



CITY OF MOUNTAIN VIEW

CITY COUNCIL

AGENDA

NOTICE AND AGENDA

SPECIAL MEETING – TUESDAY, OCTOBER 29, 2013
COUNCIL CHAMBERS AT CITY HALL – 500 CASTRO STREET

5:00 P.M. – STUDY SESSION

7:00 P.M. (OR IMMEDIATELY FOLLOWING THE STUDY SESSION) – REGULAR SESSION

5:00 P.M. – STUDY SESSION

1. **CALL TO ORDER**
2. **ROLL CALL** – Councilmembers Abe-Koga, Bryant, Kasperzak, McAlister, Siegel, Vice Mayor Clark, and Mayor Inks.
3. **STUDY SESSION**
 - 3.1 **405 SAN ANTONIO ROAD (MERLONE GEIER PHASE II)**

The City Council will hear a presentation and discuss the proposed Phase II mixed-use development by Merlone Geier Partners.

7:00 P.M. (OR IMMEDIATELY FOLLOWING THE STUDY SESSION) – REGULAR SESSION

1. **CALL TO ORDER**
2. **PLEDGE OF ALLEGIANCE**
3. **ROLL CALL** – Councilmembers Abe-Koga, Bryant, Kasperzak, McAlister, Siegel, Vice Mayor Clark, and Mayor Inks.
4. **CONSENT CALENDAR**

These items will be approved by one motion unless any member of the Council or audience wishes to remove an item for discussion. The reading of the full text of

ordinances and resolutions will be waived unless a Councilmember requests otherwise.

- 4.1 **APPROVAL OF MINUTES** – Approve minutes for the:
 - (1) City Council Special Meeting of October 15, 2013.

- 4.2 **SHORELINE BOULEVARD TRANSPORTATION CORRIDOR STUDY, PROJECT 14-44 – AUTHORIZE PROFESSIONAL SERVICES AGREEMENT** – Authorize the City Manager or his designee to approve a professional services agreement with Nelson\Nygaard Consulting Associates, Inc. (Nelson\Nygaard), to provide professional services for the Shoreline Boulevard Transportation Corridor Study, Project 14-44, in an amount not to exceed \$498,439.

- 4.3 **RECYCLED WATER SYSTEM EXPANSION FEASIBILITY STUDY, PROJECT 12-40 – AMEND PROFESSIONAL SERVICES AGREEMENT** – Authorize the City Manager or his designee to amend a professional services agreement with Carollo Engineers for the Recycled Water System Expansion Feasibility Study, Project 12-40, in the amount of \$29,000, for a total not-to-exceed contract amount of \$243,000.

- 4.4 **DESIGNATION OF TWO VOTING DELEGATES FOR THE NATIONAL LEAGUE OF CITIES ANNUAL CONGRESS OF CITIES AND EXPOSITION** – Designate Vice Mayor Clark as the voting delegate and Councilmember Kasperzak as the alternate delegate for the Annual Business Meeting to be held at the conclusion of the National League of Cities (NLC) Annual Congress of Cities and Exposition.

- 4.5 **CENTER FOR THE PERFORMING ARTS SECONDSTAGE TENSION GRID INSTALLATION, PROJECT 13-33 – AMEND THE PROJECT BUDGET AND AWARD THE CONSTRUCTION CONTRACT**
 1. Transfer and appropriate \$58,000 from the Construction/Conveyance Tax Fund to the Center for the Performing Arts SecondStage Tension Grid Installation, Project 13-33. (Five votes required)

 2. Award the design-build contract for the Center for the Performing Arts SecondStage Tension Grid Installation, Project 13-33, to Legend Theatrical of Scotts Valley, California in the amount of \$159,269.

4.6 REAPPOINTMENTS/APPOINTMENTS TO COUNCIL ADVISORY BODIES

1. **Resolution No. _____** – Adopt A RESOLUTION APPOINTING DAVID HERINGTON TO THE LIBRARY BOARD, to be read in title only, further reading waived.
2. **Resolution No. _____** – Adopt A RESOLUTION APPOINTING AILA MALIK AND APPOINTING EVAN ORTIZ AS AN ALTERNATE TO THE HUMAN RELATIONS COMMISSION, to be read in title only, further reading waived.
3. **Resolution No. _____** – Adopt A RESOLUTION REAPPOINTING KATHERINE NAEGELE AND APPOINTING JONATHAN HERBACH TO THE PARKS AND RECREATION COMMISSION, to be read in title only, further reading waived.
4. Approve by motion reappointments of Bill Maston and Shana Nelson to the Downtown Committee – Downtown Property and Business Owner; reappointments of Kim Copher, Oscar Garcia, and Julie Smiley to the Downtown Committee – Business-at-Large; and appointment of Paul Donahue to the Downtown Committee – Community-at-Large for the terms January 1, 2014 to December 31, 2016.
5. Approve by motion appointment of Mayank Thakore to the Performing Arts Committee for the unexpired term ending December 31, 2014; and appointment of Ray Chen as an alternate if a vacancy occurs before the yearly recruitment process.
6. Approve by motion reappointments of Pamela Conlon-Sandhu, Stan Salisbury, and Elna Tymes; and appointment of Annie Zacanti to the Senior Advisory Committee for the terms January 1, 2014 to December 31, 2017.
7. Approve by motion appointment of Jesse Cupp to the Visual Arts Committee for the unexpired term ending December 31, 2016; and appointment of Stacy Dow as an alternate if a vacancy occurs before the yearly recruitment process.

5. **ORAL COMMUNICATIONS FROM THE PUBLIC ON NONAGENDIZED ITEMS**

This portion of the meeting is reserved for persons wishing to address the Council on any matter not on the agenda. Speakers are allowed to speak on any number of topics for one three-minute period during the meeting. State law prohibits the Council from acting on nonagenda items.

6. **PUBLIC HEARING – None.**

7. **UNFINISHED BUSINESS**

7.1 **AFFORDABLE HOUSING PROGRAM OPTIONS**

1. Direct staff to issue a first-come, first-served Notice of Funding Availability (NOFA) and reserve \$12.5 million in Below-Market-Rate (BMR), Housing Impact Fees, and Rental Impact Fees for the NOFA that includes reallocating the remaining balance of about \$3.4 million from the last NOFA to the new NOFA.
2. Reserve \$3.0 million in an opportunity fund that could be used for exceptional projects.
3. Establish a subcommittee to review the funding application comprised of the City Manager, Community Development Director, Administrative and Neighborhood Services Manager, and two City Councilmembers appointed by the Mayor.

7.2 **MIGRATION TO CALPERS HEALTH PROGRAM FOR INTERNATIONAL ASSOCIATION OF FIREFIGHTERS (IAFF), LOCAL 1965, UNREPRESENTED FIRE MANAGEMENT/PROFESSIONAL, AND FIRE CHIEF**

1. **Resolution No. ____** – Adopt A RESOLUTION ELECTING TO BE SUBJECT TO PUBLIC EMPLOYEES’ MEDICAL AND HOSPITAL CARE ACT AND FIXING THE EMPLOYER’S CONTRIBUTION AT AN AMOUNT EQUAL TO OR GREATER THAN THAT PRESCRIBED BY GOVERNMENT CODE SECTION 22892(b), to be read in title only, further reading waived (Attachment 1 to the Council report).

2. **Resolution No. ____** – Adopt A RESOLUTION AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE TO AMEND THE MEMORANDUM OF UNDERSTANDING BETWEEN THE INTERNATIONAL ASSOCIATION OF FIREFIGHTERS (IAFF), LOCAL 1965, AND THE CITY OF JULY 1, 2012 THROUGH JUNE 30, 2015, to be read in title only, further reading waived (Attachments 2 and 3 to the Council report).
 3. **Resolution No. ____** – Adopt A RESOLUTION AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE TO AMEND THE COMPENSATION RESOLUTION FOR UNREPRESENTED SWORN FIRE MANAGERS/PROFESSIONAL AND FIRE CHIEF, to be read in title only, further reading waived (Attachment 4 to the Council report).
8. **COUNCIL, STAFF/COMMITTEE REPORTS**
9. **CLOSED SESSION REPORT (OPEN SESSION)**
10. **ADJOURNMENT**

No action will be taken on any questions raised by the Council at this time.

The next Special Council Meeting will be held on Tuesday, November 5, 2013, at 6:30 p.m. in the Council Chambers, 500 Castro Street.

NOTICE

There is a 90-day limit for the filing of a challenge in Superior Court to certain City administrative decisions and orders which require a hearing by law, the receipt of evidence and the exercise of discretion. The 90-day limit begins on the date the decision is final (Code of Civil Procedure Section 1094.6). Further, if you challenge an action taken by the City Council in court, you may be limited, by California law, including but not limited to Government Code Section 65009, to raising only those issues you or someone else raised in the public hearing, or in written correspondence delivered to the City Council prior to or at the public hearing. The City Council may be requested to reconsider a decision if the request is made prior to the next City Council meeting, regardless of whether it is a regular or special meeting. For information on the next regular or special City Council meeting, please call (650) 903-6304.

Any writings or documents provided to a majority of the City Council regarding any item on this agenda will be made available for public inspection in the City Clerk's Office, 500 Castro Street, Third Floor, during normal business hours and at the Council Chambers at City Hall, Second Floor, during the meeting. In addition, such writings and documents will be posted on the City's website at www.mountainview.gov.

COUNCIL MEETINGS AND AGENDA

- The City Council meets regularly on the second and fourth Tuesday of each month at 6:30 p.m. in the Council Chambers at City Hall, 500 Castro Street, Second Floor. Special meetings are called as necessary by the Mayor and noticed at least 24 hours in advance.
- Interested parties may review the agenda, minutes and staff reports at the Mountain View Library, 585 Franklin Street, beginning the Thursday evening before each meeting and at the City Clerk's Office, 500 Castro Street, Third Floor, beginning Friday morning. Agenda materials may also be viewed electronically at www.mountainview.gov. Staff reports are also available at the Council Chambers during the meeting.
- SPECIAL NOTICE—Reference: Americans with Disabilities Act, 1990. Anyone who is planning to attend the next City Council meeting who is visually or hearing-impaired or has any disability that needs special assistance should call the City Clerk's Office at 903-6304 48 hours in advance of the Council meeting to arrange for assistance. Upon request, in advance, by a person with a disability, City Council meeting agendas and writings distributed during the meeting that are public records will be made available in the appropriate alternative format. Also upon request, in advance, an assistive listening device can be made available for use during the meeting.
- The Council meetings are cablecast live on Channel 26 on the Mountain View Comcast cable system and are replayed on Wednesday at 6:30 p.m. and on Saturday at 11:00 a.m. following that week's Council meeting. If there is a live Environmental Planning Commission meeting on a Wednesday, the replay of the City Council meeting will be on a Thursday at 6:30 p.m. In addition, Council Regular meetings are webcasted, and interested persons may visit the City's website at www.mountainview.gov to watch the meetings live on their computer, laptop or PDA device. Archived broadcasts of previous meetings may also be accessed and watched on-line.
- The Council may take action on any matter noticed herein, and their consideration and action on the matters noticed herein is not limited by the recommendations indicated in the Agenda or staff report(s). The Council may consider and act on items listed on the agenda in any order and thus all those interested in an item listed on the agenda are advised to be present throughout the meeting (see Policy and Procedure A-13). The reading of the full text of ordinances and resolutions will be waived unless a Councilmember requests otherwise.
- By policy, no new items of business will be started after 10:00 p.m., unless an exception is made by vote of the Council.

ADDRESSING THE COUNCIL

- Interested persons are entitled to speak on any action item listed on the agenda and are requested to fill out the blue cards available at the rear of the Council Chambers and deposit them with the clerk or at the podium as soon as completed. This will assure that your name and city of residence are accurately recorded in the minutes and that your interest in speaking is recognized. If you wish to speak and are not recognized by the Mayor, please approach the podium prior to completion of discussion on the item. Speakers are allowed up to three minutes each, and if a large group wishes to express its views, it is more effective to have one spokesperson.
- Items on the "Consent Calendar" are not discussed individually but are approved as a group with one motion. If a citizen wishes to speak on an item on the Consent Calendar, he or she may come to the podium at the time announced by the Mayor and request that the item be pulled for discussion by the Council.
- Anyone wishing to address the Council on a nonagenda item may do so during the "Oral Communications" part of the agenda. Speakers are allowed to speak one time on any number of topics for up to three minutes.
- Reducing Time For Public Input: For any single agenda item and for Oral Communications from the Public, if there appears to be 15 or more speakers and the Council might not be able to conclude the scheduled agenda items for the meeting if speakers were allotted three (3) minutes each, the Mayor may reduce speaking time to no less than two (2) minutes per speaker unless there is an objection from Council, in which case majority vote shall decide the issue without debate.

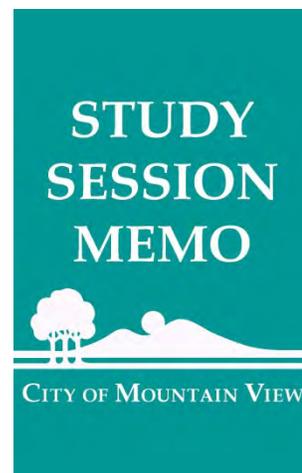
DATE: October 29, 2013

TO: Honorable Mayor and City Council

FROM: Peter Gilli, Planning Manager (Acting)/Zoning Administrator
Randal Tsuda, Community Development Director

VIA: Daniel H. Rich, City Manager

TITLE: **405 San Antonio Road**



PURPOSE

The purpose of this Study Session is to provide the City Council with an update on the proposed mixed-use development by Merlone Geier Partners (MGP) at 405 San Antonio Road, summarize the Environmental Planning Commission's (EPC) comments from their Study Session on October 2, 2013, and receive Council feedback on the project.

BACKGROUND

History of MGP and San Antonio Center Precise Plan

The proposed MGP project is within the San Antonio Center Precise Plan (SAC PP), which covers the entire shopping center. The Center is a subset of the greater San Antonio Change Area which was identified in the 2030 General Plan. A new Precise Plan for the entire Change Area is under way and the Council held a Study Session on the new Precise Plan on October 8, 2013.

The SAC PP was amended in June 2011 to allow for the Phase I project, but also to refresh the vision and expectations of any development in the Center to align with the 2030 General Plan visioning. The SAC PP has not been updated to reflect the increased Floor Area Ratio (FAR) (up to 2.35) and height (up to eight stories) that is part of the 2030 General Plan adopted in July 2012.

The SAC PP notes the Center was originally designed as an auto-oriented center with large, single-story stores surrounded by parking lots. The revised purpose of the SAC PP is to "guide future development by encouraging a mix of uses and the creation of vibrant, active, pedestrian-oriented street frontages throughout the Center while

enhancing internal and external connectivity” (see Attachment 1 – San Antonio Center Precise Plan).

The existing SAC PP identifies principles and objectives for the Center (listed below) and is described in more detail in the SAC PP.

- Regional Status
- Improve Design and Image
- Retail Sales Tax
- Coordination
- Pedestrian Connections
- Bicycle Connections
- Integrated Circulation System
- Links to Transit
- Flexibility
- Mix of Uses
- Place-Making
- Open Space
- Sustainable Development

Phase I Review

The City Council approved a Phase I development in June 2011, consisting of 311,000 square feet of retail area, up to 350 residential units, and a 1-acre open space. MGP is nearing completion of the southern component of the Phase I project, which includes the Safeway building, satellite buildings on El Camino Real and San Antonio Road, the apartment buildings with ground-level retail, and the Hetch Hetchy Green.

The SAC PP was approved with language that strongly encouraged storefronts facing public streets. Based on concerns from MGP, Council approved Phase I with exceptions to allow their satellite buildings to have their rear “back-of-shop” areas along El Camino Real and San Antonio Road.

Also, to provide sufficient right-of-way for a future bike lane on San Antonio Road, the Council agreed to reduce the proposed 10’ sidewalk to 5’.

North Parcel

The Phase I approval included a 175,000 square foot retail building on the former Tire Center site between the Hetch Hetchy Green and the Ross and Bev Mo building. This site was referred to as the “North Parcel” during the Phase I review (see Attachment 2—Phase I Site Plan). If Phase II is approved, then the North Parcel component of Phase I would not be constructed. If Phase II is not approved, then MGP may construct the North Parcel building.

Phase II

On December 13, 2011, the City Council authorized a Gatekeeper application for a Phase II mixed-use development at the San Antonio Center. Council direction was to allow revenue-generating uses such as entertainment, retail, hotel, and office, with only a limited amount of residential, if any.

The Phase II project site is located in the northwest corner of the San Antonio Shopping Center with frontage on San Antonio Road and California Street. The project site is referred to as “405 San Antonio Road” and consists of four parcels totaling 9.9 acres.

- North Parcel: Parcel 1 was previously entitled in July 2011 for a 175,000 square foot podium retail building with structured parking as part of the MGP Phase I project.
- 405-425 San Antonio Road: Parcel 2 is currently developed with a Ross department store, BevMo store, and parking lots.
- 377 San Antonio Road: Parcel 3 is developed with a one-story commercial building previously occupied by Barron Park Supply.
- 391 San Antonio Road: Parcel 4 is developed with a one-story commercial building previously occupied by the International Market.

Phase II Version I

Originally, MGP entered into a partnership with Boston Properties, an office developer, for the Phase II development. Boston Properties envisioned a landmark office development at the site. The plan included 700,000 square feet of office; 70,000 square feet of retail; a 150- to 200-room hotel; above-grade structured parking; two levels of underground parking; 6- to 11-story building heights; and no residential.

On May 16, 2012 and June 12, 2012, EPC and Council held Study Sessions on the project. EPC and Council directed MGP to reduce the project size. Council indicated up to a 3.0 FAR could be considered on the site with significant public benefits, but that building heights had to comply with the 8-story height limit being studied in the 2030 General Plan.

San Antonio Infrastructure and Visioning

Following the Council Study Session in June 2012, Council directed staff to start a visioning process for the San Antonio Change Area before the Phase II project could proceed. The Council accepted the visioning document in January 2013. Before authorizing Phase II to proceed, Council requested a Study Session on public benefit and off-site infrastructure priorities for the San Antonio Change Area. On March 19, 2013, Council held a Study Session and directed staff to focus on mobility-related public benefits for the San Antonio Change Area.

Phase II Version II

MGP moved forward without Boston Properties and proposed a project with ground-level commercial, retail, and restaurant space; a cinema; two office buildings; and a hotel. The site plan responded to City concerns with Phase I by including a grid system providing pedestrian connectivity and wider sidewalks in and throughout the Phase II area, no surface parking lots, and maximized storefronts along public and internal streets.

On April 3, 2013 and April 16, 2013, the EPC and Council held Study Sessions on



Aerial Photograph

the revised project. Council supported the mix of uses and directed the applicant to provide increased setbacks on California Street and San Antonio Road, reduce the massing of the office buildings, provide greater articulation on the upper floors, and design the project so it is unique and feels like Mountain View.

Project Description

The revised application proposes a mixed-use development (see Attachment 3—Project Plans) with six buildings consisting of:

- 397,000 square feet of office with four levels of underground parking
- 121,000 square feet of commercial/retail/restaurant
- 70,000 square feet of cinema/theatre
- 150,000 square feet of hotel area with conference facilities (167 rooms)
- 490,000 square feet of parking structure with 1,480 spaces
- No residential uses
- 25,000 square-foot central plaza (grows to 50,000 square feet when the Promenade is closed to vehicles)



Aerial Imagery with Phase II

The site is within walking distance to Caltrain, VTA bus lines, and a potential Bus Rapid Transit (BRT) stop on El Camino Real. Several gathering spaces are located throughout the project site with a main emphasis on the Hetch Hetchy Green, which was constructed as part of the Phase I project, and a central public plaza in the center of the project site. Buildings are placed with ground-floor retail/restaurants facing the Hetch Hetchy Green and Promenade, the public plaza, San Antonio Road, and California Street.

All proposed uses are allowed by the existing SAC PP. The project requires the following amendments to the SAC PP for intensity and heights:

- The existing Precise Plan does not include floor area ratios (FAR). Instead, the Plan specifies a maximum of 961,000 square feet of commercial development in the Center (for reference, this equates to a 0.39 FAR). This maximum was derived by taking the existing Center before Phase I, adding the Phase I development, and an additional 100,000 square-foot allowance for the rest of the Center. The expectation was that any major new development would amend the maximum square footage allowed in the Center. MGP proposes to add the proposed project's square footage to the Center's current maximum to allow for Phase II. The additional area requested would not cause the Center to exceed the 2.35 FAR maximum allowed by the 2030 General Plan.
- The existing Precise Plan allows commercial buildings up to 55' in height. As part of Phase II, commercial buildings up to 87' is requested. This does not exceed the 2030 General Plan height guidelines.
- The existing Precise Plan allows residential buildings and hotels up to 80' or seven stories. As part of Phase II, hotel heights of 90' is requested. This does not exceed the 2030 General Plan height guidelines.

EPC Study Session Summary

The EPC reviewed the proposed Phase II project at a Study Session on October 2, 2013. The EPC was generally supportive of the mix of uses but raised concerns with the intensity, building heights, pedestrian and bicycle circulation, and traffic. The EPC report is not attached because the contents of that report have been incorporated into this Council report. The webcast of the EPC meeting is on the City's [web page](#).

