on-site sidewalk area (see Figure 3).



**Figure 3—Hotel Street Elevation**

Staff does not recommend requiring more significant wall movement, such as a 5th floor step-back, because the DPP provides different design options to integrate new buildings along Hope Street into the historic downtown, and major massing changes would reduce the room sizes and/or the number of hotel rooms thereby affecting the financial viability of the overall project. Staff instead recommends working with the applicant to continue refining the facade detailing and other less substantial wall changes to break up the vertical height of the hotel and diminish the appearance of larger front walls (as discussed in further detail below). Council input is requested to confirm direction on overall height and if more substantial wall movement is desired.

***Question No. 1: Does Council support the overall height and massing of the hotel building, with some adjustments, or is more substantial wall movement/upper-floor step-back desired?***

#### *Hotel Architectural Style*

The DPP states that, “new buildings need not mimic an ‘historical’ architectural style,” but should use architectural features, details, and materials that are compatible with and reinforce the existing historic buildings and development patterns in the area. Although the overall look and feel of the hotel is more contemporary than some buildings in Area H, the applicant believes the proposed hotel design references local



historic development, reinterprets it with an updated architectural approach, and uses warmer building materials, colors, and pedestrian-scaled details.

The hotel's contemporary design uses exterior building materials such as concrete wall panels (GFRC), clear and spandrel glass, and terra cotta/metal awnings in warm colors. Current ground-floor details include regularly spaced entries, planters, lighting, and textured columns, but the ground-floor generally has a very glassy appearance.

Appreciative of the changes made by the applicant thus far, staff feels this revised design is a step in the right direction but needs further refinement. Staff concurs with the DPP that the hotel design should not copy a specific historic style, but instead incorporate more traditional elements to create a unique hotel-like appearance that meshes with the Historic Retail District. Specifically, per DPP design guidelines the applicant should continue to study design choices, such as:

- A more traditional pattern of windows and alternative window treatments to provide depth and detail, such as trim/framing and window recess;
- High-quality ground-floor detailing, such as additional materials at the building base, ornamentation, and deeper awnings to create a more comfortable, interesting pedestrian environment;
- Different materials or patterning to tie in with the historic district rather than large flat wall panels on the upper levels; and
- Prioritize the most prominent front and rear facades, but carry a high quality of design around all sides of the development given visibility.

After this Study Session, the project will begin the formal development review process, including Development Review Committee (DRC) review, and staff will continue to work with the applicant to refine the overall hotel design.

***Question No. 2: Does Council support the proposed architectural style with staff recommendations to incorporate more traditional elements, or does Council prefer the hotel design to have a greater degree of historic/traditional architecture?***

#### *Office Building Site Design*

The office building design also uses a contemporary architectural style, one that is more modern than the proposed hotel style (see Figure 4). A more contemporary approach to the architectural design for the office building is expected due to its location in Area G of the DPP, where the design guidelines focus on the massing and building placement

on the site to create a transition between neighboring properties, rather than a strict reference to the historic character of the Castro Street area.



**Figure 4 – Office Street Elevation**

While the DPP requires a 15' setback from the rear yard property line, it discourages any setback from the front or side yard property lines to create more continuous, accessible storefronts along well-defined streets with an urban landscape of tree wells and potted plants. The site plan shows the four-story office building set back from all property lines. While maintaining little to no front and side yard setback may be appropriate for solely commercial buildings in Area G, this standard may not make as much sense when a public parking garage is the secondary use for the property. The proposed side setbacks are intended to provide additional pedestrian access to/from the underground parking for public parking users who may not want to use the office lobby to access the underground parking. The front setback, which is noticeably greater than the adjacent existing one-story commercial buildings, creates a landscaped “welcome plaza” connected to the proposed Hope Street mid-block crossing, and provides outdoor amenity space for proposed ground floor retail/café tenants. These are purposeful design choices made by the RGC, to provide active outdoor areas and easy access for neighbors to continue to efficiently use public parking in the future.