The following is a summary of the EPC's comments from the Study Session:

- Supported the mix of uses but concerned with the proposed building heights, intensity, and FAR.
- Supported the proposed 30 percent trip-reduction target for the office use.
- Concerned with the traffic associated with the project and impacts to the surrounding area.
- Noted the architecture and design has improved and the project provides greater setbacks and articulation on the public street sides.
- Noted Phase II provides storefronts facing the public streets and larger setbacks, which is lacking in Phase I.
- Suggested more step-backs on the upper floors for buildings facing the central plaza.
- Suggested varied building heights throughout the project, which will also reduce the FAR.
- Concerned with the "tunnel" effect on Silicon Way as it passes through the cinema parking structure.
- Emphasized the need to improve the pedestrian and bicycle connections within the project, to the neighborhood, and the rest of the Center.
- Supported the implementation of bike lanes on both sides of San Antonio Road as a public benefit.
- Noted the need for additional public benefits to justify increased FAR.
- Requested continued discussions with the Milk Pail Market to integrate the business within the new development, or allow shared parking if the Milk Pail Market remains in its existing location.
- Noted MGP's efforts to prepare a monument for historic events that occurred at 391 San Antonio Road.

Approximately 19 members of the public commented on the proposed project at the EPC Study Session. Public comments ranged from support of the project and the mix of uses to concerns about traffic, intensity, pedestrian and bicycle circulation, and impacts to the Milk Pail Market.

San Antonio Precise Plan

A Council Study Session was held on October 8, 2013 for the new San Antonio Precise Plan to provide a status report and receive Council feedback on key Precise Plan topics, objectives, and issues for the new Precise Plan. Council provided three fundamental points, which are covered in the analysis section of this report:

- Bicycle and pedestrian connectivity and circulation are the highest priority for on- and off-site improvements.
- Urban design and place-making are critical to create a place where people will go to shop and be happy to get out of their cars and stay in the area.
- Vehicle trip reduction and management is very important, but vehicle convenience is not the highest priority.

DISCUSSION

This report will describe the proposed development, outline the proposal's consistency with the General Plan, and include a discussion of several project issues and staff recommendations.

General Plan Consistency: San Antonio Change Area

The San Antonio Change Area encourages a mixture of commercial and residential uses with improved bicycle and pedestrian connections to the surrounding neighborhoods and to Caltrain and Valley Transportation Authority (VTA) transit stations. A revitalized San Antonio Center will serve as a key destination at the core of the Change Area. Larger regional commercial uses that attract visitors while also serving the community are encouraged. Walkable blocks, pedestrian-oriented streets, public plazas, and development of the Hetch Hetchy are also encouraged.

With the staff-identified changes summarized in this report, the project will comply with the following General Plan policies:

- *LUD 21.1: A mix of land uses.* Support a mix of commercial land uses serving the neighborhood and the region.
- *LUD 21.3: Improved connectivity.* Promote improved connectivity to adjacent neighborhoods, destinations, and downtown.
- *LUD 21.5: Hetch Hetchy right-of-way (ROW).* Promote the use of the Hetch Hetchy right-of-way for open space and mobility improvements in the area.
- *LUD 22.1: San Antonio Center transformation.* Support the transformation of San Antonio Center into a regional mixed-use and commercial destination.
- *LUD 22.3: Gathering spaces.* Encourage new plazas, open space, and other gathering spaces in the San Antonio Center.
- *LUD 22.4: Pedestrian-oriented design elements.* Ensure that development include pedestrian-oriented design elements such as accessible building entrances, visible storefronts, and landscaping.
- *LUD 22.5: Finer street grid.* Promote a finer street grid and improved connectivity within San Antonio Center.
- *LUD 22.6: Improved mobility.* Support improved mobility within San Antonio Center for vehicles, transit, bicyclists, and pedestrians.
- *LUD 22.8: Parking area safety.* Ensure safe pedestrian and bicycle access through parking areas.

Urban Design

In general, the layout of the site plan matches the version presented to EPC and Council in spring 2013. The site plan proposes a grid circulation system with connections to the remainder of the shopping center, to the adjacent neighborhoods, and transit stations.



Phase II Site Plan with Labeled Buildings

- Yellow = Restaurant/commercial stores
- Orange = Retail stores
- Pink = Lobbies
- Gray = Loading/service areas

The circulation diagram proposes dedicated bicycle paths around the perimeter of Phase II with shared vehicular/bicycle travel ways within Phase II. Pedestrian paths are provided along most roadways.



Phase II Circulation Plan

Red = Vehicular
Green = Bicycle
Blue = Pedestrian

Travelling Along San Antonio Road

Building 1 is a six-story office building located at the intersection of San Antonio Road and the Hetch Hetchy Park (see bottom section of Sheet L1.06 in the plan set). A large restaurant is prominently located at the corner, set back about 18' from the San Antonio Road curb line. The upper levels of the six-story office building are set back about 10' further than the restaurant space.

A minimum 8' sidewalk and 5'6" planter strip with street trees is provided along San Antonio Road. Passing the restaurant space, a retail storefront faces San Antonio Road, set back about 30' from the curb.

Between Building 1 and Building 2 is Disk Drive, a small internal street that provides vehicular, bicycle, and pedestrian access into the core of Phase II

Building 2 is also a six-story office building. The ground floor is programmed for commercial spaces, either retail, service, or small office uses. The entire San Antonio Road frontage consists of storefronts set back about 30' from the curb. Along the frontage of Building 2 will be the "Birthplace of Silicon Valley"



View of Building 1 from San Antonio Road

Building 1 Statistics:

6 stories, 87' (not counting rooftop equipment)
26,000 square foot ground-level retail/commercial
199,000 square foot office
4 levels of underground parking
1,200 estimated employees



View of Building 2 from San Antonio Road

Building 2 Statistics:

6 stories, 87' (not counting rooftop equipment)
26,000 square foot ground-level retail/commercial
199,000 square foot office
4 levels of underground parking
1,200 estimated employees

monument marking the location of the discoveries made at 391 San Antonio Road. MGP is working with a volunteer group associated with the historic event. Staff has not reviewed any designs at this point.

Beyond Building 2 is Silicon Way, another small internal street in the project. On the other side of Silicon Way is an existing one-story office building.

As part of the project, MGP plans to install bike lanes on San Antonio Road.

Staff generally supports the design of the San Antonio Road frontage. The entire frontage has storefronts with large setbacks. The prominent restaurant at the Hetch Hetchy Green has a smaller setback, but staff believes that is appropriate and acceptable given the location and the use. Staff recommends that a larger plaza be created around the historic monument, which will slightly reduce the footprint of Building 2.

Also, additional massing reduction should be provided along the northern side of Building 2 adjacent to the existing single-story office. At some point in the future, the remaining corner parcels could redevelop. Given the available space, staff believes any future building on those parcels would be lower in height than Building 2. Therefore, additional massing reductions are warranted for the short- and long-term.

Travelling Along California Street

Starting at the single-story Milk Pail and walking east toward downtown, one crosses the Promenade, which serves as one of the central spines to the entire MGP project (Phase I and Phase II). Building 6 is located across the Promenade. The entire frontage of Building 6 on California Street consists of retail storefronts (see Sheet L1.03 of the plan set). The sidewalk is 8' with a 6' planter strip. Initially, Building 6 has a large 30' setback from California Street, providing an opportunity for outdoor dining. The building shifts to a 14' setback from the curb for most of the remainder of the frontage. The upper level of this building is the cinema that is up to 80' in height at the Promenade and steps down to 65' at Pacchetti Way. There is no access to the cinema from California Street because MGP determined the



View of Building 6 from California Street

Building 6 Statistics:

2 stories, 65' to 80' (not counting rooftop equipment)
17,000 square foot ground-level retail
70,000 square foot cinema
8 screens, 1300 to 1700 seats

View of Building 6 from Pacchetti Way (below)



entrance should not be located as close to the neighboring residents. Instead, the entrance is from the Promenade near a public plaza.

As you approach Pacchetti Way, a prominent corner tenant space is provided with a large outdoor retail or dining area. This tenant space is designed to function as an open-air market with opportunities to bring merchandise out into the open space, but can also be designed to function as a restaurant space. MGP informed staff that this corner tenant space was offered to the Milk Pail. Staff has no information about the terms of the offer. Staff does not have any additional information about the communication between MGP and the Milk Pail. Prior Council and EPC direction to both parties was that some resolution of the situation be reached.



View of Outdoor Space at Pacchetti Way

California Street has an existing bike lane. In the Public Benefits section of this report, staff recommends requiring additional street dedication to allow for a buffered bike lane.

Staff supports the storefronts on California Street and the prominent corner tenant space and outdoor area at Pacchetti Way, though the tower element at California Street and the Promenade should be reduced in size. Staff believes that the pedestrian zone provided along California Street should be widened to at least 18' (portions are currently at 14'). This distance aligns with the minimum setback being considered for retail storefronts on El Camino Real. This would require the majority of Building 6 to be shrunk by 4'.

Travelling Along Pacchetti Way

As one leaves the open plaza at the corner of California Street and Pacchetti Way, a pedestrian pathway leads past the corner tenant space toward Silicon Way, an internal street that leads under the Building 5 parking structure (see the top portion of Sheet L1.06 of the plan set). After crossing Silicon Way, there is a small retail tenant space intended for a bike shop. This is the rear side of Building 5, and the building is set back 18' from the curb line with a 10' monolithic sidewalk with tree grates. The building has six levels of above-grade parking and one level of underground parking. The



View of Building 5 from the Pacchetti Way

Building 5 Statistics:

6 stories, 74'

15,000 square foot ground-level retail

1,480 total parking spaces

490,000 square foot of above-grade parking area

1 underground parking level for hotel customers

The building height is 74'. Beyond the bike shop are maintenance and utility areas for the parking structure, which will need to be attractively screened. This building elevation will be a primary focus of the Development Review Committee (DRC) review since this building will be prominent and Pacchetti Way is highly used by visitors to the Center from all travel modes.

After crossing Disk Drive, you reach the back corner of Building 4, the 7-story, 89' tall hotel. The pedestrian zone on Building 4 narrows to 10' in some locations. There are no storefronts until you reach the corner retail tenant that fronts on the Hetch Hetchy Green.

MGP plans to provide bike lanes on both sides of Pacchetti Way.

In addition to the DRC focus on improving these elevations, staff recommends a minimum 18' pedestrian zone along all of Pacchetti Way, which is not provided along the rear of the hotel building. Providing this space will require the footprint of the hotel building to be reduced. Also, strong pedestrian crossings of Pacchetti Way to connect Phase II to the neighboring stores in the Center are necessary. These crossings should be clearly marked with enhanced paving and signage to identify pedestrian crossings.

Travelling Along Hetch Hetchy Green

As one turns the corner from Pacchetti Way at the Hetch Hetchy Green, the one-acre open space comes into view. The Hetch Hetchy Green and the Promenade serve as the two prominent spines for the Merlone Geier Phase I and Phase II project. Retail and restaurant storefronts and angled parking are provided for the entire frontage of the Hetch Hetchy Green (see Sheet L1.05 of the plan set). This is a marked improvement over the North Parcel building approved for Phase I. Also, a pedestrian entrance to the hotel is provided along the Hetch Hetchy Green. The pedestrian zone along the Hetch Hetchy Green narrows at some points to 9', but is typically at least 13'.



View of Building 4 from the Hetch Hetchy Green

Building 4 Statistics:

6 stories, 90'

15,000 square foot ground-level retail/restaurant

150,000 square foot hotel with 167 rooms

As you pass the hotel building, you reach the Promenade and see Building 1 on the other side of the Promenade.

The roadway along the Hetch Hetchy Green is one-way and 20' wide, which provides ample room for bicyclists, though bicyclists will have to be careful to watch for cars backing out of angled parking spaces. This matches the Phase I condition.

Staff supports the storefronts along the Hetch Hetchy Green, but recommends a minimum pedestrian zone of 18', which will match what was provided for in the Phase I project on the other side of the park. Providing this space will require the building footprints to be slightly reduced.

Travelling Along the Promenade

The Promenade is a wide pedestrian-oriented pathway running through the core of Phase II. Wide tree-lined sidewalks are provided along the entire Promenade. Buildings are set back at least 18' from the curb line.

Starting from the Hetch Hetchy Green, the right side of the Promenade has a large outdoor dining area for a restaurant tenant in Building 4, then a one-way drop-off lane leading to the porte cochere and hotel entry. The left side of the Promenade has storefronts for ground-level retail or restaurant tenants in Building 1 (see the right-hand exhibit on Sheet L1.04 of the plan set).



View of Building 5 from the Central Plaza

Building 5 Statistics:

6 stories, 74'

15,000 square foot ground-level retail

1,480 total parking spaces

490,000 square foot of above-grade parking area

1 underground parking level for hotel customers

The entire Promenade is bounded by storefronts in Buildings 1, 2, 4, 5, and 6. The primary entrance to the cinema lobby is oriented toward the central plaza at the intersection of the Promenade and Silicon Way. Limited street parking is also provided along the Promenade.

Bicyclists in the Promenade will share the roadway with vehicles, similar to Phase I.

Central Plaza

The Promenade provides a clear and direct connection between the major open space of Phase I, the Hetch Hetchy Green, and the major open space of Phase II, the central plaza. Overall, the open area provides about 150' between Building 2 and Building 5, and 350' between Building 1 and Building 3. MGP has designed the circulation network so that the Promenade section between Disk Drive and Silicon Way can be closed to vehicular traffic for special events, similar to how the City closes sections of Castro Street for special downtown events.



Section View of the Central Plaza

The central plaza is approximately 25,000 square feet and includes areas for outdoor dining and seating, an interactive water feature, retail kiosks, and an additional 391 San Antonio monument (the primary monument is located adjacent to San Antonio Road). When the Promenade is closed to vehicles, the plaza doubles in size to approximately 50,000 square feet. The plaza and Promenade are designed with a special paving treatment and a zero curb line so the entire area visually appears as one large plaza. This will provide a variety of programming and activity options.

MGP provides comparisons of the proposed plaza with other plazas in the country on Sheets G1.01 through G1.05 of the plan set. Staff believes the plaza is adequately sized based on the heights of the surrounding buildings, particularly when the Promenade is closed to vehicular traffic.

MGP states that maintaining vehicular traffic during daytime hours is necessary for the retail stores along the Promenade. MGP believes there will be sufficient pedestrian traffic to warrant closing the Promenade on weekends and weekday evenings.

Building 3

At the northern end of the plaza is Building 3. Building 3 is a conceptual placeholder for a retail building located at the intersection of the Promenade and Silicon Way, adjacent to the rear of the Milk Pail building. The building is intended to screen the rear loading and trash area of existing the Milk Pail building.

Travelling Along Disk Drive

Starting from the Promenade, one can travel down Disk Drive to the east or west. Disk Drive is a two-lane roadway with incomplete sidewalks.

Going west toward San Antonio Road, there is a large, tree-lined sidewalk to the right, but no connection on the left. MGP purposely did this to minimize potential conflict between pedestrians and the loading zone and garage ramp to the underground garage that provides all required office parking for Building 1. These back-of-house areas are necessary for buildings, but staff believes that a minimum 15' separation between the curb and the building be provided for tree-lined sidewalks, and to provide more spacing between Buildings 1 and 2. This will require a reduction in the footprint of Building 1.

Traveling east from the Promenade toward Pacchetti Way, you pass the hotel lobby and the loading area of the Building 4 hotel to the right and the Building 5 parking structure to the left. A 12' pedestrian zone is provided along the left, with no sidewalk on the right. Staff recommends a minimum 15' separation between the curb and the buildings for tree-lined sidewalks, and to provide more spacing between Building 4 (hotel) and Building 5 (parking structure). This will require a significant adjustment to the parking structure or the hotel, and could result in the loss of some hotel rooms.

Bicyclists on Disk Drive will share the roadway with vehicles.

Travelling Along Silicon Way

Starting from the Promenade, you can travel down Silicon Way to the east or west. Silicon Way is a two-lane roadway with incomplete sidewalks.

To the west of the Promenade, Silicon Way is a two-lane roadway with sidewalks on both sides. As you travel down Silicon Way toward San Antonio Road, you pass the loading area and garage ramp to the underground garage that provides all required parking for office uses in Building 2 on the left and an existing one-story office building on the right.

This street is designed to be secondary to the Promenade, but staff believes it should still have sufficient pedestrian zones to make for comfortable circulation. Staff recommends a minimum 15' separation between the curb and Building 2. Also, staff recommends that a tree-lined sidewalk be provided on the side of Silicon Way adjacent to the existing one-story office building. The combination of these changes will require the building footprint of Building 2 to be narrowed.

Bicyclists on Silicon Way will share the roadway with vehicles.

To the east of the Promenade is the Building 5 parking structure where Silicon Way shifts from a street to a garage driveway. This is the "tunnel" that the EPC referred to in their comments. The cinema is located on the upper level of Building 4 and extends over Silicon Way. The only way to turn Silicon Way into an open street would be to significantly reduce the size of the cinema.

Staff would prefer that Silicon Way be an open street, but with the staff-recommended changes, the majority of the project provides attractive pedestrian zones and it may be necessary to allow this one segment of the circulation network to be focused on vehicular circulation. Staff recommends that a minimum 10' pedestrian zone be provided on both sides of Silicon Way within the parking structure, and that strong pedestrian connections be provided from Silicon Way to any storefronts or walkways on the ground floor of Building 6.

Urban Design Summary

In summary, the Phase II project provides a strong pedestrian experience. Staff recommends widened pedestrian zones and connections to improve the pedestrian experience and to provide more spacing between buildings within the project.

- A minimum 18' setback from street curbs to buildings should be required on all major roadways.
- A minimum 15' setback should be required on the minor roadways (Disk Drive and Silicon Way), except for the segment of Silicon Way that is under the cinema, where 10' pedestrian zones should be provided.

Question 1: Does Council concur with the staff-recommended widening of pedestrian zones and spacing between buildings?

Architectural Design

At the prior Council Study Session, Council was generally comfortable with the architectural design of most of the project except for the office buildings. In response to Council direction, MGP revised the design of the office buildings to reduce the visual massing of the buildings. Sheets G2.01, G2.02, and G2.03 of the plan set demonstrate the approach that MGP took to reduce massing. Staff believes the design changes are positive and significantly improve the office building design.

The EPC suggested reducing building heights or adding more step-backs for the elevations on the interior of the project. Staff believes that a visitor walking or biking through Phase II will appreciate larger pedestrian zones and greater space between buildings more than a height reduction from six to five stories or step-backs of the upper level of buildings.

As described above, staff recommends additional massing reduction along the northern side of Building 2.

Question 2: With the revised office design and staff's recommendations, does Council accept the overall design, massing (step-backs/articulation), and heights of the project?

Vehicle Traffic Analysis

Transportation Demand Management (TDM)

MGP agreed to a requirement that peak-hour, office-related trips be reduced by 30 percent when compared to the Institute of Traffic Engineers (ITE) standards, and MGP will join the Transportation Management Association (TMA).

Council approved a 20 percent trip-reduction requirement for the 625 Clyde Avenue project, and Intuit is proposing a 35 percent trip reduction for their new buildings in North Bayshore. Zoning regulations and conditions of approval will require financial penalties if the trip-reduction target is not achieved. MGP and staff believe the 30 percent reduction at this location is feasible due to the proximity to the Caltrain station.

With Google occupying the former Mayfield Mall site, it is expected the TMA will include a major shuttle line between the San Antonio Area and downtown. Such a line will provide free transit options between downtown and the San Antonio Center for all employees and visitors of the hotel, cinema, retail stores, and restaurants.

Staff cannot quantify the potential trip reduction associated with the nonoffice uses; therefore, the required trip reduction associated with this project will be focused on the office use.

Vehicle Level of Service LOS

The General Plan identifies a level of service (LOS) threshold of “D” as the baseline LOS for most of the City, which reflects intersections that have an average wait time of 35 to 55 seconds. Since the measurement is an average, certain movements at the intersection can, and often do, exceed the 35 to 55 second wait time.

The 2030 General Plan identifies two areas in the City, the downtown and the San Antonio Area, as areas that are allowed to function at LOS E (average wait time of 55 to 80 seconds) due to City expectations of retail activity that would have greater traffic levels than other parts of the City.

A Transportation Impact Analysis (TIA) is currently being prepared as part of the Environmental Impact Report (EIR) for the project. The traffic consultant has provided preliminary LOS results for the study intersections during the morning and evening peak periods. These results include the mandatory 30 percent peak-hour trip reduction for the office uses.

The preliminary results indicate all study intersections would continue to operate at acceptable levels of service with the proposed project, except there would be a significant impact at the El Camino Real and San Antonio Road intersection in the cumulative scenario. (Please note that at the time of the EPC hearing, the background and cumulative analysis had not been completed.)

The City’s traffic consultant has identified preliminary measures to redesign the intersections that could reduce the significant impact to acceptable levels through the modifications of through and turn lanes. Any infrastructure improvements proposed to mitigate the impact at this intersection should not be considered a public benefit because they are required to comply with VTA Guidelines and CEQA.

Further analysis of these intersections will continue and all proposed mitigation measures will be available for public review in early 2014.

Public Benefits and Infrastructure

Past discussions with the EPC and Council included the requirement of significant public benefits. On March 19, 2013, the Council held a Study Session to discuss the San Antonio Change Area public benefits and off-site infrastructure improvements. The Council commented that public benefits should be focused on mobility improvements. The EPC and Council can require off-site public benefits since the proposed project is going ahead of the San Antonio Precise Plan.

Floor Area Ratio (FAR)

The City can also require public benefits for projects proposing to exceed the General Plan's FAR in key locations. The General Plan allows up to a 2.35 FAR for the San Antonio Center and, at a prior Study Session, Council stated that 3.0 FAR could be considered at this location with significant public benefits.

FAR is a common land use tool that is used to control trip generation or building mass. In past projects and during the 2030 General Plan process, FAR's traffic-generation aspect was used in office district discussions, while FAR's building mass aspect was used in residential and mixed-use district. Therefore, in office districts, the City does not count above-ground parking structures toward FAR because they do not affect trip generation, whereas the City does count above-ground parking structures toward FAR in mixed-use districts because those structures add to mass.

Phase II has an FAR of 2.82 (for reference, it would be 1.69 without the parking structure). If Phase I and II are combined, the overall FAR is about 2.0.

The Council can choose to consider the project as the second phase of a combined Phase I and Phase II project, in which case the overall FAR complies with the General Plan, or Phase II can be looked at independently, which would require public benefits to exceed 2.35 FAR. Staff does not have a preference because whichever way FAR is calculated, the project warrants significant public benefit since it is allowed to proceed ahead of the Precise Plan.

Public Benefits

MGP has committed to redesign San Antonio Road from El Camino Real to California Street to install bike lanes in both directions and rebuild the median.

The EPC recommends additional public benefits. Staff recommends focusing attention at the roadways and intersections in closest proximity to the project site and improving pedestrian and bicycle mobility at those locations. Based on EPC and Council input to date, staff identified four mobility improvements that are likely to be requirements of new development in the upcoming San Antonio Precise Plan. Any Gatekeeper project allowed to move ahead of the Precise Plan should be required to install improvements adjacent to their project.

1. **Design and construct a signalized pedestrian/bicycle crossing at the intersection of San Antonio Road and the Hetch Hetchy Green.** The General Plan identified the Hetch Hetchy ROW as a potential unifying feature for the Change Area, providing the opportunity for open space and pedestrian and bicycle circulation. San Antonio Road and Showers Drive are major barriers for pedestrian and bicycle traffic through the Change Area.

At their October 23 Study Session on the Target Gatekeeper project, the EPC supported a pedestrian/bicycle crossing along the Hetch Hetchy right-of-way on Showers Drive. The MGP Phase II project should be required to install a similar crossing. Such a crossing could inconvenience vehicular traffic on San Antonio Road, but would provide a significant benefit to pedestrian and bicycle traffic.

2. **Design and construct improvements to the California Street and Pacchetti Way intersection to improve pedestrian and bicycle circulation.** This intersection should be designed to maximize the efficiency of pedestrian and bicycle movements along California Street, and into and out of the San Antonio Center. Improvements could include revised striping, signage, curb locations, or the possibility of a pedestrian/bicycle “scramble,” which would stop all vehicular traffic while allowing any pedestrian or bicycle movement to occur in any direction. Staff believes this improvement would be a requirement of the upcoming San Antonio Precise Plan; therefore, this project should be required to make this improvement.
3. **Design and construct improvements to the San Antonio Road and California Street intersection to improve vehicular, pedestrian, and bicycle circulation.** Based on field observations, public comment, and preliminary traffic data, vehicular movements at this intersection could be improved by adding a second left turn on southbound San Antonio Road. In addition, measures to increase pedestrian and bicycle safety and efficiency should be implemented.
4. **Dedicate an additional 5’ of ROW on California Street for a buffered bike lane.** California Street has adequate room for bike lanes. As part of the San Antonio

Precise Plan, a buffered bicycle lane may be required on California Street. The buffered lane could be accommodated through vehicular lane reduction or additional land dedication, and will be studied in the Precise Plan EIR. The San Antonio Precise Plan expectations for California Street will likely be determined by the time the Phase II project comes to Council for final action. The applicant can plan their project with the expectation the extra dedication will be required. If it is determined the extra dedication is not needed before the final Council action on Phase II, the applicant can adjust their project to take back the 5'.

Typically, the City requires financial contributions toward mobility projects as part of a new office development. In this case, staff believes the proposed improvements listed above, in conjunction with the bike lane project on San Antonio Road MGP committed to, may be sufficient to satisfy the project's responsibility for mobility improvements.

Question 3: Does Council support the staff recommended mobility improvements and consider these improvements, in addition to the applicant's proposal for bike lanes on San Antonio Road, to be sufficient public benefit for the project?

Other Issues

MGP Request for P District

MGP requests the Phase II project be processed as a P District rezoning of the Phase I and Phase II property instead of an amendment to the P(9) San Antonio Center Precise Plan. Regardless of the approach for Phase II, the entire Change Area will be brought into the new San Antonio Precise Plan when the new Precise Plan is adopted in December 2014 (see Attachment 4 – Letter from MGP).

The Phase II Gatekeeper was authorized in December 2011 and was planned to be an amendment to the P(9) San Antonio Center Precise Plan, which is the process used for Phase I. Since that time, several Gatekeeper proposals to implement the 2030 General Plan ahead of the Change Area Precise Plans have been approved using the P District rezoning approach where the P District would serve as an interim zoning until the Precise Plans are completed. Had the original Gatekeeper occurred in 2012 or 2013, staff would have recommended the P District approach because it is somewhat easier to process. The P District approach was recommended by staff for the Target project in the P(11) Precise Plan.

The primary difference between the two approaches is the potential scope of the P(9) Precise Plan Amendment could include discussion of land in the shopping center outside of MGP's control. Staff has expected the P(9) Precise Plan Amendment would

only consider the MGP Phase II property, but the P District approach makes this more formal and clear.

Question 4: Does Council have a preference for the project to be processed as a Precise Plan Amendment to P(9) or as a separate P District?

CONCLUSION

The project complies with several General Plan policies for the San Antonio Change Area as discussed earlier in this report:

- The applicant is proposing a mix of land uses, including shopping, dining, entertainment, lodging, and employment, which is encouraged for the San Antonio Center and will create destination location(s).
- The proposed market/restaurant at California Street and Pacchetti Way provides an opportunity for a neighborhood-serving use with a large, attractive outdoor eating area, which provides a transition to the adjacent neighborhood from the higher-density development.
- The intensity of the proposed project is supported by several transit options, in addition to the applicant's commitment to a mandatory 30 percent peak-hour trip reduction for office trips and joining the TMA.
- The massing of the proposed office buildings has been reduced by providing large setbacks on the upper levels with projections on the lower levels, similar to the Fenwick & West building in downtown.
- The project has been designed to complete the Hetch Hetchy Green frontage with ground-floor retail and restaurants, and a continuation of the Promenade from the Phase I development into the Phase II central plaza space.
- The ground-floor commercial/retail storefronts continue around to the San Antonio Road and California Street frontages.
- The project will include a tribute to the historical events that occurred at 391 San Antonio Road.
- The applicant's proposal to realign the median on San Antonio Road and install bike lanes on both sides of the street from El Camino Real to California Street supports City goals for improved bicycle circulation.

- With the staff-recommended mobility improvements, the project would significantly improve pedestrian and bicycle connections to the San Antonio Center consistent with Council direction in the San Antonio Precise Plan.

RECOMMENDATION

Staff requests Council input on the project as a whole, and in particular the following questions about urban design, mobility improvements, and process:

1. Does Council concur with the staff-recommended widening of pedestrian zones and spacing between buildings?
2. With the revised office design and staff's recommendations, does Council accept the overall design, massing (step-backs/articulation), and heights of the project?
3. Does Council support the staff-recommended mobility improvements and consider these improvements, in addition to the applicant's proposal for bike lanes on San Antonio Road, to be sufficient public benefit for the project?
4. Does Council have a preference for the project to be processed as a Precise Plan Amendment to P(9) or as a separate P District?

NEXT STEPS

Following feedback from the City Council at this Study Session, the applicant will revise their project plans and continue with the development review process and environmental review process. As the project review continues, there will be more detailed analysis on pedestrian and bicycle circulation, architectural details, building materials, and landscaping. The upcoming schedule for the project is as follows:

- The Draft EIR will be available for public review in early 2014.
- A Bicycle/Pedestrian Advisory Committee (B/PAC) meeting is anticipated in early 2014.
- An EPC Public Hearing is expected in spring 2014, where the EPC will make a formal recommendation on the legislative action (Precise Plan Amendment or P District rezoning) and the Final EIR.

- An Administrative Zoning hearing in spring 2014 where the Zoning Administrator will make a formal recommendation on the development project and Final EIR.
- A City Council hearing in June/July 2014 where the City Council will take a final action on the entire project.

PUBLIC NOTICING

Agenda posting and mailing to interested parties and all property owners within 1,000' radius of the project site.

PG-RT/7/CAM/887-10-29-13SS-E

Attachments: 1. San Antonio Center Precise Plan
2. Phase I Site Plan
3. Project Plans
4. Letter from MGP

CITY OF MOUNTAIN VIEW
SAN ANTONIO
CENTER
PRECISE
PLAN

SAN ANTONIO CENTER PRECISE PLAN
P(9)

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

NOVEMBER 29, 1988

RESOLUTION NO. 15488

<u>AMENDED</u>	<u>RESOLUTION NO.</u>	<u>SUMMARY</u>
July 9, 1991	15288	Changing landscaping, signing, building height, storefront review, bicycle circulation and parking requirements, and revising exhibits accordingly.
November 26, 1991		Finalizing wording regarding tenant signs as directed by Council on July 9, 1991.
February 11, 1992	15373	Remove language limiting veterinary clinics to one specific location.
March 8, 1994	15674	Significantly revising format and criteria, including goals, uses, development criteria and the development review process.
April 25, 1995	15828	Changes promoting child care facilities.
March 4, 2008	17288	Add language prohibiting large-scale building material stores and/or lumber stores.
June 14, 2011	17620	Allow 188,000 square feet of additional commercial area and up to 350 residential units.

San Antonio Center Precise Plan

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PART I

BASIS OF PRECISE PLAN POLICY

1.1 PURPOSE

The purpose of this document is to provide a framework for development in the San Antonio Center (the "Center") which will guide future actions. The Center was originally designed as an auto-oriented shopping destination and is composed of large, single-story retail stores surrounded by expansive parking lots. The intent of this Plan is to guide future development by encouraging a mix of uses and the creation of vibrant, active, pedestrian-oriented street frontages throughout the Center while enhancing internal and external connectivity.

1.2 SAN ANTONIO CENTER BOUNDARIES

The San Antonio Center is a primary gateway into the City since it is located on the western edge of Mountain View near the cities of Los Altos and Palo Alto. The Center is bounded by El Camino Real, San Antonio Road, California Street and Showers Drive.

The entire Center measures 56 acres and has multiple ownerships. The site is bisected by an 80' wide San Francisco Public Utilities Commission Hetch-Hetchy property with specific development restrictions. The San Antonio Center Precise Plan divides the Center into two Areas (see Figure 1):

Area 1—Contains 16 acres primarily located at the corner of San Antonio Road and El Camino Real and properties abutting the Hetch-Hetchy easement.

Area 2—Contains the remainder of the Center totaling 40 acres.

1.3 THE VISION AND GOALS FOR SAN ANTONIO CENTER

Coordinated efforts amongst the property owners are a key element to improving the current condition of the shopping center. The goals of this Plan are to encourage individual property upgrades and assemblages that will develop in phases, provided that each phase promotes the overall viability and desired coordination of the Center. Area 1 is poised to become the newly developed portion of the Center and will help invigorate the Center by introducing a mix of varying land uses and densities. This Area will also set the tone for any further revitalization efforts for the Center by providing the basic framework for circulation, architectural and open space designs.

This Plan provides the land use and design criteria to guide the rebuilding and strengthening of the San Antonio Center. While it encourages extensive redevelopment and consolidation of retail, office and residential space, it allows for gradual change, recognizes the separate ownerships and long-term ground leases, and provides the ability to use each property independently. Older buildings can be remodeled, uses can be added and new construction can occur; however, each change will provide the basis for greater coordination throughout the site. This Plan also presents design criteria focused on aiding in the development of a pedestrian-oriented Center by incorporating new streetscapes within newly developed parcels that are linked with older sections of the Center. An integrated grid circulation system, gathering places and high-quality architectural building design will add vitality to the existing Center. In order for the Center to be successful, access; pedestrian, bicycle and vehicular circulation; parking; landscaping; signing; and building design shall be coordinated. To ensure coordinated access and circulation, reciprocal parking and access agreements will be required for all properties provided, however, residential uses shall provide private resident parking.

1.4 **PRINCIPLES AND OBJECTIVES**

The 1992 General Plan, the 2009 Economic Resources Strategy, the Guiding Principles of the Grand Boulevard Initiative and the General Plan 2030 Visioning Process Report all support the following goals which form the basis of the specific criteria which are contained in this Plan:

- A. **Regional Status**—Reinforce the regional status of the Center by ensuring that it provides regional services to Mountain View residents and attracts customers from the surrounding area.
- B. **Improve Design and Image**—Make substantial design improvements to the Center's buildings and site, creating a quality image of an attractive shopping center at this gateway location.
- C. **Retail Sales Tax**—Revitalize the Center to enhance the success of the retail businesses and bolster retail sales tax revenues.
- D. **Coordination**—Ensure that access, signage, building design and on-site circulation support the image of a single cohesive center.
- E. **Pedestrian Connections**—Encourage pedestrian walkway connections and amenities to help attract customers, link uses and revitalize the Center.
- F. **Bicycle Connections**—Provide safe and well-designed connections and amenities for bicyclists who are either residents or users of the Center.

- G. **Integrated Circulation System**—Redesign the existing circulation pattern in a grid-like system with tree-lined sidewalks and pedestrian amenities throughout the Center and links to the surrounding neighborhood.
- H. **Links to Transit**—Create efficient routes throughout the Center linking users to the San Antonio Caltrain Station, El Camino Real Transit Service and the VTA's Transfer Bus Station.
- I. **Flexibility**—Recognize the dynamic nature of the retail industry and accommodate through Plan flexibility and development review process.
- J. **Mix of Uses**—While continuing to reinforce the Center as a shopping destination, promote uses that create a synergistic and dynamic environment.
- K. **Place-Making**—Create interesting and special gathering experiences and frontage that transform the shopping center into a dynamic environment where people want to be and interact.
- L. **Open Space**—Incorporate smaller open spaces such as plazas and private courtyards that can vary in character and function while providing recreation and open space opportunities.
- M. **Sustainable Development**—Pursue sustainable design, engineering and construction methods.

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PART II

USE CRITERIA

2.1 PURPOSE

The Center is intended to serve patrons and residents who will be arriving by transit, bicycle, on foot or by private vehicle. A full line of comparison retail goods is desired to encourage comparison shopping. Large-scale retail establishments will help anchor the Center for the smaller tenants and attract local patrons as well as patrons from other communities. Neighborhood retail uses will help serve nearby residential areas and newly created residential units in the Center. Locating new residential units in the Center will enliven the area and create more demand for varied uses, and residents will take advantage of the close proximity to transit for their transportation needs. Storage and other uses which create long, uninteresting wall spaces along pedestrian ways should also be avoided. The Plan will rely on the expertise and coordination of the Center managers to maintain the tenant and use mix.

While the Center will remain as a major regional shopping center, other uses are included as provisional uses which complement its retail function and add activity to the Center. Such uses shall require approval as described in the Administration Chapter of the Precise Plan.

2.2 PRINCIPALLY PERMITTED USES

Shopping centers should provide a broad spectrum of uses. A combination of eating and drinking facilities, large- to small-scale retail stores and personal service uses are recommended to provide a compatible range of goods and services to the community. Large-scale retail establishments will help anchor the smaller tenant uses and will provide a draw for regional shoppers.

The following uses are principally permitted uses in both Areas 1 and 2 of the Center:

- A. **Large-Scale Retail Businesses.** Large-scale retail establishments are those that sell multiple categories of goods such as department stores, or single category goods such as home furnishings or office equipment. These establishments typically occupy 10,000 square feet or more.
- B. **Medium and Small-Scale Retail Businesses and Personal Service Establishments.** Medium- and small-scale retail establishments are those that occupy between 1,000 and 10,000 square feet and typically sell specialty

goods such as jewelry, cards, gifts, shoes, specialty foods, etc. Personal service establishments provide services of a personal convenience nature, such as cleaning, repair or sales incidental thereto. Examples of personal service establishments include beauty salons and barbershops, nail salons, art, dance or music studios, shoe repair shops, Laundromats, dry cleaning establishments, tailors and office services such as typing, copying and faxing.

- C. **Restaurants**, including those with outdoor seating and/or serving beer and wine clearly ancillary to food service. Drive-up food service facilities are not allowed.

Generally, appropriate uses as identified in the following list are designated to provide guidelines for complementary uses that would benefit both the Center and the community. This list is not intended to prohibit other uses. The service and retail uses that are generally appropriate within the Center are:

- Apparel stores
- Variety stores
- Jewelry stores
- Delis and take-out food shops
- Shoe stores
- Grocery stores
- Coffee shops
- Beauty/health Stores
- Bookstores
- Office supply/stationary stores
- Pet stores
- Sporting goods stores
- Barbershops
- Junior department stores
- Candy stores
- Community rooms
- Liquor stores
- Appliance stores
- Housewares
- Bakeries
- Cleaners
- Photography studios
- Art galleries
- Multi-category large-scale retail
- Single category large-scale center
- Florists
- Gift stores
- Art shops
- Hobby shops
- Beauty salons
- Fabric stores
- Music shops
- Post office
- Restaurants and cafés
- Consumer electronics
- Camera shops
- Hardware stores
- Furniture stores
- Drug stores
- Museums
- Specialty food stores
- Home goods stores
- Department stores

2.3 **PROVISIONAL USES**

While the focus of the Center will be retail, residential mixed-use development may be permitted within Area 1 of the Center. Residential mixed-use development is typically a building with ground-level commercial uses or parking and multi-family stacked units above. Residential uses are intended to complement the commercial uses on-site and invigorate the Center by providing a 24-hour presence.

The following uses may be acceptable subject to City review.

Areas 1 and 2:

- A. New office uses in existing buildings and new office uses in new developments.
- B. A hotel.
- C. Any establishment providing entertainment, permitting dancing or serving alcoholic beverages (other than beer and wine in conjunction with food).
- D. Veterinary clinics, pet hotels and pet day-care facilities enclosed within the building.
- E. Child-care facilities, private school establishments and tutoring centers.
- F. Dentists and optometry offices.
- G. Financial institutions such as banks, accountants and tax preparers.
- H. Health and fitness centers.
- I. Movie theaters.

Area 1 only:

- A. Up to 350 residential units with private resident parking (limited to the parcel south of the Hetch-Hetchy easement).

2.4 **PROHIBITED USES**

The following uses are prohibited from being located in the Center since these uses do not support the vision and goals for the San Antonio Shopping Center:

- A. All drive-through or drive-up operations are prohibited. Drive-through and drive-up operations are those where food or other products or services may be purchased by motorists without leaving their vehicles. Such facilities include drive-up teller windows in banks, and drive-up oil changing facilities, etc., but does not include automatic teller machines (ATMs).
- B. Vending machines such as those used to dispense sodas, snacks, movie rentals and cigarettes are prohibited, except when located within a fully enclosed building, and not including reverse vending recycling redemption centers.
- C. Large-scale, warehouse-type building material stores and/or lumber stores are prohibited. Large-scale building material stores and lumber stores are wholesale or retail establishments selling lumber and/or other construction materials and building supplies.
- D. Auto-oriented uses, including service stations and repair garages for minor repair.

2.5 **TEMPORARY USES**

Outdoor or seasonal product sales are considered to be temporary uses and shall comply with the Administration Chapter of the Precise Plan.

PART III

DESIGN CRITERIA

3.1 PURPOSE

The following design criteria are intended to provide a framework for the character and development envisioned for the San Antonio Center. The criteria define the general mandates for a comprehensive development concept for all properties at the San Antonio Center.

3.2 DESIGN REQUIREMENTS FOR ALL DEVELOPMENTS

3.2.1 **Applicability**

For all changes of occupancy or use, new tenancies and building additions, the Zoning Administrator may require owners to make exterior improvements, including landscaping, trash enclosures, painting and parking lot improvements. The extent of required improvements shall relate to the magnitude of the change requested, the building size and the extent of upgrading already accomplished on the property. It may also relate to the length of the lease. Generally, the improvements must be made prior to occupancy.

All projects shall substantially apply with this Design Requirements for all Developments and Section 3.3, Design Guidelines for All Developments.

3.2.2 **Site Design**

A. Coordination:

Site improvements and buildings shall be coordinated with adjacent properties to ensure the potential, if not the immediate, realization of shared access and coordinated parking (residential uses shall provide private parking). Grading, parking and landscape treatment shall relate to adjoining properties. Mutual access agreements shall be required.

The applicant shall submit a comprehensive site plan of the entire Center area showing how the development fits with other existing or approved developments at the Center, including the Master Circulation Plan. It is the applicant's responsibility to demonstrate how the proposed development meets the goals and criteria of this

Precise Plan. Additional exhibits in support of the application are encouraged.

The Hetch-Hetchy right-of-way should be considered as a unifying open space and circulation element that runs through the entire Center.

B. Intensity:

The maximum building potential for the entire Center will be 961,000 square feet (gross) of commercial development divided in the following manner:

Lot A—a maximum of 311,000 square feet (gross) of commercial development and 350,000 square feet (gross) of residential development but in no case over 350 residential units.

Lot B—a maximum of 650,000 square feet (gross) of commercial development.

C. Circulation:

The San Antonio Center includes a disconnected circulation system that significantly contributes to the lack of unity and wayfinding within the Center. The implementation of an integrated network of complete streets for pedestrians, bicyclists and motorists is required to improve the circulation system and the success of the Center.