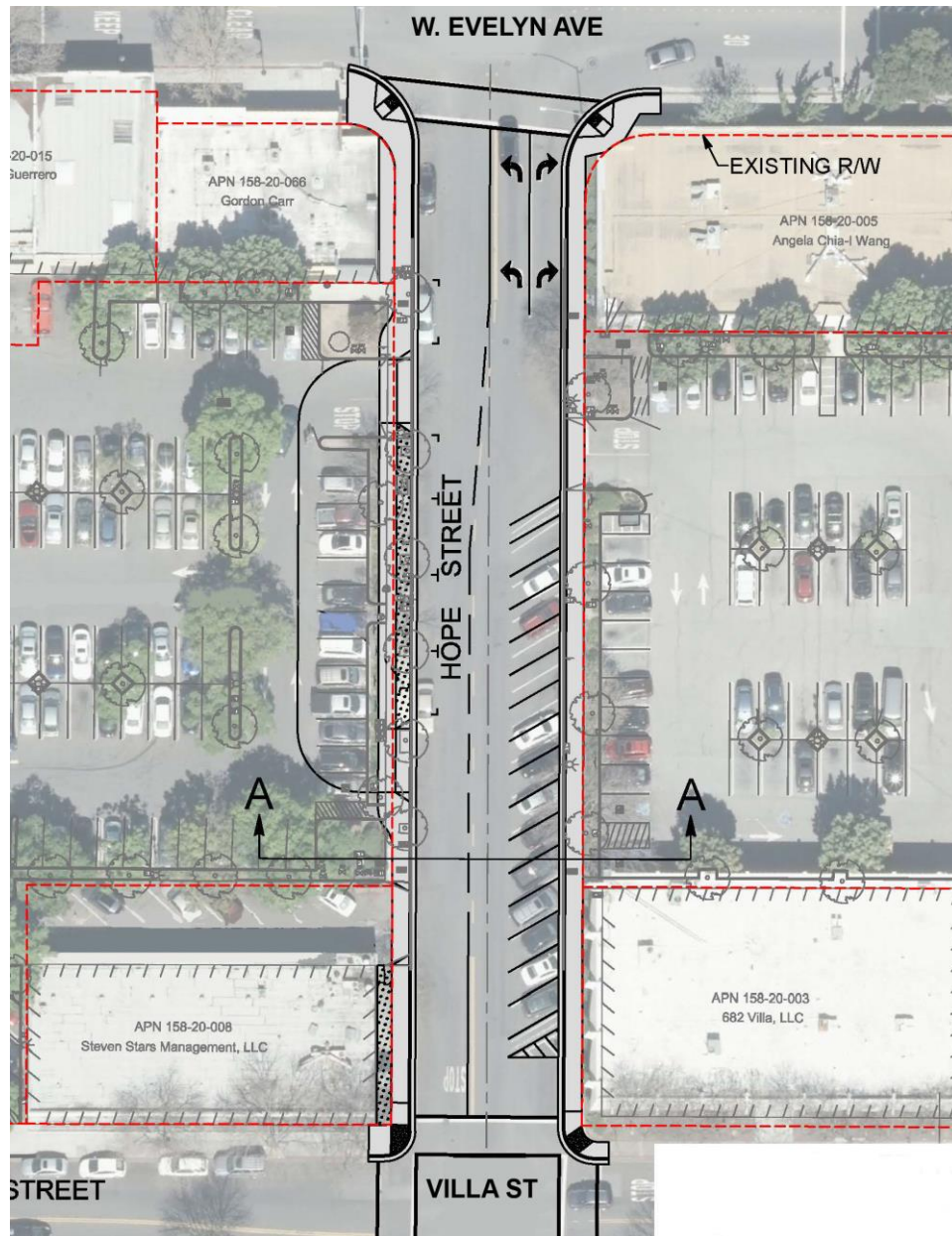
Staff supports the proposed front and side yard setbacks due to the unique nature of the underground public parking use and the desire to create wider and more comfortable

pedestrian pathways and gathering spaces along Hope Street, but will continue to work with the applicant through the formal application process to ensure the landscaped outdoor areas complement and activate the streetscape.

***Question No. 3: Does Council support the office building being set back from the front and side property lines?***

### **Public Streetscape Design (Hope Street)**

Public improvements on Hope Street are important to achieve the pedestrian-oriented look, feel, and function desired of downtown projects. The proposed streetscape needs to achieve a high-quality pedestrian environment pursuant to the goals of the DPP; address the transportation function of Hope Street, which is an important feeder street to the Downtown Transit Center on West Evelyn Avenue; and provide facilities to accommodate a high volume of pedestrians, bicyclists, and vehicles (buses, shuttles, and private automobile drop-off and pick-up). Existing street conditions are depicted in Figure 5. Improvements for all these various users compete for space within the existing street right-of-way.