1. Vehicular

- a. A well defined internal circulation route which provides clear, direct access to all areas of the Center shall be provided. For descriptive purposes this route shall be called "the interior circulation route." This interior circulation route shall generally comply with the Master Circulation Plan (see Figure 2) and shall accommodate vehicular and bicycle traffic in both directions in a unified street grid pattern system streets. Large-scale and small-scale developments shall coordinate their site designs to access the interior circulation route. The interior circulation route shall be shown on all development proposals and must connect to existing or demonstrated potential routes on adjacent parcels.

- b. Entry/exit driveways from public streets shall proceed directly to the internal circulation route. These driveways should accommodate traffic in both directions.

2. **Pedestrian**

Pedestrians are a critical component to the success of this Center. Engaging pedestrians from the main public rights-of-way and providing interesting paths of travel within the Center are important components to the redesign of the Center.

- a. A safe, attractive, clear pedestrian circulation system throughout the Center is a critical unifying element and will contribute to the successful revitalization of the Center. The pedestrian circulation system shall be designed to encourage pedestrian rather than vehicular travel on the site, and to encourage destination shoppers to venture into other stores and areas of the Center.
- b. Direct pedestrian connections to pedestrian crosswalks at surrounding streets, as well as at all major vehicular entranceways, shall be part of the integrated pedestrian network. Pedestrian access to the building should be visually and functionally clear from all public rights-of-way.
- c. Pedestrian paths and connections throughout the Center shall facilitate pedestrian mobility and include consistent sidewalks that incorporate landscaping and paving treatments, pedestrian-level lighting and signage. Coordination of the design and location of pedestrian connections is required.
- d. A separated sidewalk is required along the El Camino Real frontage with a minimum planter width of 6' and a minimum sidewalk width of 10'.
- e. A separated sidewalk is required along the San Antonio Road frontage with a minimum planter width of 6' and a minimum sidewalk width of 5'.
- f. Special attention shall be directed at linking pedestrians to the San Antonio Caltrain Station, El Camino Real Transit

Service and the VTA's bus transfer station on Showers Drive.

3. **Bicycle**

Bicycling is increasingly becoming an important mode of transportation in Mountain View and other Bay Area communities. Providing the Center's users with well-designed and integrated paths of travel is an important component to the Center's circulation design.

A bicycle access and bicycle circulation system through the Center shall be required as shown in the Master Circulation Plan. A bicycle circulation route within the Center with paths and connections to surrounding streets, as well as at all major vehicular entranceways, shall be part of the integrated bicycle network. The provision of bike parking facilities at convenient and evenly distributed locations throughout the Center shall be required in accordance with the Zoning Ordinance for both commercial and residential uses.

D. **Parking:**

The majority of parking provided at the San Antonio Center is surface parking. While parking is necessary for the success of the Center, it should be provided in a manner that does not hinder the vision for the Center.

1. **Number of Spaces Required.** Vehicular parking for all permitted or provisional uses other than residential shall be provided for the Center or any incremental development in compliance with City of Mountain View ordinances governing the number of required parking and loading spaces including handicap parking spaces. Private residential parking shall be provided at a ratio of one parking space per bedroom. Bicycle parking shall be provided in accordance with the City of Mountain View Zoning Ordinance governing the number, style, location or type of required bicycle parking facilities.
2. **Alternative Parking Options.** In order to reduce the number of surface lots in the Center, alternative parking options to surface lots is encouraged for both redevelopment and new development projects. Rooftop parking and other structured parking, such as podium and underground parking, is

permitted. Above-grade parking garages along a public street frontage, however, are discouraged. The Zoning Administrator may reduce the total amount of required parking if the applicant provides alternative parking options for the Center, including, but not limited to, rooftop parking and parking structures. Wayfinding amenities to parking structures will be required.

3. **Deferral of Spaces.** The Zoning Administrator may approve deferral of one or more required on-site parking spaces to a future time if the applicant can demonstrate that the tenant will not need the number of parking spaces required by this chapter for that use and the parking to be deferred can be utilized for other aesthetic amenities not otherwise required under this Precise Plan.
4. **Dimensions.** Parking stall, backup and aisle dimensions shall also comply with applicable City of Mountain View standards and requirements.
5. **Location.**
 - a. The parking spaces required (including loading, bicycle and handicap) shall be determined for each proposed development and shall be contained within the ownership associated with said proposal; however, all parking other than private residential parking shall be accessible to other properties in accordance with the existing Reciprocal Parking Agreement in the Center.
 - b. Parking should be avoided along the principal interior circulation route or entrance driveways, nor curvilinear sections where the line of sight is restricted, at intersections of the road with other primary drives, or other locations where dangerous turning movements may result.

E. **Landscaping:**

Landscaping in the Center can become a key component to its success as it can be designed to create interesting street frontages and open spaces such as plazas and private courtyards that vary in character and function while providing place-making opportunities.

All landscaping plans will comply with the requirements set forth in the City of Mountain View's Landscaping Ordinance unless specifically specified in this section. A detailed landscape plan for the Center shall be developed to unify the site and to set forth detailed landscape requirements. This plan shall show a unified grid system of streets with a focus on how the proposed landscaping along walkways, pedestrian-scaled lighting and signage help create attractive streetscapes within the Center. The plan shall encompass the entire property on which the development is proposed and will coordinate with existing landscaping on adjacent properties.

1. **Minimum Amount Required.** Each area of the Center (defined as a proposed or existing development that is designed and submitted as a single unit and maintained and operated under a single property manager) shall provide a minimum of 15 percent of the total site area of landscaping. Landscaping is defined as the total lot area minus the areas covered by buildings and vehicle-oriented paving.
2. **Streetside Landscape Buffer.** Perimeter landscaping shall be supplemented with groundcovers, shrubs, trees and features that are sufficiently tall and continuous to screen parking lots. Lush foundation planting along building walls will be required to add interest to the streetscape.
3. **Tree Canopies.** Both perimeter and interior landscaping shall include a predominance of canopy trees. The location and spacing will be dependent on type of tree used, but the effect shall be consistent tree cover that will provide shade. Generally, a minimum 24" box tree shall be installed every 3 parking spaces. Generally where there are 25 or more parking spaces in an otherwise unbroken row, a minimum 8' wide tree island shall be installed every 10 to 12 spaces. These trees will help provide an identifiable image for the Center.
4. **Landscaping Along Pedestrian Ways.** Landscaping will be required along sidewalks with the installation of 24" box street trees, shrubs and groundcovers that also buffer building, parking and street edges. Integral planters or wing walls that incorporate landscaped areas and/or sitting areas are also highly recommended. The use of landscaping along pedestrian walkways along with appropriate lighting will provide a safe and comfortable pedestrian experience.

5. **Landscaping Along Vehicular Ways.** Landscaping will be required along all vehicular entries from the surrounding City streets to the interior circulation road. Landscaping shall be maintained so as to not obstruct views from vehicles at driveways. Vegetation at all site distance zones shall not exceed 3' in height.
6. **Irrigation.** All landscaped areas shall be provided with fixed irrigation systems and will meet the Water Conservation requirements set forth in the City's Landscaping Ordinance.

F. **Minimum Lot Size:**

All newly created lots must be a minimum of 40,000 square feet. Existing lots of record may be developed with the uses permitted by this plan and in accordance with the development standards of this plan.

3.2.3 **Building Design**

One of the keys to a successful Center is to encourage substantial design improvements to the Center's buildings and site, creating a quality image of an attractive shopping center.

A. **Building Orientation:**

All buildings in the Center shall be contiguous to pedestrian walks to minimize the need for pedestrians to cross vehicular areas in moving from store to store or building to building and to encourage shoppers to use nonvehicular forms of transportation. Moreover, buildings shall be oriented so that primary entries and display windows are accessible and clearly visible to shoppers and/or to the street for major tenants. To create an engaging and interesting pedestrian experience, welcoming storefronts should front the Center's main public streets and internal grid system. Backs of buildings and walls without storefronts should be avoided along public streets.

B. **Building Setbacks:**

No minimum setback for buildings is required from public streets or internal streets. Through the development review process, the City may determine that setback area is necessary on a case-by-case basis.

Parking lots shall be set back at least 25' from public streets, measured to the nearest face of curb.

C. **Coordinated Design:**

Coordinated architectural features, building groupings, open space areas and major circulation routes shall be used to unify the site. From the peripheral streets and the parking lots, one should be aware of an inviting image and forms which create a sense of both flow and unity.

D. **Sustainable Design:**

All buildings will be required to meet current City of Mountain View Green Building Ordinance requirements. Through the project review process, methods of exceeding the City's minimum requirements will be encouraged depending on the scope of the proposed project.

E. **Transit Amenities:**

All new construction shall provide transit amenities including, but not limited to: transit pass subsidies, convenient and secure bicycle parking, on-site pedestrian/bicycle pathways leading to transit centers with appropriate lighting and signage, special parking for carpool/vanpool/electric vehicles and charging stations for electric vehicles.

3.2.4 **Sign Design**

Signage for the Center should be designed to be attractive and modern and provide the patrons and residents wayfinding opportunities throughout the Center.

A. **Master Sign Program:**

All properties with greater than 10,000 square feet of gross floor area shall have a master sign program designed in accordance with the general provisions outlined in this Plan. The master sign program shall contain the criteria for freestanding signs, signage for freestanding stores, storefront signs, general sign criteria and directional signs as stated below. Signage shall be designed to minimize the amount of needed signage and to be in keeping with Center architecture. Signage shall be specifically located and sized for visibility without being intrusive to the site or neighborhood.

Exceptions to the sign regulations listed below can be permitted with a Master Sign Program and shall be subject to review and approval of the Zoning Administrator.

B. Signage for Freestanding Stores:

Freestanding stores may have one building-mounted sign per building frontage, generally 1 square foot per linear foot of frontage, up to a maximum of 300 square feet, and only oriented toward that the frontage it is on.

C. Storefront Signs:

Signs as part of storefronts on multi-tenant buildings must be within the tenant's storefront area and not beyond and must comply with the Master Sign Program. No signs may be placed on roofs. All signs that are parallel to the front wall of a store must be designed as an integral part of the storefront itself and included in the original design submitted. Storefronts may have one building-mounted sign and one pedestrian-oriented suspended sign or vertical blade sign. Total building-mounted sign area shall not exceed one (1) square foot for every one (1) linear foot of store frontage. Vertical blade or suspended signs may not exceed five (5) square feet and may not project below seven (7) feet above the ground.

D. General Sign Criteria:

1. No signs may be placed on roofs.
2. Signs shall be parallel to the wall on which it fronts unless it is a pedestrian-oriented-suspended sign.
3. Generally, signs shall have individually mounted letters.
4. Signage shall be designed as an integral part of the architectural design.
5. The size, location and design of signs shall be subject to review and approval by the Zoning Administrator through the Development Review process.

E. **Sign Modifications:**

Sign modifications which are in accordance with the approved sign program must be approved by the building owner and submitted to the Planning Division for review of consistency with the Master Sign Program and appropriateness in the specific location. In most cases, approval for individual signs can be given administratively without need for further architectural review. Any proposed changes for the Master Sign Program must be approved by the Zoning Administrator.

F. **Freestanding Signage:**

1. One major freestanding Center identification sign is permitted for the intersection of San Antonio Road and El Camino Real. One major Center identification sign is also permitted for the intersection of California Street and Showers Drive. Other major identification signs can be approved through the Development Review process. The final size, design, location and number of tenant names shall be subject to Zoning Administrator approval through the Development Review process.
2. No more than one (1) freestanding sign oriented to each of the four City street frontages is permitted. The final size, design, location and number of tenant names shall be subject to Zoning Administrator approval through the Development Review Process.
3. Compliance with Section 3.2.4.A, Master Sign Program, is required.

G. **Directional Signage:**

Directional signage shall be developed in conjunction with each new large-scale development or renovation to direct on-site traffic to other locations at the Center and to guide vehicles for deliveries, entering and exiting. Directional signs are generally needed at each intersection of the major on-site circulation routes for pedestrians, bicyclists and motorists.

H. **Supergraphics:**

Supergraphics may be allowed as part of a new redevelopment project and incorporated as part of the Master Sign Program subject to the review and approval of the Zoning Administrator.

Supergraphics are defined as being large, usually brightly colored, graphic images of simple design portraying lifestyle images.

3.3 **DESIGN GUIDELINES FOR ALL DEVELOPMENTS**

3.3.1 **Site Design**

A. **Site Furniture and Materials:**

1. Paving for all pedestrian walkways should be of similar or complementary character so as to clearly orient users and emphasize the pedestrian walk areas. High-quality paving materials such as pavers or textured or stamped concrete mixed with pavers will be encouraged.
2. Outdoor furniture such as trash receptacles, seating, bike racks, shade structures, lighting and plant materials should be designed as integral parts of the site, not randomly placed as afterthoughts. Design criteria for all these elements should be originally required as part of the development application.

3.3.2 **Building Design**

A. **Building Height:**

1. With the exception of architectural elements such as towers, parapets, commercial buildings should be limited to 55' in height. Other architectural elements may extend above the height if the elements are deemed necessary for the architectural design.
2. Hotel and residential uses should be limited to seven stories or 80', whichever is less, and must be sited so that it does not block views into the Center from all major intersections. Architectural elements necessary for the proposed building design may extend above this height limit.

B. Architectural Design:

1. Although an architectural "vocabulary" may be established for the Center, the design of new buildings should avoid a forced identity such as Spanish colonial or "Town and Country." Existing and new structures should be related through the use of complementary color, texture and scale.
2. Each building on the project site should have strong design integrity. Its integrity as a building should be maintained visually yet the stores within these buildings can be set off one from another at the pedestrian level and designed not to obscure the overall building design. A unique environment should be created which maintains harmony between stores and which also allows each business to establish its own presence without competing with its neighbor for attention.
3. "False front" architecture where facade elements appear to be pasted onto flat box structures as appliqués is not permitted. Detail elements should appear integral to the design. Buildings should incorporate wall plane changes that are significant enough (at least 18" with larger changes preferred) to provide more of a sense of assembled volumes rather than appliqués over a box. Front facade materials, design articulation and details should be carried around all visible sides of the building, including those visible from adjacent residential or commercial parcels. Towers, roofs and parapet elements with visible sides should be deep enough to appear as solid volume elements, not as narrow wall extensions.
4. Building mass should be broken into smaller elements, consistent with the proportions of the architectural style selected. Facades should be broken down into smaller units through the use of offsets, projections, recesses, pitched or stepped rooflines, overhangs, vertical accents and other elements of the building's mass; simply changing materials or color is not sufficient to accomplish this.
5. To ensure buildings along any street display the greatest amount of visual interest and reinforce the character of the streetscape, their ground levels shall be pedestrian-friendly in scale, design and use of materials. Ground floors should have elements such as: easily identifiable entries, multiple large

storefront windows, projecting sills, varying door styles, pedestrian-scaled signs and attractive awnings.

6. To provide visual connection between activities inside and outside the Center's building facades facing public streets and customer parking lots, they must provide entries, arcades, display windows, trellis structures, awnings or similar elements to provide facade depth and visual interest. An exception could be considered for corner parcels where an outdoor plaza may be the main visual connection into the Center.
7. Building materials should be of the highest quality. Appropriate exterior materials include, but are not limited to, wood, tile, brick, glass, stucco, concrete, marble, stainless steel, metal panels, stone, painted steel and painted aluminum.
8. Variety through detail, which will contribute to the design at human scale, is encouraged. Arcades, trellises, lattice work, building bases, recessed windows which produce shadows, and moldings and trim which break up building surfaces and blank walls should be encouraged.
9. Parking structures should be visually enhanced with design treatment that improves their appearance and minimizes their size. Features which add detail and articulation to the structure, such as punched openings, decorative bands of accent materials, green screens, trellises, planters, artwork, etc., should be incorporated. Exterior materials should be harmonious with surrounding buildings and integral with the treatment of the buildings they are built to serve. Rooftop parking is encouraged, and shall include a minimum 36" screen wall around the periphery of the top deck.
10. Lighting standards may be a maximum of 30' to 40' in height. Rooftop lighting shall not be visible from the public street.

PART IV

ADMINISTRATION

4.1 GENERAL

4.1.1 **Development Review Process**

The Zoning Administrator shall administer discretionary City review of any exterior changes, new building area, signage, changes of use and interpretation of this Precise Plan based on the Zoning Ordinance Administration (Chapter 36, Article XII) section of the Mountain View City Code and the following criteria:

- A. New construction of buildings affecting less than 50,000 gross square feet shall be submitted for review and a public hearing before the Zoning Administrator for final action.
- B. New construction of buildings affecting more than 50,000 gross square feet, or any project with residential uses, shall be submitted for review and a public hearing before the Zoning Administrator, where a written recommendation and any suggested conditions will be forwarded to the City Council for final action at a public hearing.

SanAntonioCenter-PP^(Version 2)

FIGURE 1

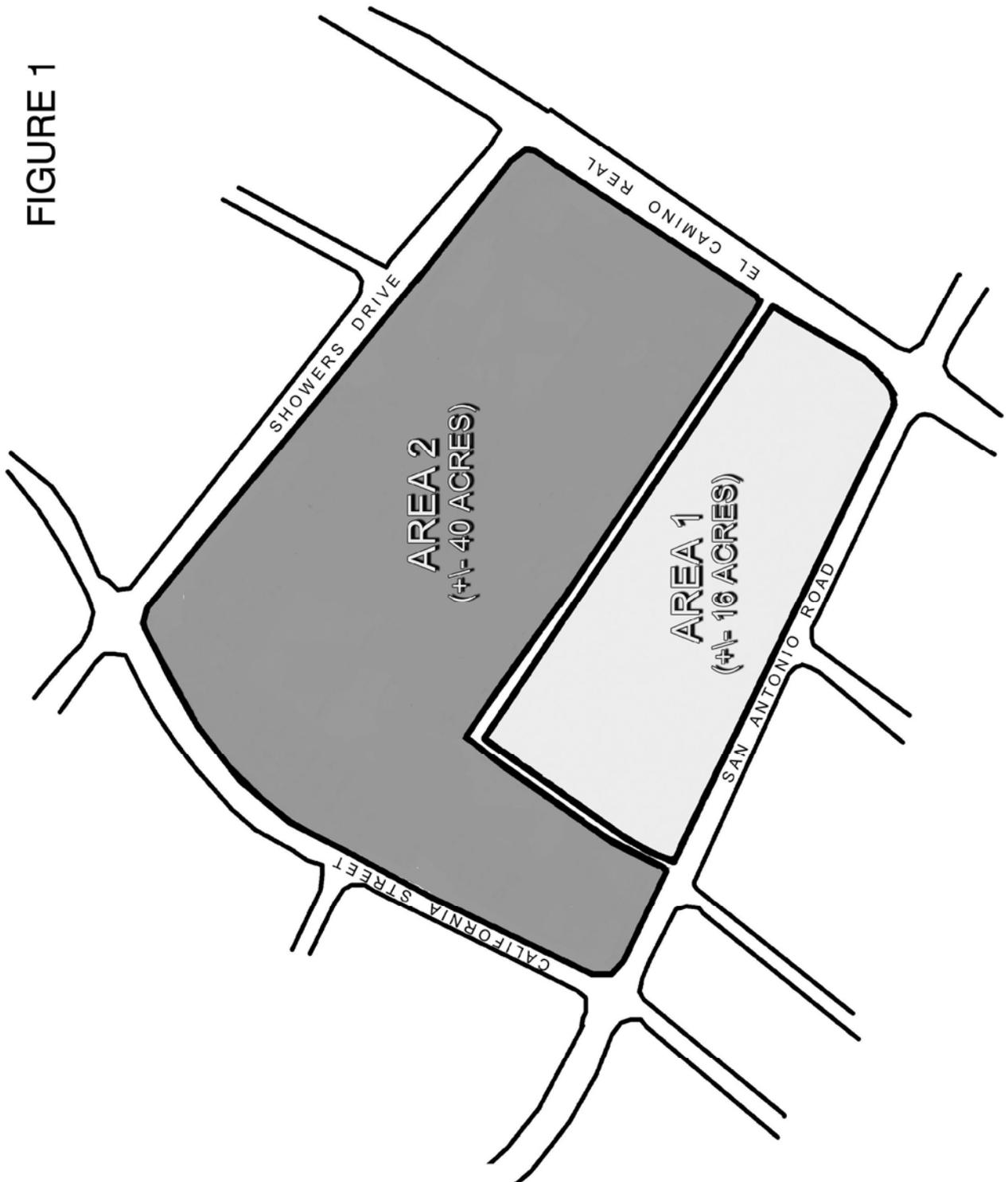
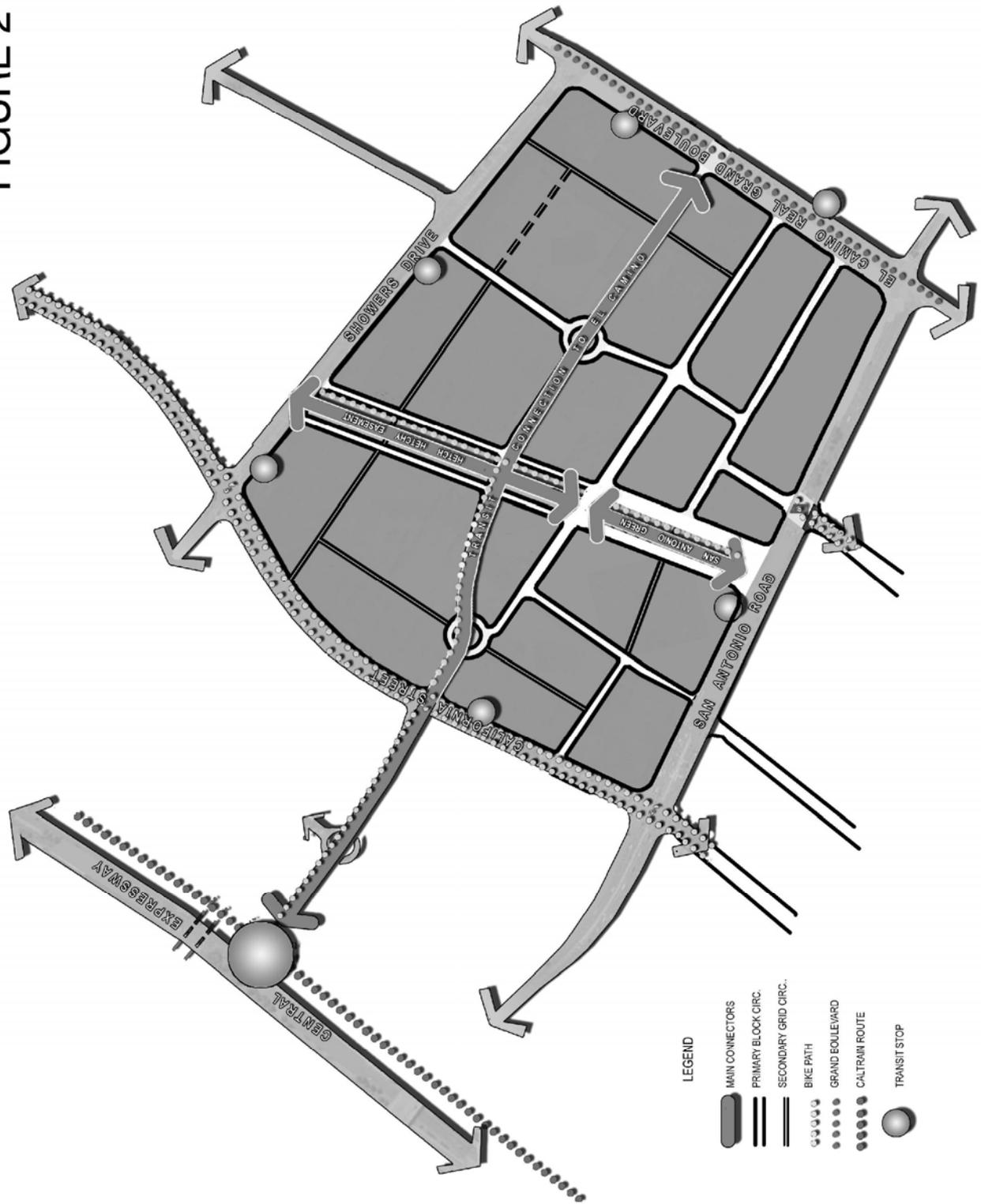


FIGURE 2



SanAntonioCenter-PP^(Version 2)



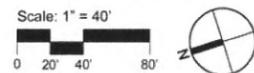
SAN ANTONIO CENTER

NEC SAN ANTONIO ROAD AND EL CAMINO REAL
MOUNTAIN VIEW, CALIFORNIA

DATE: JUNE 1, 2011
MCG JOB #: 09.100.36

COLOR SITE PLAN

DATE	REVISIONS



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MERLONE GEIER PARTNERS

SHEET A9.1

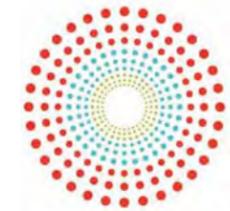
250 Sutter Street, Suite 500
San Francisco, California 94108
T 415.974.6002 F 415.974.1556
mcgarchitecture.com





THE VILLAGE

AT SAN ANTONIO CENTER NORTH



EPC SUBMISSION
SEPTEMBER 18, 2013

MerloneGeier
Partners





**URBAN
ARENA**

5230 Carrell Canyon Road - Ste 226
San Diego, California 92121
T: 858.625.0112 F: 858.625.0113

San Diego · Orange County

PROJECT

**THE VILLAGE AT
SAN ANTONIO CENTER
NORTH**

NEC EI CAMINO REAL & SAN ANTONIO ROAD, MOUNTAIN VIEW, CALIFORNIA

CLIENT

**MERLONE
GEIER
PARTNERS**

ISSUE DRAWING LOG

1	9/18/13	EPC Submission
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SEAL

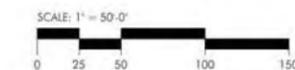
SHEET IDENTIFICATION
TITLE

**LANDSCAPE
PLAN**

NUMBER

L1.01

2012 RTKL ASSOCIATES INC.



DRAFT

DATE: 9/18/13 FILE NAME: L1.01.dwg



URBAN ARENA

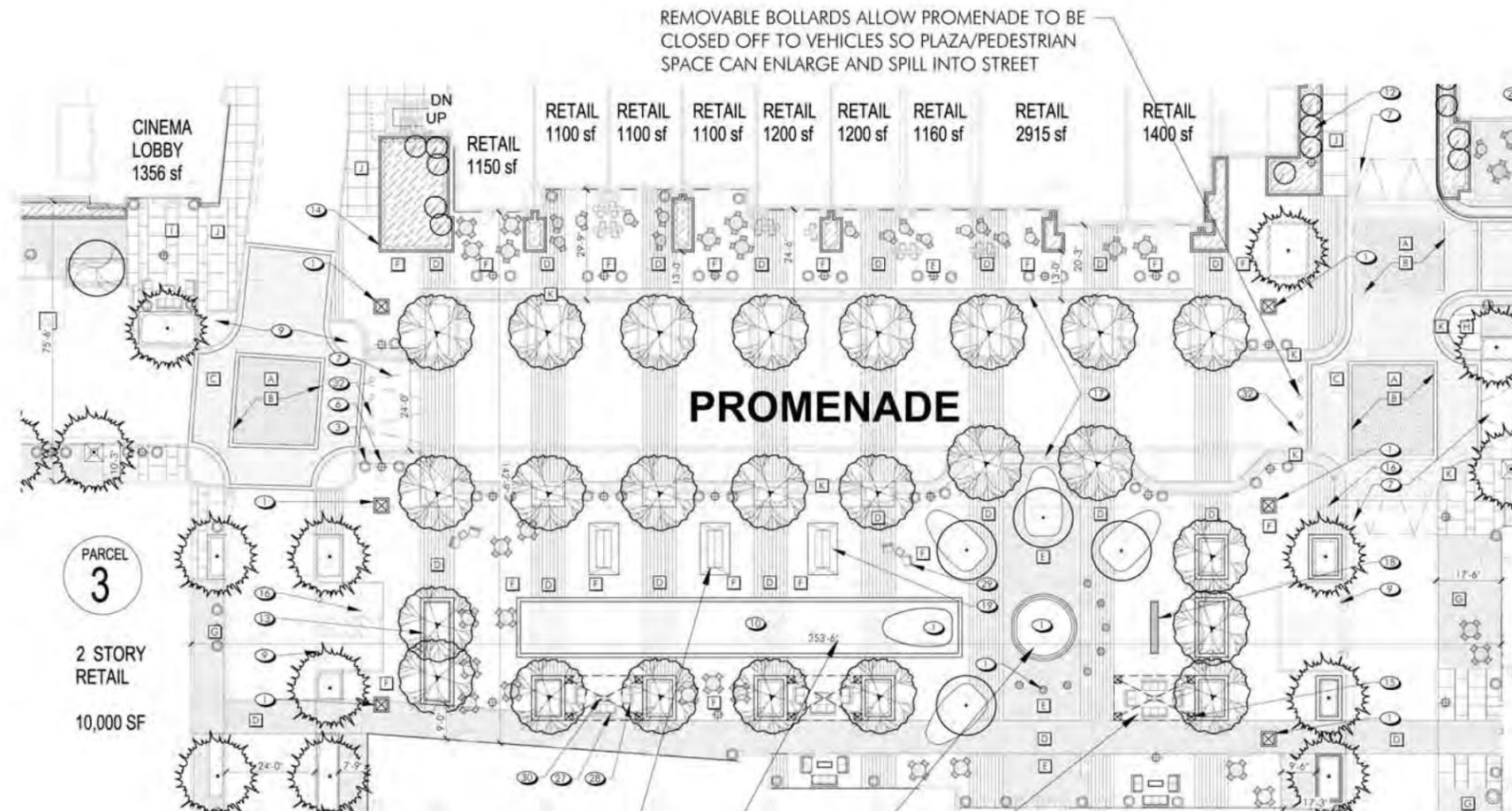
5230 Carroll Canyon Road Ste 228
San Diego, California 92121
T: 619.625.0112 F: 619.625.0113

San Diego Orange County

PROJECT

**THE VILLAGE AT
SAN ANTONIO CENTER
NORTH**

NEC EL CAMINO REAL & SAN ANTONIO ROAD, MOUNTAIN VIEW, CALIFORNIA



PARCEL 3
2 STORY RETAIL
10,000 SF

REMOVABLE BOLLARDS ALLOW PROMENADE TO BE CLOSED OFF TO VEHICLES SO PLAZA/PEDESTRIAN SPACE CAN ENLARGE AND SPILL INTO STREET

RETAIL KIOSKS
"POP JET" INTERACTIVE WATER FEATURE
ART / SCULPTURE
OUTDOOR SEATING AREAS

PAVING SCHEDULE

SYMBOL	DESCRIPTION	MATERIAL	COLOR	FINISH	MANFCTR.	MATERIALS NOTES
A	STAMPED ASPHALT - FIELD	ASPHALT	BEDROCK	---	STREET PRINT	BASKETWEAVE ALTERNATE PATTERN
B	STAMPED ASPHALT - BAND	ASPHALT	SAN DIEGO BUFF	---	STREET PRINT	SOLDIER COURSE PATTERN
C	STAMPED ASPHALT - CROSSWALK	ASPHALT	GRANITE	---	STREET PRINT	OFFSET BRICK PATTERN
D	12x24 INTERLOCKING PAVER	CONC. PAVER	MOCCHA	STANDARD FACE MIX SEAL PER SPECS	ACKER-STONE	RUNNING BOND PATTERN
E	12x12 INTERLOCKING PAVER	CONC. PAVER	CARMEL	STANDARD FACE MIX SEAL PER SPECS	ACKER-STONE	STAGGAR BOND PATTERN
F	12x12 INTERLOCKING PAVER	CONC. PAVER	SLATE	STANDARD FACE MIX SEAL PER SPECS	ACKER-STONE	STAGGAR BOND PATTERN
G	4 x 24 INTERLOCKING PAVER 8 CM DEPTH	CONC. PAVER	25% MOCCHA, 25% AMARETTO, 25% CARMEL, 25% MAPLE INSTALLED IN RANDOM ORDER	STANDARD FACE MIX SEAL PER SPECS	ACKER-STONE	STAGGAR BOND PATTERN
H	NATURAL GREY CONCRETE	CONCRETE	N.A.	BROOM FINISH	---	SCORE PER PLAN
I	INTEGRAL COLOR CONCRETE	CONCRETE	LIGHT GRAY	MEDIUM SAND BLAST SEAL PER SPECS	---	SCORE PER PLAN
J	INTEGRAL COLOR CONCRETE	CONCRETE	SANDSTONE	MEDIUM SAND BLAST SEAL PER SPECS	---	SCORE PER PLAN
K	TRUNCATED DOME ADA PAVING	CONCRETE	DARK GRAY	TRUNCATED DOME PER ADA COMPLIANCE	DAVIS	TRUNCATED DOME 150 FINISH REF: 101 CODES PLANS FOR DETAILS AND SPECIFICATIONS

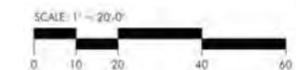
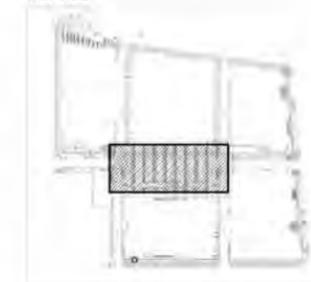
SUPPLIER LIST:
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- 32. REMOVABLE BOLLARD

KEY MAP

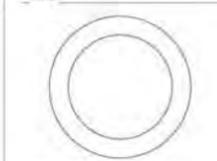


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NO.	DATE	DESCRIPTION
1	9/18/13	EPC Submission



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TITLE

**LANDSCAPE
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NUMBER
L1.02

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NEC EL CAMINO REAL & SAN ANTONIO ROAD, MOUNTAIN VIEW, CALIFORNIA

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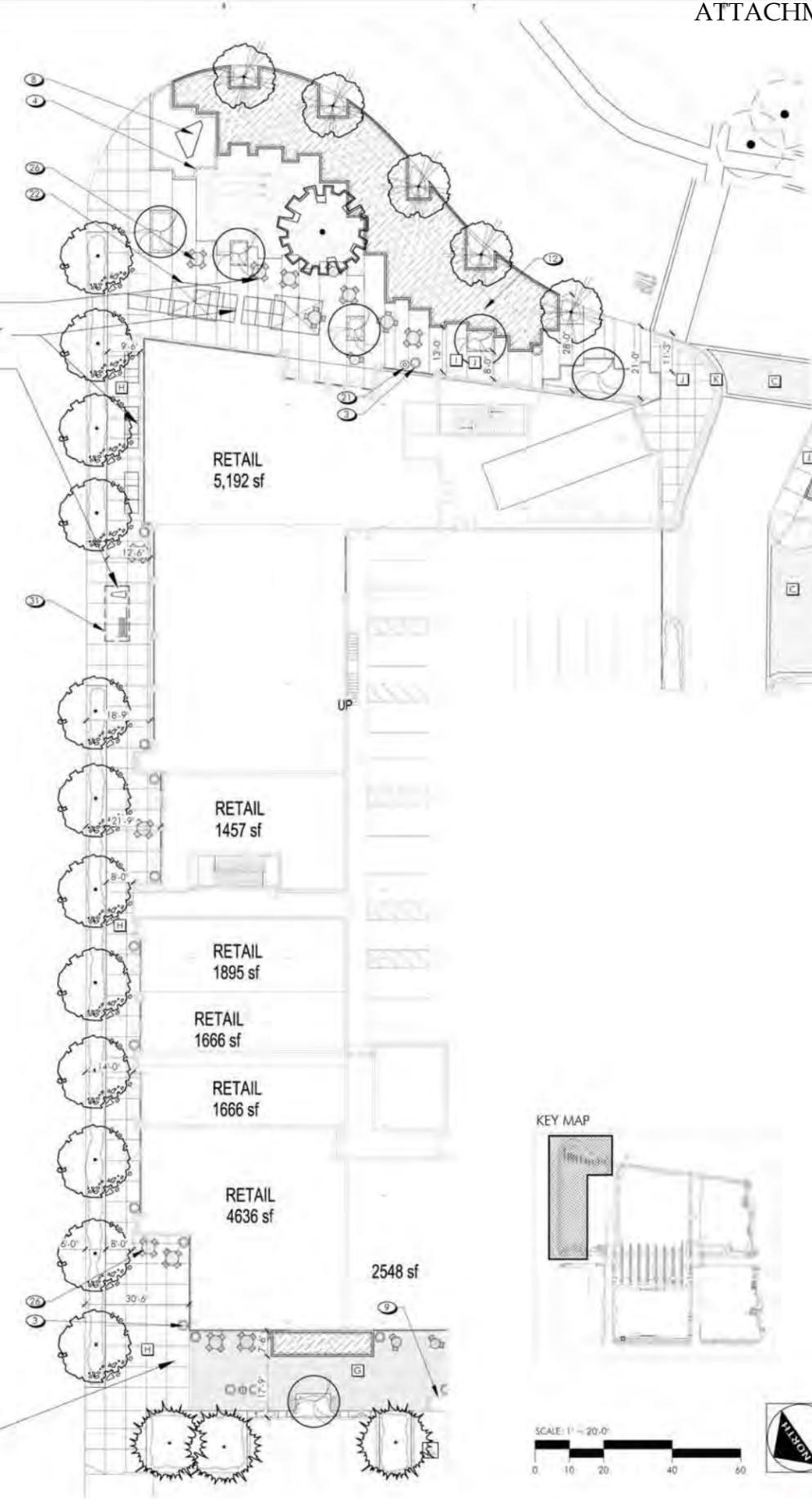
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OUTDOOR DINING AREA
RETAIL CAN SPILL OUT TO PLAZA/STREET
BUS STOP



PAVING SCHEDULE

SYMBOL	DESCRIPTION	MATERIAL	COLOR	FINISH	MNFCTR.	MATERIALS NOTES
A	STAMPED ASPHALT - FIELD	ASPHALT	BEDROCK		STREET PRINT	BASKETWEAVE ALTERNATE PATTERN
B	STAMPED ASPHALT - BAND	ASPHALT	SAN DIEGO BUFF		STREET PRINT	SOLDIER COURSE PATTERN
C	STAMPED ASPHALT - CROSSWALK	ASPHALT	GRANITE		STREET PRINT	OFFSET BRICK PATTERN
D	12x24 INTERLOCKING PAVER	CONC. PAVER	MOCHA	STANDARD FACE MIN. SEAL PER SPECS.	ACKER-STONE	RUNNING BOND PATTERN
E	12x12 INTERLOCKING PAVER	CONC. PAVER	CARMEL	STANDARD FACE MIN. SEAL PER SPECS.	ACKER-STONE	STAGGAR BOND PATTERN
F	12x12 INTERLOCKING PAVER	CONC. PAVER	SLATE	STANDARD FACE MIN. SEAL PER SPECS.	ACKER-STONE	STAGGAR BOND PATTERN
G	4 x 24 INTERLOCKING PAVER 8 CM DEPTH	CONC. PAVER	25% MOCHA, 25% AMARETTO, 25% CARMEL, 25% MAPLE INSTALLED IN RANDOM ORDER	STANDARD FACE MIN. SEAL PER SPECS.	ACKER-STONE	STAGGAR BOND PATTERN
H	NATURAL GREY CONCRETE	CONCRETE	N.A.	BROOM FINISH		SCORE PER PLAN
I	INTEGRAL COLOR CONCRETE	CONCRETE	LIGHT GRAY	MEDIUM SAND BLAST		SCORE PER PLAN
J	INTEGRAL COLOR CONCRETE	CONCRETE	SANDSTONE	MEDIUM SAND BLAST		SCORE PER PLAN
K	TRUNCATED DOME ADA PAVING	CONCRETE	DARK GRAY	TRUNCATED DOME	DAVIS	TRUNCATED DOME ADA PAVING REFER TO CHIEF LANDSCAPE ARCHITECT'S AND ARCHITECT'S NOTES

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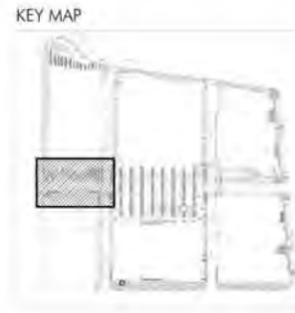
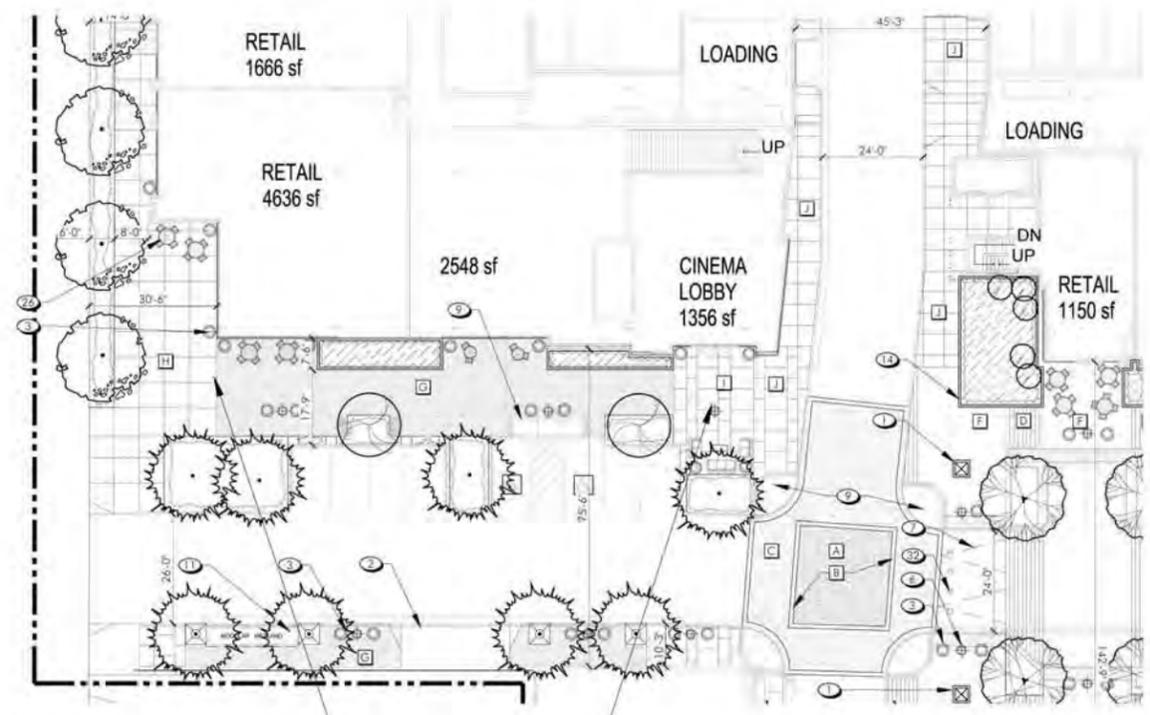
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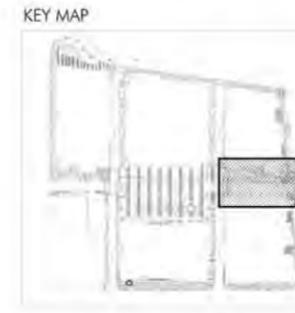
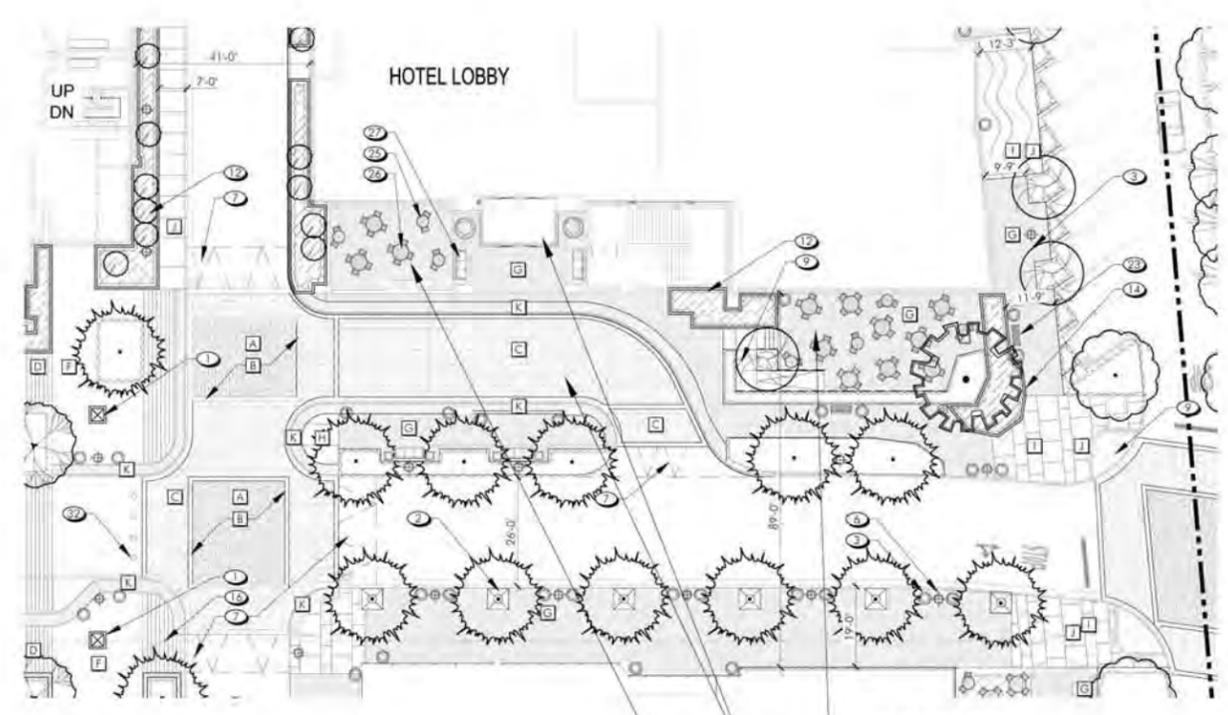