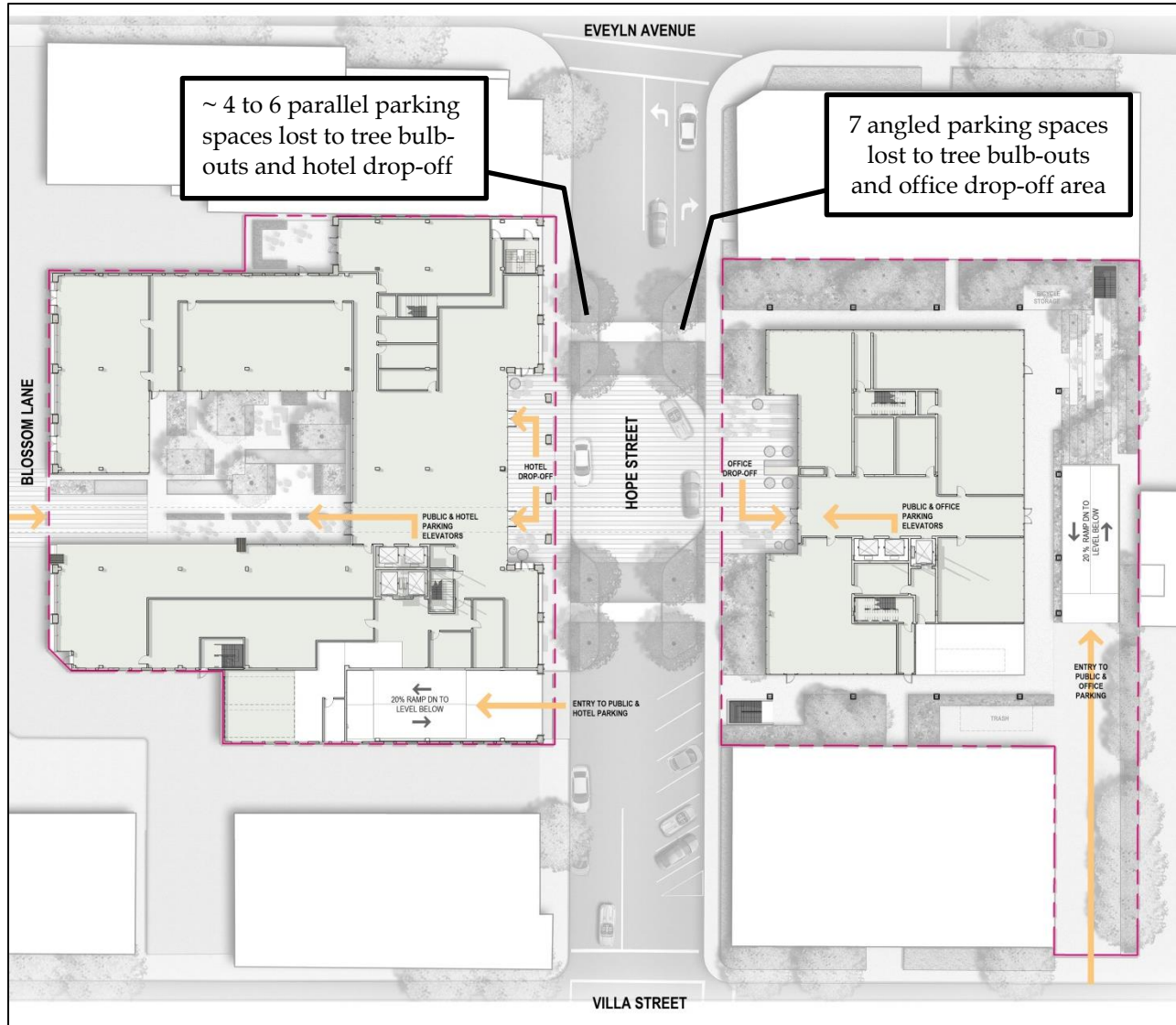


**Figure 5 – Hope Street Existing Conditions**

The RGC proposes a street design that mirrors Castro Street with one lane of vehicle travel in each direction. Portions of the public roadway are proposed to be used for hotel/office drop-offs and street tree bulb-outs around mid-block crossings (see Figure 6). The proposed street design maintains the approximately 6' wide public sidewalk (curb face to property line) that is present on Hope Street today. However, certain sections of the sidewalk will increase in width at street tree bulb-outs at the proposed



mid-block crossings, where the ground floor of the hotel is setback from the property line, and at the office “welcome plaza.”