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C	STAMPED ASPHALT - CROSSWALK	ASPHALT	GRANITE	---	STREET PRINT	OFFSET BRICK PATTERN
D	12x24 INTERLOCKING PAVER	CONC. PAVER	MOCHA	STANDARD FACE ANK SEAL PER SPECS.	ACKER-STONE	RUBBING BOND PATTERN
E	12x12 INTERLOCKING PAVER	CONC. PAVER	CARMEL	STANDARD FACE ANK SEAL PER SPECS.	ACKER-STONE	STAGGAR BOND PATTERN
F	12x12 INTERLOCKING PAVER	CONC. PAVER	SLATE	STANDARD FACE ANK SEAL PER SPECS.	ACKER-STONE	STAGGAR BOND PATTERN
G	4x24 INTERLOCKING PAVER 8 CM DEPTH	CONC. PAVER	25% MOCHA, 25% AMARETTO, 25% CARMEL, 25% MAPLE INSTALLED IN RANDOM ORDER	STANDARD FACE ANK SEAL PER SPECS.	ACKER-STONE	STAGGAR BOND PATTERN
H	NATURAL GREY CONCRETE	CONCRETE	INA.	BROOM FINISH	---	SCORE PER PLAN
I	INTEGRAL COLOR CONCRETE	CONCRETE	LIGHT GRAY	MEDIUM SAND BLAST	---	SCORE PER PLAN
J	INTEGRAL COLOR CONCRETE	CONCRETE	SANDSTONE	MEDIUM SAND BLAST	---	SCORE PER PLAN
K	TRUNCATED DOME ADA PAVING	CONCRETE	DARK GRAY	TRUNCATED DOME PER CON'S PLAN	DAVIS	TRUNCATED DOME ADA PAVING SEE PER CON'S PLAN FOR DETAILS AND PAVING COLORS.

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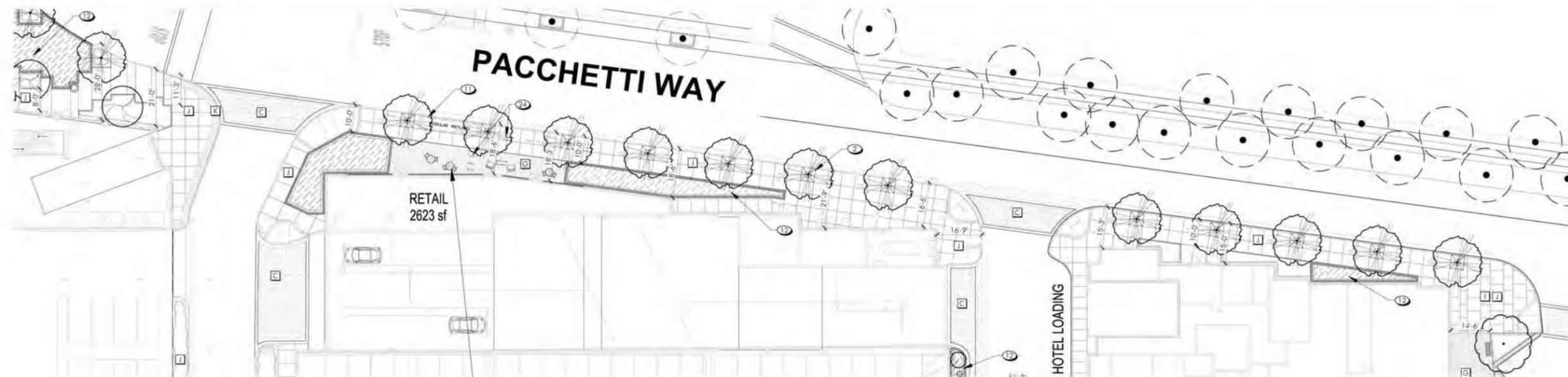
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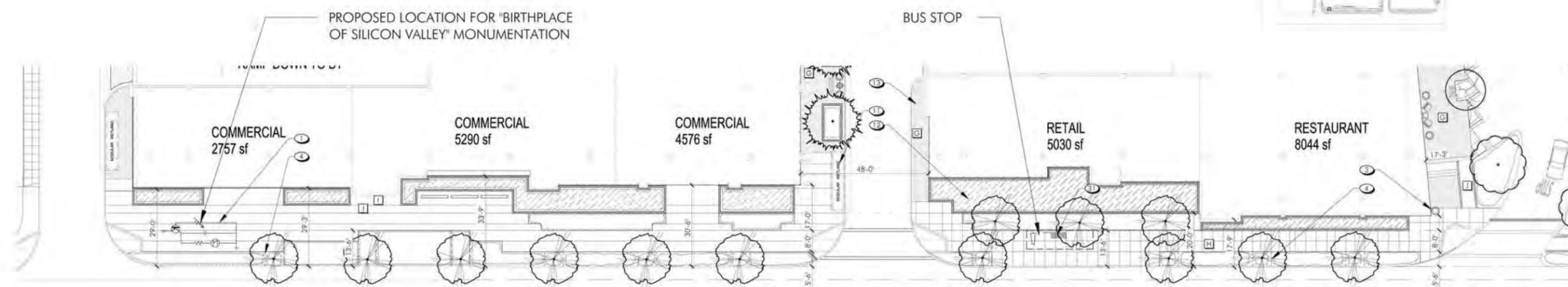
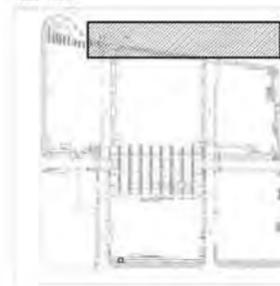
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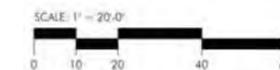
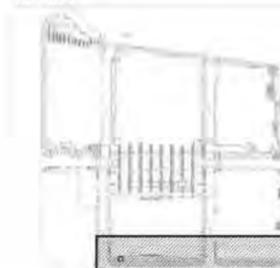


KEY MAP



SAN ANTONIO ROAD

KEY MAP



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SEE SHEET L1.02 CONSTRUCTION LEGEND

RELEASE DATE



3580 Carmel Mountain Road
Suite 260
San Diego, CA 92130

Tel: 258 / 259 / 9909
Fax: 258 / 259 / 8886

October 23, 2013

Peter Gilli
Planning Manager
City of Mountain View
500 Castro Street
Mountain View CA 94041

RE: Village at San Antonio Center Phase II

Dear Mr. Gilli,

Thank you for your continued efforts on Phase II of the Village at San Antonio Center. In advance of our October 29th City Council Workshop we wanted to request a clarification of the proposed entitlements sought for Phase II. When we originally submitted our request for a Gatekeeper Application on November 14, 2011 there was little history related to the creation of "P Zones" within the City. Since that time, the City has created multiple P Zones as part of project development applications including the recent approval of a Gatekeeper Request for the redevelopment of the existing Target site on Showers Drive.

We believe the creation of a P Zone for the Village at San Antonio is an opportunity that should be considered. Processing the P Zone is a more efficient use of City staff time and resources. Additionally, the P Zone would avoid processing an amendment to the San Antonio Precise Plan while the City is in the middle of processing planning updates to the San Antonio Center Change Area.

Please do not hesitate to contact me should you have any questions or comments. Thank you for your patience.

Sincerely,

MERLONE GEIER MANAGEMENT, LLC
Michael T. Grehl
Vice President and Partner



MINUTES

JOINT SPECIAL MEETING OF THE MOUNTAIN VIEW CITY COUNCIL AND THE
MOUNTAIN VIEW SHORELINE REGIONAL PARK COMMUNITY -
TUESDAY, OCTOBER 15, 2013
CITY HALL - 500 CASTRO STREET
5:30 P.M. – CLOSED SESSION
6:00 P.M. – STUDY SESSION

5:30 P.M. – CLOSED SESSION (HELD IN THE PLAZA CONFERENCE ROOM)

1. CLOSED SESSION ANNOUNCEMENT (OPEN SESSION)

At 5:30 p.m., an announcement was made by City Attorney Quinn, who described the item that Council would consider on the Closed Session agenda below.

2. CLOSED SESSION

Mayor Inks called the meeting to order at 5:31 p.m. All Councilmembers were present.

SPEAKING FROM THE FLOOR EXPRESSING CONCERNS WITH ITEM 2.2:

Daniel Deibel, Greystar
Denise Pinto
Larry Voytilla
Louise Katz
Linda Curtis

- 2.1 Conference with Legal Counsel – Anticipated Litigation – Significant Exposure to Litigation Pursuant to Government Code §54956.9(d)(2) – One potential case**
- 2.2 Conference with Real Property Negotiator (§54956.8) – Property: City Property Having no Street Address (APN 189-01-024) – Agency Negotiator: Dennis P. Drennan, Real Property Program Administrator – Negotiating Parties: Greystar GP II, LLC – Under Negotiation: Price and Terms of Sale of Real Property**

The Study Session concluded at 5:31 p.m.

6:00 P.M. – STUDY SESSION (HELD IN THE COUNCIL CHAMBERS)

1. CALL TO ORDER

Mayor Inks called the meeting to order at 6:00 p.m.

2. ROLL CALL – Councilmembers Abe-Koga, Bryant, Kasperzak, McAlister, Siegel, Vice Mayor Clark, and Mayor Inks were present.

3. ORAL COMMUNICATIONS FROM THE PUBLIC ON NONAGENDIZED ITEMS

Marilyn Winkleby requested information regarding the recently posted parking restriction signs in the industrial area near Costco, and expressed concerns that these actions were taken to discourage the homeless from sleeping in their vehicles. Ms. Winkleby requested that Council consider agendizing this issue to reconsider the restrictions and consider viable, long-term solutions.

Mike Fischetti supported the previous speaker's concerns, expressed his own concerns on homeless issues in the community, and requested that Council consider the issues raised, and respond in an open forum.

Craig Goldman, Superintendent of the Mountain View Whisman School District, presented information regarding the district's rise in testing score results, and he expressed appreciation to the City and Google for their financial support and partnership in preparing all students for success and higher education goals.

Rick Toker expressed concerns with the posting of parking restriction signs, presented information with regard to homelessness in the community, and requested that Council take actions in support of creating solutions to support homeless services.

Bob Gaebler presented information regarding homeless issues and efforts he is taking to assist with this issue.

Denise Pinto expressed concerns with the Association of Bay Area Governments (ABAG) sustainable growth plan, and requested that Council read *Behind the Green Mask U.N.: Agenda 21* by Rosa Koire. Ms. Pinto also expressed concerns with gas emissions being considered for road diet design projects, but not outdoor dining area projects on El Camino Real.

Linda Curtis expressed concerns with the ABAG sustainable growth plan, and suggested alternate energy efficiency measures that could be taken.

Lucas Ramirez read Government Brown's recent statement with regard to Assembly Bill 1229, and he suggested options that are available for raising funds for affordable housing in the City.

Meghan Fraley spoke in support of addressing homeless issues in the community, and expressed concerns with the criminalization of homelessness.

Jim Neal presented his personal experience with homelessness and he spoke in support of the previous speakers comments with regard to homeless issues. Mr. Neal also presented information regarding Senate Bill 7 which requires paying prevailing wages for state-funded projects.

Greg Choker expressed concerns that the recently posted parking restriction signs in the industrial area near Costco could potentially affect the homeless, and he encouraged Council to have compassion with respect to homeless issues.

Joan MacDonald spoke in support of affordable housing for all income levels.

Mahmoud Ascarie expressed concerns with vehicle pollution, and he suggested planting trees at the edge of freeways to absorb carbon monoxide. Mr. Ascarie also suggested that Council invite homeless people to the Council meeting to discuss issues that may potentially affect them.

4. STUDY SESSION

4.1 NORTH BAYSHORE PRECISE PLAN

Principal Planner Alkire, Raimi + Associates Principal Matt Raimi, and H.T. Harvey & Associates Principal Steve Rottenborn presented oral reports and they, Community Development Director Tsuda and City Manager Rich, responded to Council's questions.

SPEAKING FROM THE FLOOR EXPRESSING CONCERNS AND/OR WITH RECOMMENDATIONS:

Eileen McLaughlin, Citizens Committee to Complete the Refuge
Larry Voytilla
Linda Curtis
Shani Kleinhaus, Santa Clara County Audubon Society Environmental
Advocate
Gita Dev, Sierra Club
Greg Coladonato
Patrick Moore

4.2 EL CAMINO REAL PRECISE PLAN UPDATE

Assistant Planner Anderson presented an oral staff report and he, Principal Planner Alkire, City Attorney Quinn, Van Meter Williams Pollack Architect Partner Rick Williams, City Manager Rich and Community Development Director Tsuda, responded to Council's questions.

SPEAKING FROM THE FLOOR EXPRESSING CONCERNS AND/OR WITH RECOMMENDATIONS:

Linda Curtis
Winona Hubbard
Larry Voytilla
Mahmoud Ascarie
Lucas Ramirez
Karim Hyder
Patrick Moore
Janet Lafleur
Wendee Crofoot
Gita Dev, Sierra Club

The Study Session concluded at 10:46 p.m.

5. COUNCIL, STAFF/COMMITTEE REPORTS

Councilmember Bryant reported on the Stevens Creek Trail Joint Cities Working Team meeting.

Councilmember Abe-Koga reported on the Cities Association of Santa Clara County Board of Directors Meeting. Councilmember Abe-Koga also reported that the Santa Clara Valley Transportation Authority has hired Nuria Fernandez as the new General Manager.

Councilmember Siegel reported on the Council Technology Committee meeting. Councilmember Siegel also announced that there will be a Miramonte/Springer Council Neighborhoods Committee Meeting on October 17th at Bubb Elementary School.

Mayor Inks reported on Councilmember Bryant and his attendance on October 10th at Theuerkauf Elementary School for the announcement regarding Google's award of one million dollars to the Mountain View Whisman School District and the kick off of the Google Work Project.

6. CLOSED SESSION REPORT

City Attorney Quinn stated that the city approved an agreement concluding negotiations for the purchase of APN 189-01-024. Council voted 4-3 to approve amendment of the date for Greystar to submit a formal application to November 15, 2013 and obtain final approval of the project by March 31, 2015 by a vote of 4-3. Councilmembers Kasperzak and Bryant, Vice Mayor Clark, and Mayor Inks voted in favor of the extension. Councilmembers McAlister, Abe-Koga and Siegel voted against. It is important to note that the sale is contingent upon approval of the proposed project.

7. ADJOURNMENT

At 10:54 p.m., Mayor Inks adjourned the meeting to the next Regular Council Meeting to be held on Tuesday, October 22, 2013, at 6:30 p.m. in the Council Chambers, 500 Castro Street.

ATTEST:

APPROVED:

LORRIE BREWER, MMC
CITY CLERK

JOHN M. INKS
MAYOR



DATE: October 29, 2013

CATEGORY: Consent

DEPT.: Public Works

TITLE: **Shoreline Boulevard Transportation Corridor Study, Project 14-44 – Authorize Professional Services Agreement**

RECOMMENDATION

Authorize the City Manager or his designee to approve a professional services agreement with Nelson\Nygaard Consulting Associates, Inc. (Nelson\Nygaard), to provide professional services for the Shoreline Boulevard Transportation Corridor Study, Project 14-44, in an amount not to exceed \$498,439.

BACKGROUND

The Shoreline Boulevard Transportation Corridor Study (Corridor Study) will identify a vision, determine the feasibility of, and develop the conceptual design of an integrated transit, bicycle, and pedestrian facility in the Shoreline Boulevard Corridor from downtown Mountain View and the Downtown Transit Center to the City's North Bayshore Area.

For the purposes of the Corridor Study, the Shoreline Boulevard Corridor is defined as the area extending from the downtown Mountain View/Transit Center area to the City's North Bayshore Area, located north of U.S. Highway 101. The Corridor includes Shoreline Boulevard, portions of Castro Street, Moffett Boulevard, Stierlin Road, Middlefield Road, and the Terra Bella Avenue area west of Shoreline Boulevard.

The Corridor Study will build on the package of transportation improvements and services identified in the Shoreline Regional Park Community Transportation Study (Transportation Study) designed to address the anticipated impacts of the planned long-term growth in the North Bayshore Area as envisioned in the 2030 General Plan.

The final Corridor Study work product will be developed so that it can be integrated with the transportation network plans and commute mode share targets of the current North Bayshore Precise Plan effort.

The Corridor Study will develop and evaluate alternatives for three major components of the Corridor:

- **Shoreline Boulevard and Other Streets**—Roadway efficiency improvements, strategies for upgrading transit service and facilities over time, cycle track and/or other high-quality bicycle facilities to serve an increasing number of bicycle commuters, and improvements to pedestrian facilities and crossings throughout the Corridor and Study area.
- **Bridge Crossing(s) Over U.S. Highway 101**—An integrated (or two parallel) bridge crossing(s) of U.S. Highway 101 west of Shoreline Boulevard for bicycle, pedestrian, and transit use with connections at each end.
- **Downtown Transit Center**—Improvement strategies to address transit and shuttle service access and capacity to accommodate significantly higher peak volumes, pedestrian and bicycle access from the Transit Center across Central Expressway, and space and circulation for new station services.

ANALYSIS

The City issued a Request for Proposals (RFP) for the Corridor Study on July 31, 2013. Four consulting firms responded to the City's RFP. After reviewing submittals from Nelson\Nygaard, CDM Smith, Arup North America Ltd., and URS Corporation, staff selected the consultant team led by Nelson\Nygaard as the most qualified to conduct the Corridor Study.

Nelson\Nygaard will serve as the prime consultant for the Corridor Study responsible for project administration, pedestrian and bicycle planning, and transit and multimodal operations planning. Supporting Nelson\Nygaard on the Corridor Study team are Mark Thomas & Company (civil engineering and costing), Flint Strategies (public outreach), Lea + Elliott (innovative transportation technology), Freedman Tung + Sasaki (urban design), and TJKM (traffic engineering and analysis).

Nelson\Nygaard and the Corridor Study team's work will include:

- A multifaceted community outreach effort, including public workshops at key milestones during the project; Bicycle/Pedestrian Advisory Committee, Environmental Planning Commission, and City Council Study Session discussions; and use of innovative outreach techniques such as establishment of project-specific web and social media sites, mobile workshops to expand the reach/complement

the more traditional public workshops planned, in-the-field intercept surveys to gather data and gauge public opinions, and use of crowd-sourcing technology to collect data and information from a wide range of participants.

- Data collection and documentation of existing roadway, bicycle, pedestrian, and land use conditions.
- Analyzing the current transit network and developing a plan for future transit and shuttle services and facilities.
- Developing and evaluating alternatives for the Shoreline Boulevard Corridor to respond to anticipated growth in the City's North Bayshore Area, the need for additional transit and active transportation commute connections between the Downtown Transit Center and North Bayshore Area, and the North Bayshore commute mode-share goals endorsed by the City Council in March 2013. The alternatives will consider options for lower-cost, near-term strategies, as well as longer-term, more capital-intensive options. The alternatives will also assess potential future conversion to higher-capacity transit technologies, particularly innovative transit options (e.g., automated transit network).
- Identifying a preferred corridor alternative, including a concept design, potential right-of-way requirements, cost estimates, and potential funding options.

A more detailed description of the recommended scope of work is provided as Attachment 1.

The total cost of the proposed services to be provided by Nelson\Nygaard and its subconsultants is \$498,439, which includes basic services and reimbursable expenses of \$449,439, and a contingency of \$49,000.

If the recommended agreement is approved by the City Council, Nelson\Nygaard and the Corridor Study team will commence work in November 2013 and complete the Corridor Study in November/December 2014.

FISCAL IMPACT

Shoreline Boulevard Transportation Corridor Study, Project 14-44, is funded with \$600,000 from the Shoreline Community Fund. The project budget is adequate to fund the cost of the recommended agreement with Nelson\Nygaard.

ALTERNATIVES

Do not approve the recommended agreement and direct staff to issue a new Request for Proposals for the Corridor Study.

PUBLIC NOTICING – Agenda posting.

Prepared by:

Linda Forsberg
Transportation and Business Manager

Approved by:

Michael A. Fuller
Public Works Director

Daniel H. Rich
City Manager

LF/7/CAM
901-10-29-13CR-E

Attachment: 1. Recommended Scope of Work



SHORELINE BOULEVARD TRANSPORTATION CORRIDOR STUDY SCOPE OF SERVICES

Task 1 – Project Kickoff and Document Review

1.1 - Project Kickoff Meeting

At the onset of the project, an internal kickoff meeting will be held including all key City and consultant staff to confirm project objectives, expectations, and communication procedures. The scope of work and schedule will be reviewed and refined as necessary.

1.2 - Collect and Review Corridor Plans and Data

This step will allow the team to identify existing data and document the current transportation network as part of Task 3. Our team will record policies, objectives, strategies, and tactics identified in previous planning efforts that can inform the development of alternatives study and minimize duplicative effort.

Task 2 – Community Outreach and Meetings

2.1 – Community Workshops (3)

We propose to hold three public workshops at key milestones in the project. The first would take place near the start of the project to introduce the project, review existing conditions, confirm project priorities, and articulate a community vision (in conjunction with Task 5.1). The second would take place during Tasks 4 and 5 to develop alternatives. The final workshop would be used to confirm and refine the preferred alternative.

We will meet with City staff to prepare a schedule of activities describing the location, structure, and needs for each workshop. This will include promotion of the workshop and development of meeting materials. The workshops may include a combination of stations, displays, Q&A, and interactive polling. The City will be responsible for securing a location and any refreshments.

2.2 – BPAC, Environmental Planning Commission, and Council Study Sessions/Meetings (2 each)

The consultant team will develop presentation materials and documents for the Bicycle Pedestrian Advisory Committee, Environmental Planning Commission, and City Council, and attend up to two meetings or study sessions for each group.

2.3 – Innovative Outreach

The Nelson\Nygaard team, led by Flint Strategies, will complement traditional outreach meetings with a suite of strategies designed to solicit a broad range of feedback. Of particular relevance will be the mobile workshops and a Shareabouts site and mobile app, which will facilitate interactive crowdsourcing.

2.3.1 – Website and Social Media

Flint Strategies will create and host a project specific website, tentatively proposed as www.ShorelinePlan.com. The site and all materials will incorporate a brand identity specific to this project. The site will link directly to the City’s website and others as appropriate. We will also establish social media sites to share information.

2.3.2 – Mobile Workshops at Transit Center and Employers

Mobile workshops will be held at the Transit Center and coordinated with the area’s employers. The workshops will include on-site opportunities to participate in the outreach effort coinciding with the more traditional community workshops. We anticipate three rounds of workshops consisting of 2-3 hours spent at each of four locations.

2.3.3 – Intercept Surveys

Our team will conduct peak-hour intercept interviews during our focused weeks of effort during Task 3, 5 and 6. These will be brief one-on-one interviews conducted with commuters, bicyclists, and pedestrians to confirm travel behavior, gauge opinions and concerns, and gather input to influence the plan.

2.3.4 – Shareabouts Website and App

Shareabouts is a crowdsourcing tool that will allow us to collect rich, informative local data from a wide range of participants. It allows participants to share images, text, and video through a user-friendly map interface identifying site challenges and solutions.

Task 3 – Existing Conditions Review

The Nelson\Nygaard team will review all relevant existing and ongoing planning documents for the study area and summarize the existing conditions context. Key points of emphasis will include:

- 3.1** – Summary of key policies and guidelines that will inform the development of alternatives.
- 3.2** – Using existing data sets, documentation of the current transportation network, including roadway conditions and intersection operations, the existing local and regional transit network (including public and private shuttles), bicycle and pedestrian conditions, and Transit Center operations.
- 3.3** – Identification of key transportation needs. Particular attention will be paid to the deficiencies of the local and regional transit system. Pedestrian and bicycle needs will also be carefully summarized.
- 3.4** – A summary of current and future capital projects and programs, and identify their potential impacts on alternatives developed as part of this project. This process will help to ensure successful integration with regional projects.
- 3.5** – A summary of all proposed land use changes and development projects.

Task 4 – Transit Network Assessment + Development

4.1 – Review Current Network and Service

Using the work completed in Task 3 as a base, Nelson\Nygaard will conduct a detailed assessment of the existing transit network. This assessment will document current demand for all services in area, including private shuttles. Network gaps will be carefully identified, such as local VTA services to the North Bayshore area. Operational challenges will also be summarized, with a particular focus on shuttle capacity at the Transit Center and any duplication of shuttle service.

4.2 – Coordinate with Area Service Providers

Given the myriad of local and regional transit operators in the area, ongoing coordination will be crucial to developing an effective service plan. It is proposed that Nelson\Nygaard meet with representatives from relevant transit agencies, employers, TMA representatives, and City staff. These meetings will allow Nelson\Nygaard to assess existing and proposed services, gather additional data, and evaluate opportunities for future coordination. Critical operating issues will be identified for all operators. To conserve project resources, these meetings will be coordinated to the greatest degree possible and may involve conference calls.

4.3 – Travel Market Analysis

Nelson\Nygaard will evaluate transit travel patterns to, from, and within the study area. This assessment will rely on existing transit ridership patterns, as well as origin and destination information, within the corridor. Intercept surveys proposed in Task 2 would also be used to confirm travel patterns. In tandem with the analysis of origins and destinations, analysis of travel markets will also be conducted using U.S. Census and other available data. Future transit demand will be estimated based on proposed development projects and adopted mode share targets.

4.4 – Conceptual Transit Operating Plan

Using the travel market analysis conducted in Task 4.3, we will develop a conceptual operating plan for future transit service in the area. The transit operating plan will be developed and refined in conjunction with the corridor alternatives (Task 5.2) and selection of a preferred corridor alternative (Task 7).

It will seek to identify appropriate modes (local, express, Bus Rapid Transit, levels of service, and infrastructure investments. The plan will include potential elements such as a coordinated public and private shuttle system managed by a future TMA and new local VTA service. The plan will evaluate connections to local and regional transit, including future regional projects (El Camino BRT, HSR, Caltrain electrification, and BART extension to San Jose).

The operating plan will also evaluate integration of innovative transit options in the near term and future. We will consider existing public and private transit services and potential refinements to those services to interface/overlap with advanced and innovative transit options to develop a cohesive network. Some scenarios may be capital-intensive and/or require a significant increase in operating costs; cost-effectiveness metrics will be developed and applied in Task 6.

4.5 – Evaluate Transit Center and Multimodal Connectivity

The Nelson\Nygaard team will conduct an assessment of the Transit Center, beginning with a site analysis documenting customer experience, multimodal access and circulation, transit operations, placemaking, and site elements that may impact capital costs. As part of this assessment, additional last mile services will also be evaluated for implementation at the Transit Center. Potential impacts of these services on future configurations of the Transit Center will be summarized and documented.

Task 5 – Corridor Vision and Alternatives Development

5.1 – Corridor Visioning

In conjunction with the proposed stakeholder outreach activities in Task 2, we propose to further define a vision for the Shoreline corridor and North Bayshore area early on in the project timeline. This visioning effort will be informed by previous studies, but specifically utilize new input to confirm community desires for transit improvements and bicycle and pedestrian facilities. The visioning process will also seek to support frontage land uses, help define city and district identity, and enhance a high-quality public realm setting.

5.2 – Conceptual Corridor Alternatives

The Nelson\Nygaard team will develop two to four conceptual corridor alternatives. The alternatives will propose a range of revisions to existing rights-of-way and the degree to which rights-of-way can be changed to accommodate transit service and new bicycle and pedestrian facilities. The range of alternatives will consider lower-cost operational strategies as well as long-term, capital intensive projects.

Key elements to be evaluated will include, but not be limited to: exclusive transit lanes (center and side running), transit priority operational improvements (signal priority and queue jump lanes), bike facilities (cycle tracks or buffered bike lanes with recommendations for managing conflicts at signalized and unsignalized intersections and driveways), travel lane width reductions or lane elimination, enhanced crossings for pedestrians, and signal modifications. Alternatives will address connections across major barriers (Highway 101 and Stevens Creeks trail crossing) and incorporate previous design concepts, such as new transit and bike/pedestrian bridges, where appropriate. Alternatives will also consider placemaking opportunities and incorporate concepts to reinforce community land use and urban design elements.

Finally, alternatives will also focus on transition to higher-capacity transit technologies, particularly innovative transit options such as Personal Rapid Transit (PRT) or autonomous vehicles. High-level options will be developed and triggers for conversion to higher-capacity innovative transit along the corridor will be identified. High-level design criteria will be provided to size the required fixed facilities for various exclusive right-of-way technologies.

5.3 – Transit Center Design Concepts

The Nelson\Nygaard team will develop sketch-level, conceptual designs for the Transit Center that address the issues and opportunities in Task 4.5. Conceptual designs will be based on the transit operating plan in Task 4.4 and selection of preferred corridor alternatives. As in the site analysis, key considerations in these designs will include the customer experience (passenger amenities, security, etc.), multimodal access and circulation, future transit operations,

placemaking, and cost effectiveness. Design concepts will also address last-mile solutions and potential reconfiguration of the parking lot.

Task 6 – Alternatives Preliminary Evaluation

6.1 – Evaluation Criteria Development

Assessment of the proposed corridor alternatives will begin with the development of evaluation criteria. Criteria will include both qualitative and quantitative metrics to objectively measure not just the technical merits of each option, but also the level of community support and feasibility of implementation. All criteria will be developed with input from City staff and key stakeholders. Potential criteria include: mode share impacts; vehicle trip reduction; connectivity and accessibility; safety; traffic impacts; transit ridership; bicycle and pedestrian activity; compatibility with local land use and urban design; leveragability of capital projects; cost effectiveness; funding potential; adaptability to future technologies; and level of community support.

6.2 – Preliminary Screening

In the preliminary screening, benefits and impacts of each alternative will be assessed according to the selected criteria. Evaluation in this phase will be “high-level” and primarily include qualitative assessments based on relative merit within each criterion (e.g. “1 - 5” point scale). Order-of-magnitude capital and operating costs will be estimated. Screening results will be presented in a summary matrix.

Task 7 – Preferred Alternative

7.1 – Select Preferred Alternative

Based upon the results of Task 6.2 and community input from Task 2, a preferred corridor alternative will be selected and moved forward for more detailed design and costing as part of Task 7.2.

7.2 – Design and Costing of Preferred Alternative

In this task, the Nelson\Nygaard team will prepare preliminary designs and capital cost estimates for the preferred alternative. Sketch-level infrastructure improvements developed in Tasks 4 and 5 will be rendered using aerial photos to develop 10% drawings, which will in turn be used for the preparation of 10% magnitude of cost estimates. These preliminary estimates will identify the major infrastructural elements such as roadway improvements, structure/bridge improvements at Highway 101 and Stevens Creek trail, transit stations/stops, transit communications systems, traffic signal modifications, drainage, streetscape/plantings, utility modifications/relocations, and transit fleet requirements. While the estimate will strive to include quantities with unit prices, reasonable allowances for items that cannot be definitively quantified will be included as lump sum costs. Unit prices will be obtained from our internal database of recent construction bids and from other resources. Adjustment to the unit prices will be made to reflect current trends with contingency items for future escalation.

More refined estimates of annual transit operating costs will be developed in this task, first by using service plans (including spans and headways for each time period) to determine vehicle

requirements during all periods and to arrive at an estimated number of annual vehicle revenue service hours required. Depending on the perceived need and/or opportunity for a phased implementation, costs may be estimated for both interim and full “build-out” phases.

7.3 – Funding and Implementation Plan

The Nelson\Nygaard team will develop a phased Funding and Implementation Plan to guide development, final design, environmental review, and construction of the preferred alternative. The Plan will identify potential funding sources and identify a timeframe for and the necessary steps toward implementation. Where relevant, triggers for implementing additional projects and services will be developed.

Task 8 – Draft and Final Report

Based on one set of non-conflicting comments for each prior deliverable, the Nelson\Nygaard will incorporate previous deliverables into an Administrative Draft Shoreline Boulevard Transportation Study report for City review. Based on a single set of non-conflicting comments, we will revise and submit a Public Draft Shoreline Boulevard Transportation Study for public review. After one final round of review and revision, we will submit a Final Shoreline Boulevard Transportation Study. The consultant team will present the draft report at up to two commission and/or council meetings, as directed by City staff.

Task 9 – Project Management

Michael Moule, Project Manager, and Phil Olmstead, Deputy Project Manager, will provide oversight throughout the duration of the project. Nelson\Nygaard’s approach to project management is based on attention to detail and consistent application of quality assurance/quality control procedures for all deliverables. Monthly conference calls will facilitate effective project management.



DATE: October 29, 2013

CATEGORY: Consent

DEPT.: Public Works

TITLE: **Recycled Water System Expansion Feasibility Study, Project 12-40 – Amend Professional Services Agreement**

RECOMMENDATION

Authorize the City Manager or his designee to amend a professional services agreement with Carollo Engineers for the Recycled Water System Expansion Feasibility Study, Project 12-40, in the amount of \$29,000, for a total not-to-exceed contract amount of \$243,000.

BACKGROUND

The Recycled Water System Expansion Feasibility Study is analyzing the expansion of the City's recycled water system beyond the North Bayshore Area (See Attachment 1 – Existing Recycled Water Distribution System). In May 2012, the City entered into a professional services agreement with Carollo Engineers to provide engineering services for the feasibility study. The draft feasibility study is nearing completion, but staff is requesting an increase in funding to address additional study items.

ANALYSIS

In 2012, the City received a WaterSMART project grant of \$100,000 from the United States Bureau of Reclamation. To qualify for grant funding, the City is required to perform an environmental analysis to identify potentially significant impacts of system expansion and actions that may be needed to comply with the requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

In 2013, the City also received a \$75,000 grant from the California State Water Resources Control Board (WRCB). To qualify for WRCB funding, the City must include in the feasibility study analyses of system capital and operating costs, potential financing options and strategies, and the cost of alternatives to using recycled water.

Funding for the environmental and expanded financial analyses was not included in the original scope of work. The cost for the environmental study is \$22,000, and the cost of the expanded financial analysis is \$28,000. Staff also requested development of additional expansion scenarios to ensure all options are fully analyzed, at a cost of approximately \$7,000. The total cost of additional activities is \$57,000. Contingency funding is available in the contract to fund \$28,000 of this effort, leaving a shortfall in the contract of \$29,000. Staff believes the costs for these services are fair and reasonable and is recommending additional funding in the contract to cover these services. The cost of the additional analyses is more than covered by the grant funding received.

FISCAL IMPACT

The Recycled Water System Expansion Feasibility Study, Project 12-40, is funded with \$200,000 from the Water Fund and \$100,000 from a Federal Bureau of Reclamation WaterSMART Grant. There is adequate project funding to cover the costs of the additional services. The City will receive additional funding of up to \$75,000 from the WRCB grant to offset project costs.

ALTERNATIVES

Do not amend the professional services agreement with Carollo Engineers.

PUBLIC NOTICING – Agenda posting.

Prepared by:

Jack Muench
Senior Civil Engineer

Approved by:

Michael A. Fuller
Public Works Director

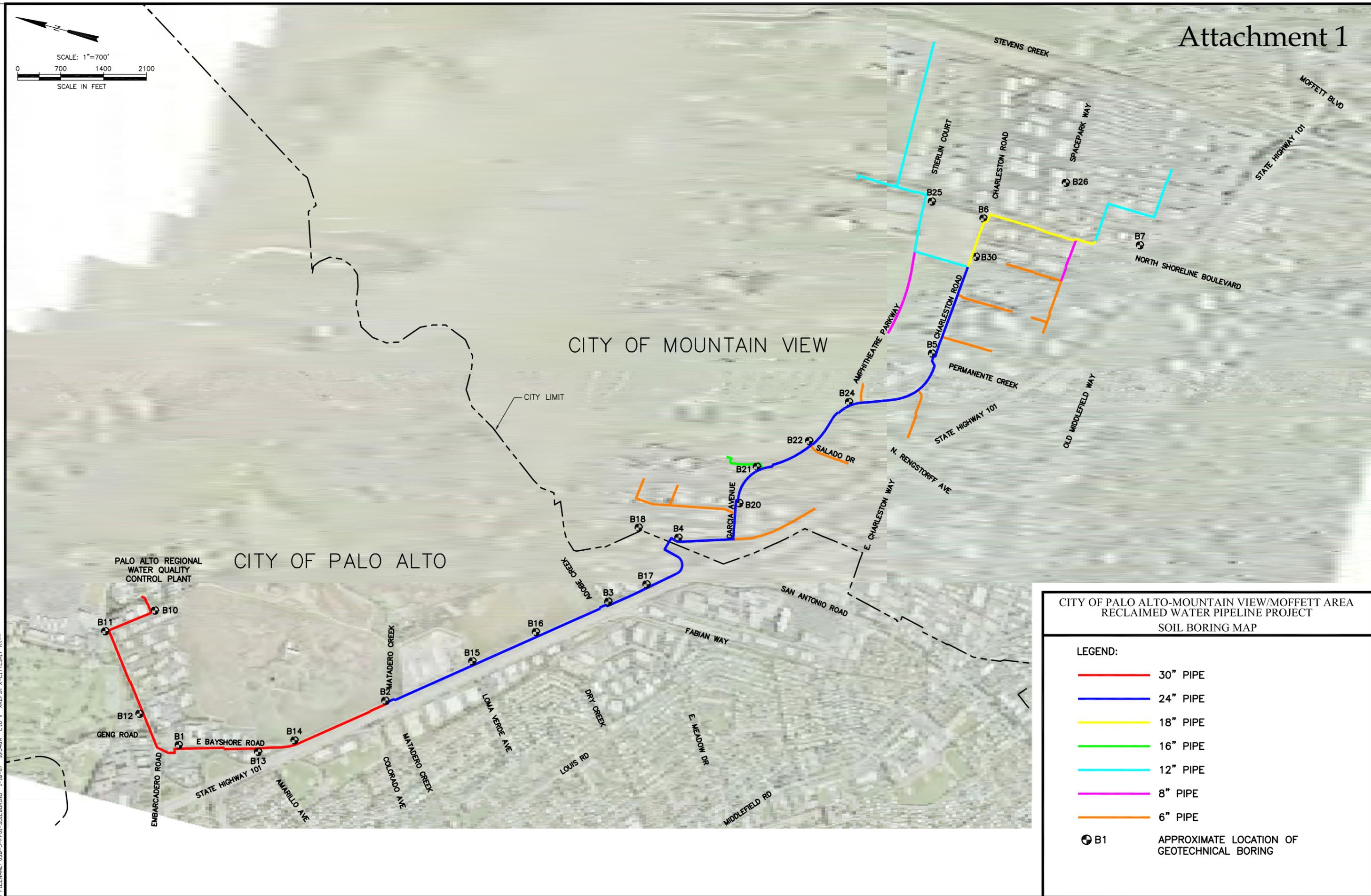
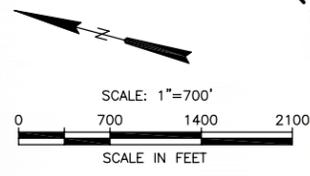
Daniel H. Rich
City Manager

JM/GAH/7/CAM/761-10-29-13CR-E

Attachment: 1. Existing Recycled Water Distribution System

cc: Carollo Engineers

APWD – Hosfeldt, USM, CPE, LE, SCE – Muench, WCC



**CITY OF PALO ALTO-MOUNTAIN VIEW/MOFFETT AREA
RECLAIMED WATER PIPELINE PROJECT
SOIL BORING MAP**

LEGEND:

- 30" PIPE
- 24" PIPE
- 18" PIPE
- 16" PIPE
- 12" PIPE
- 8" PIPE
- 6" PIPE
- B1 APPROXIMATE LOCATION OF GEOTECHNICAL BORING

FILENAME: 038-5-PR01-SOILBORING 1-18-07 10:54am cto II XREFSUI Y-CITYLIMIT <---
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DATE: October 29, 2013

CATEGORY: Consent

DEPT.: City Manager

TITLE: **Designation of Two Voting Delegates for the National League of Cities Annual Congress of Cities and Exposition**

RECOMMENDATION

Designate Vice Mayor Clark as the voting delegate and Councilmember Kasperzak as the alternate delegate for the Annual Business Meeting to be held at the conclusion of the National League of Cities (NLC) Annual Congress of Cities and Exposition.