**Figure 6 – Hope Street Design and Circulation**

The proposed street design differs from typical public street design in Downtown, and would require removal of some of the existing, 20 to 22 parking spaces on this portion of Hope Street (14 angled parking spaces and six to eight parallel parking spaces). With the applicant’s proposed street design, approximately seven to nine on-street parking spaces would remain. Staff recommendations on Hope Street design are discussed below.



### *Hope Street Mid-block Crossing Design*

The applicant proposes a unique mid-block crossing on Hope Street between the proposed buildings, with two bulb-out pedestrian crossing locations on either side of the proposed hotel and office vehicle drop-offs and linked by special paving materials. The special materials are intended to highlight the connection between Lots 4 and 8 and create a visual cue to direct the pedestrian or public parking users across Hope Street to the hotel lobby courtyard, and through the mid-block breezeway to Castro Street. This unique crossing is not required by the DPP and is a design choice proposed by the applicant. Mid-block crossings are frequently used along Castro Street, but are not common on other Downtown streets.

Staff agrees there is value in using special design strategies to create a strong visual and physical connection between public parking areas and the greater downtown area. The proposed special paving materials are not typical to Downtown or consistent with City standard street design, and would have increased costs and can present unique maintenance issues for the City over the long term. As such, staff is typically not supportive of such proposals in the public right-of-way; however, due to the linked public parking uses on both lots, the use of specialized materials around the mid-block crossing might be an appropriate exception if the Council supports this strategy knowing the costs and challenges for installation, maintenance, and future materials replacement.

If special materials are not supported, this does not preclude the project from creating a Hope Street mid-block crosswalk—like other locations in the downtown—that strengthens the connection between new public parking and downtown destinations. Staff recommends further exploring the use of specialized crosswalk design/materials, and *creating a single mid-block crossing* that is better aligned with the main building entries and the linear connection from Castro Street, instead of two mid-block crosswalks that are offset by the current location of the passenger drop-off zones. Consolidation into a single mid-block crossing could help reduce the loss of on-street parking spaces than the two proposed crossings.

***Question No. 4: Does Council support a new mid-block crossing across Hope Street, and staff's recommendation on design, materials, and details?***

### *Priority Street Improvements*

In addition to the mid-block crossing, there are other public improvements to consider running along Hope Street. The following discussion focuses on the various competing design features on Hope Street and what staff believes are the priorities among them:

- *Pedestrian Improvements:* Staff believes the highest streetscape design priority is to increase the width of the public sidewalk to comfortably accommodate a high volume of pedestrians, particularly along the hotel frontage. The current pedestrian conditions on Hope Street are inadequate, and the proposed design does not yet account for all of the design features that may be needed to support project and public street activity. While the applicant has proposed a more pedestrian friendly street than exists today, staff recommends further improvements for pedestrians.

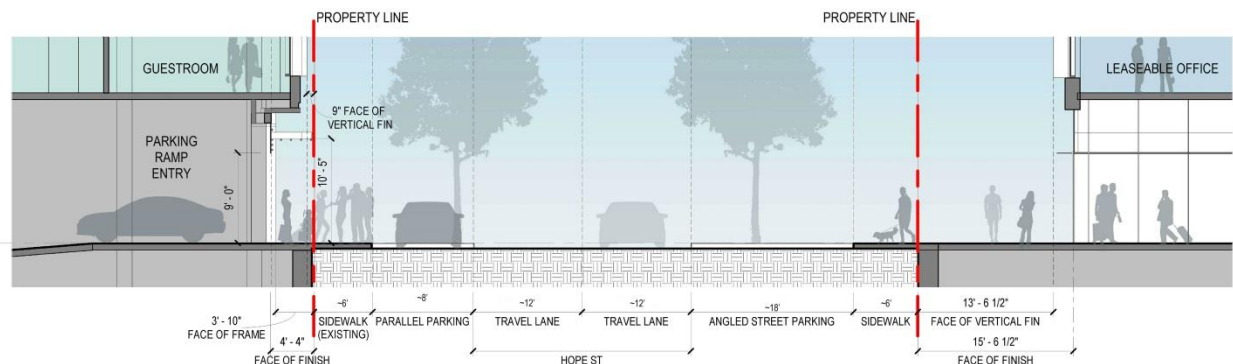
Given the existing property line locations and proposed building design, much of the frontage only maintains the existing Hope Street sidewalk width (approximately 6') clear of any obstructions. Staff recommends a minimum continuous sidewalk width of at least 10', if not wider, with street trees and no buildings overhanging above.

- *Bicycle Improvements:* There are also options to improve bicycle conditions. If sidewalks are widened and angled parking spaces are converted to parallel spaces this would improve bicycle safety by reducing conflicts with cars backing out of parking spaces. Another option is that Council could direct staff to explore the addition of a dedicated bicycle facility (i.e. shared lane markings) along Hope Street to feed into the Downtown Transit Center. The 2015 Bicycle Transportation Plan (BTP) proposes bicycle improvements on Castro Street and View Street to provide connections through Downtown and to the Downtown Transit Center, but does not identify any planned facilities for Hope Street. It would not make sense to add any facilities on Hope Street if they are limited to one block (along the project frontage) and would require more on-street parking removal if extended further along Hope Street.
- *Transit/Vehicle Improvements:* As other improvements are made, the street will need to maintain facilities for vehicles. This includes adequate lane width to accommodate buses and shuttles; community members have also highlighted a priority to preserve on-street parking. The applicant has proposed visitor drop-offs in front of both the hotel and office; while staff feels some sort of drop-off may be appropriate for the hotel use, *a drop-off in front of the office is not recommended.*

Providing for some or all of these improvements would impact available on-street parking; however, the exact number of removed spaces will depend on the extent of improvements Council supports and the final design process. Expanding the existing sidewalk width will require the existing curb to be moved, and the angled parking spaces in front of Lot 8 would need to be converted into parallel parking spaces. This

would likely cut the on-street parking in front of Lot 8 in half (from 14 angled spaces to approximately seven parallel spaces). Additional spaces would be lost if Council supports the mid-block crossing(s) and/or passenger drop-off area(s), in addition to the widened sidewalk. It should be noted that if a widened sidewalk plus dedicated bicycle facilities are desired, it would likely require the removal of all on-street parking on Hope Street to accommodate these design features within the existing right-of-way.

Alternatively, the Council may not agree with staff's prioritization of widening the Hope Street sidewalk and other non-vehicle improvements, and instead opt to maintain the existing on-street parking as the highest priority. This would not change the Hope Street roadway and pedestrian conditions present today -- 6' sidewalk clear to the sky, no mid-block crossing, no hotel or office drop-off areas, but will include the addition of the proposed hotel and office buildings (see Figure 7).



**Figure 7—Hope Street Section with No Sidewalk Widening**

It is important to note, there will be a small loss of on-street parking that is unavoidable with the development of this project. A preliminary determination from a signal warrant study shows that a new traffic signal is needed at the intersection of Hope Street and Villa Street, which may cause reduction in some on-street angled parking spaces regardless of other street design choices. Additionally, the accommodation for fire and trash truck access on Lot 4 would also force the removal of all six existing on-street parking spaces on Blossom Lane.

Staff supports a wider sidewalk of no less than 10' and believes the loss of some, but not all, on-street parking is a worthy trade-off if the end result is a comfortable but efficient pedestrian-oriented streetscape.

***Question No. 5: Does the Council support staff's prioritization of streetscape features along Hope Street, despite potential impacts to on-street parking? Does Council want staff to study the option of dedicated bicycle facilities on Hope Street at the expense of additional on-street parking?***

### **Castro Street Passageway Connection**

For development on public parking lots, the DPP recommends a carefully detailed, interesting passageway with sight lines into adjacent buildings, seating, planting, and attractive lighting. The DPP also suggests a plaza or open space be provided where this passageway intersects new development, with special consideration to maintain a continuous passageway from Castro Street to Hope Street.

The original RGC concept from the RFP process showed a U-shaped hotel building with a completely open-air walkway from Castro Street to the hotel lobby. The current proposal now shows an O-shaped building with a covered breezeway accessible from Blossom Lane, through the hotel's central open-air courtyard, and into the hotel's main lobby (see Figures 8 and 9).



**Figure 8—Passageway Connection Looking East**



**Figure 9 – View Looking South on Blossom Lane**

While the proposal provides an attractive open-air courtyard with many amenities for the passing pedestrian, staff is concerned that the connection at Blossom Lane will feel too enclosed and not obviously public. The applicant indicated that designing the original U-shaped hotel building to maintain an open-air passageway was conceptual and once the design was detailed out it would have drastically reduced the total number of hotel rooms due to the physical lot constraints.

A partially enclosed passageway will require the pedestrian to understand that the hotel courtyard and the lobbies are public domain at all times of the day, which is not necessarily intuitive based on the current design. Staff recommends alternative design strategies to make a strong, constant visual connection, including increasing the height of the breezeway to at least a two-story volume, clear wayfinding features that complement existing Downtown elements, and providing continuous specialized pathway design/materials from Castro Street through to and across Hope Street. These options seek to balance design objectives with limiting changes that could have greater effect on project viability. Should Council want to increase the breezeway height to more than two stories, it may not be possible to maintain project viability and comply with the terms of the DDA without allowing rooms to be moved to an additional floor, which would require an amendment to the DPP.

***Question No. 6: Does Council support a partially enclosed passageway design, with staff recommendations for further design refinements?***



## **PUBLIC COMMENT**

The RGC has performed numerous outreach meetings to introduce and discuss the informal development proposal. The following is a summary of public comments or feedback received at the various outreach meetings:

- On November 7, 2017, the RGC attended the Downtown Committee meeting to introduce the project. Generally, the Downtown Committee had concerns with the rear facades of businesses abutting Blossom Lane. They asked staff and the applicant to continue to work with neighboring property owners to mitigate issues of solid waste collection and delivery trucks along Blossom Lane. They also asked that staff continue to take a holistic approach to phasing projects to minimize disruption from construction taking place along the entire length of Hope Street.
- Consultant Ellis Berns, representing the applicant, gave a short presentation introducing the project at the Chamber of Commerce's Business Issues and Public Policy meeting, Mountain View Coalition for Sustainable Planning meeting, and the Old Mountain View Neighborhood Association during the month of November 2017. General concerns included a desire for a more "historic" architectural style for both buildings; a guarantee that restaurant and retail spaces would actually be occupied by retail and/or restaurant uses on the ground-floor; minimizing disruptions to Hope Street and Villa Street and adding temporary public parking during construction; determining parking enforcement within the public parking in the garage; and maintaining on-street parking on Hope Street.

## **RECOMMENDATION**

Staff requests the City Council provide input on key design topics for the informal development proposed by the RGC for Hope Street Lots 4 and 8 located in the Downtown Precise Plan area. In summary, the key topics and questions in this report are:

### **Architectural Design**

*Question No. 1: Does Council support the overall height and massing of the hotel building, with some adjustments, or is more substantial wall movement/upper-floor step-back desired?*

*Question No. 2: Does Council support the proposed architectural style with staff recommendations to incorporate more traditional elements, or does Council prefer the hotel design to have a greater degree of historic/traditional architecture?*

*Question No. 3: Does Council support the office building being set back from the front and side property lines?*

#### Streetscape Character

*Question No. 4: Does Council support a new mid-block crossing across Hope Street, and staff's recommendation on design, materials, and details?*

*Question No. 5: Does the Council support staff's prioritization of streetscape features along Hope Street, despite potential impacts to on-street parking? Does Council want staff to study the option of dedicated bicycle facilities on Hope Street at the expense of additional on-street parking?*

#### Castro Street Passageway Connection

*Question No. 6: Does Council support a partially enclosed passageway design, with staff recommendations for further design refinements?*

#### **NEXT STEPS**

After receiving feedback from the City Council, the applicant will refine the development plans and materials and continue to work with staff to address technical feedback in preparation for the formal development review process. Part of this preparation will also include devising a strategy to mitigate the temporary loss of the public parking spaces in Lot 4 and 8 during construction. The DRC will make a formal recommendation to the Zoning Administrator, who will in turn make a formal recommendation to the City Council on the development application at a future date, followed by a City Council hearing. This entitlement process is expected to take 12 to 16 months depending on the number of rounds of development review and the environmental review process.

## **PUBLIC NOTICING**

The Council's agenda is advertised on Channel 26, and the agenda and this report appear on the City's website at [www.mountainview.gov](http://www.mountainview.gov). Property owners and tenants within a 500' radius of the site, Old Mountain View Neighborhood Association, Central Business Association, and other interested stakeholders were notified of this meeting.

TT-SW-RT/7/CAM

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Attachment: 1. Hope Street Lots 4 and 8 Informal Plans