BACKGROUND

This year's NLC Annual Congress of Cities and Exposition is scheduled for November 13, 2013 through November 16, 2013 at the Washington State Convention Center in Seattle, Washington. The Business Meeting will take place on Saturday, November 16, at the conclusion of the conference.

ANALYSIS

As a member city with a population of 50,000 to 99,999, Mountain View is allowed to cast two votes. The NLC requires that each member city designate a voting delegate and alternate by an official vote of the City Council. The designated voting delegates must be registered to attend the conference and pick up the City's voting card at the *Ask NLC* booth before the Annual Business Meeting. The task of voting at the business session cannot be transferred to any other City officials beyond the designated voting delegates. The voting delegates may be designated at the Council's discretion from Councilmembers or City staff scheduled to attend the conference. Either of the voting delegates must be present with the voting card at the Annual Business Meeting to vote. Vice Mayor Clark, Councilmember Kasperzak, and Councilmember Siegel have indicated they are attending the NLC Conference this year.

FISCAL IMPACT – There is no fiscal impact associated with this recommendation.

ALTERNATIVES – Do not designate delegates to vote on the City's behalf.

PUBLIC NOTICING – Agenda posting.

Prepared by:

Margarita F. Mendoza
Senior Administrative Analyst

Approved by:

Daniel H. Rich
City Manager

MFM/5/CAM
610-10-29-13CR-E

- Attachments: 1. NLC Annual Conference Letter of Request for Voting Delegate/
Alternate for 2013
2. NLC Voting Delegate/Alternate Form for 2013

NATIONAL LEAGUE of CITIES

2013 Officers

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Mayor
Avondale, Arizona

First Vice President
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Ted Ellis
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ATTACHMENT 1

Executive Director
Clarence E. Anthony

COPIES TO COUNCIL, CM, CA & ACM, ACM
orig. to Council Attendees

September 30, 2013

Lorrie Brewer
City Clerk
City of Mountain View
PO Box 7540
Mountain View, CA 94039-7540

OCT 6 7 2013
CITY OF MOUNTAIN VIEW

Dear City Clerk Brewer:

The National League of Cities (NLC) Annual Business Meeting will be held on Saturday, November 16, 2013, at the conclusion of the Congress of Cities and Exposition in Seattle, Washington. As a direct member city, your city is entitled to vote at this meeting. Based on population as of the 2010 Census, each member city casts between one and twenty votes. The number of votes for each population range can be found below.

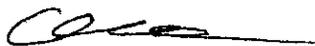
POPULATION	VOTES	POPULATION	VOTES
Under 50,000	1 vote	500,000 – 599,999	12 votes
50,000 – 99,999	2 votes	600,000 – 699,999	14 votes
100,000 – 199,999	4 votes	700,000 – 799,999	16 votes
200,000 – 299,999	6 votes	800,000 – 899,999	18 votes
300,000 – 399,999	8 votes	900,000 and above	20 votes
400,000 – 499,999	10 votes		

To be eligible to cast a city's vote, a voting delegate and alternate(s) must be officially designated by the city using the enclosed credentials form. This form will be forwarded to NLC's Credentials Committee. NLC bylaws expressly prohibit voting by proxy. City elected officials should be made aware of this request so that decisions can be made as to who will be the voting delegate and alternate(s).

At the Congress of Cities, the voting delegate must pick up and sign for the city's voting card at the Ask NLC Booth before the Annual Business Meeting and must be present at the Annual Business Meeting to cast the city's vote. The Ask NLC Booth will be open during scheduled times throughout the Congress of Cities and Exposition.

Please return the completed form to NLC by fax (202-626-3109) before October 31, 2013, and keep the original for your files. If you have any questions, please contact Mae Davis, Member Relations Representative at mdavis@nlc.org or 202-626-3150; or contact Gail Remy, Director of Member Relations at remy@nlc.org, or 202-626-3026.

Thank you,



Clarence E. Anthony
Executive Director

Enclosure





CREDENTIALS FORM

NATIONAL LEAGUE OF CITIES · 2013 CONGRESS OF CITIES AND EXPOSITION · SEATTLE, WASHINGTON

At the Annual Business Meeting on Saturday, November 16, 2013, from 2:30 p.m. to 4:30 p.m., each direct member city of the National League of Cities (NLC) is entitled to cast from one to 20 votes based upon the city's population per the 2010 census, through its designated voting delegate. Please indicate below your city and state, your voting delegate and alternate(s), and sign and date the form. The form should be faxed to NLC at 202-626-3109, or mailed to National League of Cities, Attn: Mae Davis, 1301 Pennsylvania Ave., NW, Washington, DC 20004, by the October 31, 2013, deadline.

The official voting delegate and alternate(s) for the:

City of Mountain View, CA

VOTING DELEGATE:

1. NAME: _____

TITLE: _____

ALTERNATE VOTING DELEGATE(S):

2. NAME: _____

TITLE: _____

3. NAME: _____

TITLE: _____

<p>FOR OFFICE USE ONLY (DO NOT WRITE IN THIS SPACE)</p> <p>Voting card issued to:</p> <p>_____ (signature)</p> <p>Votes: (2)</p>
--

PLEASE SIGN AND FAX THIS FORM TO NLC BY OCTOBER 31, 2013
ATTENTION: MAE DAVIS, MEMBER RELATIONS REPRESENTATIVE
FAX: 202-626-3109

Signature (city representative): _____

Title: _____ Date: _____



DATE: October 29, 2013

CATEGORY: Consent

DEPT.: Public Works

TITLE: **Center for the Performing Arts
SecondStage Tension Grid
Installation, Project 13-33 – Amend
the Project Budget and Award the
Construction Contract**

RECOMMENDATION

1. Transfer and appropriate \$58,000 from the Construction/Conveyance Tax Fund to the Center for the Performing Arts SecondStage Tension Grid Installation, Project 13-33. (Five votes required)
2. Award the design-build contract for the Center for the Performing Arts SecondStage Tension Grid Installation, Project 13-33, to Legend Theatrical of Scotts Valley, California in the amount of \$159,269.

BACKGROUND

The Mountain View Center for the Performing Arts (CPA) was completed concurrently with City Hall in 1991. CPA includes three theatres: MainStage, SecondStage, and ParkStage. The CPA Tension Grid Installation project involves the installation of a tension grid in the SecondStage Theatre, a catwalk, steps, and sound door to access the tension grid from the existing control booth on the second floor. The tension grid is comprised of steel frames and taut cables that create a safe, structural floor for theatre technicians to access stage lighting and rigging systems. Technicians currently use lifts and ladders to access the theatre lights and to hang scenery.

On September 10, 2013, the City Council approved the plans and specifications for the project and authorized the City Manager to award the design-build contract to the lowest responsible bidder if the low bid is within the project budget.

ANALYSIS

On October 9, 2013, staff received three bids for the project (see Attachment 1 – Bid Summary). The low bid was submitted by Legend Theatrical of Scotts Valley, California in the amount of \$159,268.77, and is 8 percent above the Engineer's Estimate

of \$147,000. Legend Theatrical’s bid package is complete and they have the experience required for the project. Based on the low bid, the estimated project cost is as follows:

Construction	\$160,000
Construction Contingency (10%)	16,000
Engineering Design Services	4,800
Inspection/Testing	10,000
City Project Management and City Inspection	35,000
Printing, etc.	1,000
City Administration (6.5%)	<u>15,000</u>
TOTAL	<u>\$242,000</u> (rounded)

To proceed with the project, additional funding of \$58,000 is necessary. Several factors contributed to the additional costs. During design, the need for a catwalk and related improvements was identified to provide suitable access to the tension grid. Special inspections for welding and anchorage are also required, and additional budget has been added for staff time as retrofitting the tension grid into the existing building proved more complex than originally anticipated. Staff considers the final design to be the most cost-effective plan for installation of the tension grid and believes that Legend Theatrical’s bid is fair and reasonable.

Because of the specialized nature of this work and the fact that multiple bids were received, staff does not believe that re-advertising the project will result in more favorable bids.

If the recommended actions are approved, construction is expected to occur in summer 2014 during a break in SecondStage Theatre use.

FISCAL IMPACT

The Center for the Performing Arts SecondStage Tension Grid Installation, Project 13-33, is funded in the amount of \$184,000 from the Construction/Conveyance Tax Fund. An additional appropriation of \$58,000 is required to complete the project. The estimated total project cost is \$242,000. The projected balance in the Construction/Conveyance Tax Fund at the end of the current capital improvement program planning horizon (June 30, 2018) is approximately \$1.1 million which is sufficient to fund the recommended actions.

ALTERNATIVES

Decline to appropriate the additional funding and reject all bids. Staff would continue to use a lift and ladders to access the lights and other elements.

PUBLIC NOTICING – Agenda posting.

Prepared by:

Jennifer K. Rose
Project Manager

Approved by:

Michael A. Fuller
Public Works Director

Daniel H. Rich
City Manager

JKR/5/CAM
978-10-29-13CR-E

Attachment: 1. Bid Summary

cc: APWD – Solomon, PCE – Au, PCE – Macaraeg, PM – Rose, PAM, OM, F/c

Attachment 1

**Center for the Performing Arts SecondStage Tension Grid
Installation, Project 13-33
Bid Summary**

Bid Opening October 9, 2013

Rank	Contractor	Bid
1	Legend Theatrical Scotts Valley, CA	\$159,268.77
2	Strawn Construction San Jose, CA	\$278,000.00
3	Redwood Engineering Construction Redwood City, CA	\$279,000.00



DATE: October 29, 2013

CATEGORY: Consent

DEPT.: Council Appointments Review Committee

TITLE: **Reappointments/Appointments to Council Advisory Bodies**

RECOMMENDATION

1. Adopt A RESOLUTION APPOINTING DAVID HERINGTON TO THE LIBRARY BOARD, to be read in title only, further reading waived.
2. Adopt A RESOLUTION APPOINTING AILA MALIK AND APPOINTING EVAN ORTIZ AS AN ALTERNATE TO THE HUMAN RELATIONS COMMISSION, to be read in title only, further reading waived.
3. Adopt A RESOLUTION REAPPOINTING KATHERINE NAEGELE AND APPOINTING JONATHAN HERBACH TO THE PARKS AND RECREATION COMMISSION, to be read in title only, further reading waived.
4. Approve by motion reappointments of Bill Maston and Shana Nelson to the Downtown Committee—Downtown Property and Business Owner; reappointments of Kim Copher, Oscar Garcia, and Julie Smiley to the Downtown Committee—Business-at-Large; and appointment of Paul Donahue to the Downtown Committee—Community-at-Large for the terms January 1, 2014 to December 31, 2016.
5. Approve by motion appointment of Mayank Thakore to the Performing Arts Committee for the unexpired term ending December 31, 2014; and appointment of Ray Chen as an alternate if a vacancy occurs before the yearly recruitment process.
6. Approve by motion reappointments of Pamela Conlon-Sandhu, Stan Salisbury, and Elna Tymes; and appointment of Annie Zacanti to the Senior Advisory Committee for the terms January 1, 2014 to December 31, 2017.

7. Approve by motion appointment of Jesse Cupp to the Visual Arts Committee for the unexpired term ending December 31, 2016; and appointment of Stacy Dow as an alternate if a vacancy occurs before the yearly recruitment process.

BACKGROUND

Thirty (30) applicants applied for the vacancies on the Library Board; Human Relations and Parks and Recreation Commissions; and the Downtown, Performing Arts, Senior Advisory, and Visual Arts Committees. The Council Appointments Review Committee (CARC) met on October 16, 2013 and interviewed candidates for these vacancies.

The City Council will interview candidates for the Environmental Planning Commission (EPC) at a Study Session on November 12, 2013.

FISCAL IMPACT – None.

ALTERNATIVES – None.

PUBLIC NOTICING – Agenda posting.

Prepared by:

R. Michael Kasperzak, Jr., Chair
Council Appointments Review Committee

RMK/WW/7/CAM
001-10-29-13CR

- Attachments:
1. Resolution – Library Board
 2. Resolution – Human Relations Commission
 3. Resolution – Parks and Recreation Commission

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2013

A RESOLUTION APPOINTING DAVID HERINGTON TO THE LIBRARY BOARD

THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW DOES RESOLVE AS
FOLLOWS:

THAT, David Herington is appointed to the Library Board for the term January 1,
2014 to December 31, 2017.

WW/7/RESO
429-10-29-13R

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2013

A RESOLUTION APPOINTING AILA MALIK AND APPOINTING EVAN ORTIZ
AS AN ALTERNATE TO THE HUMAN RELATIONS COMMISSION

THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW DOES RESOLVE AS
FOLLOWS:

THAT, Aila Malik is appointed to the Human Relations Commission for the
unexpired term ending December 31, 2014.

THAT, Evan Ortiz is appointed to the Human Relations Commission as an
alternate if a vacancy occurs before the yearly recruitment period.

WW/7/RESO
429-10-29-13R-1

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2013

A RESOLUTION REAPPOINTING KATHERINE NAEGELE AND APPOINTING
JONATHAN HERBACH TO THE PARKS AND RECREATION COMMISSION

THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW DOES RESOLVE AS
FOLLOWS:

THAT, Katherine Naegele is reappointed to the Parks and Recreation Commission
for the term January 1, 2014 to December 31, 2017.

THAT, Jonathan Herbach is appointed to the Parks and Recreation Commission
for the term January 1, 2014 to December 31, 2017.

WW/7/RESO
429-10-29-13R-2



DATE: October 29, 2013

CATEGORY: Unfinished Business

DEPT.: Community Development

TITLE: **Affordable Housing Program Options**

RECOMMENDATION

1. Direct staff to issue a first-come, first-served Notice of Funding Availability (NOFA) and reserve \$12.5 million in Below-Market-Rate (BMR), Housing Impact Fees, and Rental Impact Fees for the NOFA that includes reallocating the remaining balance of about \$3.4 million from the last NOFA to the new NOFA.
2. Reserve \$3.0 million in an opportunity fund that could be used for exceptional projects.
3. Establish a subcommittee to review the funding application comprised of the City Manager, Community Development Director, Administrative and Neighborhood Services Manager, and two City Councilmembers appointed by the Mayor.

PURPOSE

The purpose of this Council report is to provide the more detailed information that the City Council requested at the July 2, 2013 Study Session on affordable housing programs, and give the City Council an opportunity to discuss and select options for expending affordable housing funds.

BACKGROUND

Over the past 10 years, Council has received extensive analysis of affordable housing options through the affordable housing strategies study, the rental housing impact fee analysis, and the July 2013 Study Session report. The July 2013 Study Session was in response to Council's interest in exploring options other than the previous NOFA process for selecting projects. The Council was interested in producing units more quickly and exploring new types of housing programs.

In preparation for this report, staff has surveyed surrounding jurisdictions to find the best practices for producing affordable housing. Most cities leverage housing funds with other available outside funding sources to make the most efficient use of local funds. In the past 10 years, the City has been able to leverage the \$35 million in City funding with \$61 million in outside funding to produce many more affordable homes.

From 2005 to 2015, Mountain View has leveraged BMR In-Lieu Fees, Revitalization Set-Aside funds, Community Development Block Grant (CDBG), and HOME funds to assist in the development of 351 subsidized housing units, which includes the 76 units from NOFA projects. The 351 units produced in this 10-year period represent a 41 percent increase over all of the subsidized units previously built.

Two NOFA projects approved by Council last spring are moving forward towards construction. The ROEM Corporation/Eden Housing 819 North Rengstorff Avenue project was awarded 9 percent tax credits on June 12, 2013, without needing any of the additional \$1.0 million in funding approved by Council. Escrow was closed and the property was transferred to the developers that same day. ROEM/Eden expects to start construction in late November or early December of this year. First Community Housing's 1585 El Camino Real West Studios project has also been notified that they have received a 9 percent tax credit allocation and also did not need the \$1.2 million in contingency funds.

The Council's adoption of the BMR Housing Program, Housing Impact Fees, and more recently, Rental Housing Impact Fees, has put the City of Mountain View in the fortunate position of having local housing funds available to pursue new affordable housing initiatives. This is especially important in light of Federal CDBG/HOME funds being substantially reduced and the elimination of the redevelopment agencies and the corresponding housing set-aside funds. While many cities do not have other affordable housing funding sources, the City has about \$15.5 million available to fund affordable housing projects. This available balance does not include about \$2.5 million in new housing revenues collected thus far for this fiscal year, some of which is needed for future operating expenses.

At the July 2013 Study Session, the Council reviewed the City's affordable housing programs and discussed issues and options for expending affordable housing funds (see Attachment 1 for the Council report). At the meeting, the Council considered a first-come, first-served NOFA process instead of the previous competitive NOFA. They also indicated interest in the City purchasing apartments, supporting mixed-income development, and perhaps initiating new programs such as a rental voucher program. The Council also suggested reserving funding for opportunity projects and perhaps implementing joint projects with neighboring cities.

The report contains the following sections:

1. NOFA.
 - a. A competitive NOFA versus first-come, first-served process.
 - b. Reserving funding for opportunity project.
2. City purchase of small, existing multi-family developments
3. Mixed-Income Housing.
4. Rental Voucher Program.
5. Other options and information.

ANALYSIS

NOFA Process

Background

The last competitive NOFA process began in December 2010, with the Council approving a competitive NOFA selection process. In November 2011, after recommendations from the NOFA Ad Hoc Committee, the Council selected and reserved funding for three NOFA projects. One project withdrew and it took a little over a year for the remaining two projects to go through the Development Review process. The Development Review process included project designs, Development Review Committee meetings, parking studies, environmental analysis, relocation plans, neighborhood meetings, and Environmental Planning Commission (EPC) meetings for a rezoning on one property. The 1585 El Camino Real West NOFA project was approved by Council in January 2013 and the 819 North Rengstorff Avenue project was approved in February 2013. The entire approval process took just over two years.

Market-rate projects have been taking approximately 1-1/2 years from gatekeeper to the first City Council hearing. This is about a six-month difference between the competitive NOFA process and the market-rate projects moving through the Development Review process. It took the NOFA projects about four months less to go through Development Review than typical market-rate apartments, but an additional four to eight months were required to secure the 9 percent credit funding. Generally,

without the competitive NOFA process, the processing and funding time frames for affordable and market-rate projects can be similar depending on the timing for the tax credit funding.

Description

To shave time off the competitive NOFA process, the Council could consider a first-come, first-served approach to evaluating and funding affordable housing developments. This approach may give affordable housing developers more opportunities to secure properties in this fast-moving real estate market and be a quicker process than the competitive NOFA process. With this approach, a NOFA would be released announcing the amount of funding available and inviting applications for funding. However, instead of a competitive process with the NOFA Ad Hoc Committee, applications would be reviewed on a first-come, first-served basis until all of the funding was expended.

This option allows the nonprofit developers to compete with market-rate developers in terms of quickly executing options to purchase. Rather than wait until the next competitive NOFA is released, which could be one year or two years away, the nonprofit developer can quickly approach the City to apply for funding. This approach may be appropriate given the current housing market.

Analysis

Table 1 provides a summary of how neighboring cities award local housing funds. Two of the four cities announced funding availability through a NOFA. None of the cities use a competitive process.

Table 1: Summary of Cities’ Processes to Award Local Housing Funds

	Palo Alto	Sunnyvale	Santa Clara	San Jose
NOFA Process	No NOFA Process Developers apply and funding is awarded on a first-come, first-served basis.	Yes Funding is made available when an adequate amount has accumulated.	Yes Funds are awarded in the same cycle as CDBG/HOME funds.	No NOFA Process Developers apply and funding is awarded on a first-come, first-served basis.

A first-come, first-served NOFA option has the potential to be about a year shorter than the previous competitive NOFA process. It would replace the NOFA Ad Hoc Committee with a staff/Council committee, which would expedite the review process. It is unlikely that the Development Review process can be condensed since the NOFA project only took about a year to go through the process.

First-Come, First-Served NOFA Option

There are a number of pros and cons with this approach.

Pros:

- Nonprofit developers can quickly react in a highly competitive real estate market.
- Development process could move quickly with projects going to City Council throughout the year instead of waiting three years for the next competitive NOFA release.

Cons:

- Not a competitive process; developers may not be challenged to produce a top-quality project.
- Quality projects may apply after all the funding has been committed.

Program Options

If the City Council is interested in pursuing the first-come, first-served NOFA process for funding, Council could consider the following program options:

- The following projects could be eligible for application:
 - New construction or acquisition-rehabilitation serving the following:
 - Families.
 - Seniors.
 - Apartments serving seniors, developmentally disabled, family, and individuals.

- Mixed-income housing.
- Staff will evaluate the project feasibility and work with the developer to ensure the applicant has site control (executed option to purchase).
- A committee could screen the applications to determine whether the project should go to the City Council for a funding reservation. The subcommittee could be comprised of the City Manager, Community Development Director, Administrative and Neighborhood Services Manager, and two Councilmembers appointed by the Mayor.
- The NOFA could be ongoing. Once the initial funds are used, another NOFA could be issued when there is a sufficient housing fund balance.

City Purchase of Small, Existing Multi-Family Developments

Description

Several Councilmembers have suggested the City purchase small apartment complexes for use as affordable rentals. One of the ideas raised was that the purchased apartments could be mixed-income rentals where the market-rate units could subsidize the very low-income units. Under this option, the City would purchase the apartments and then find a nonprofit developer to assume ownership of the apartments, undertake any needed rehabilitation of the units, and assume ongoing management. The first step would be for the City to secure an option to purchase the apartment and then hold neighborhood meetings prior to Council action on a final purchase. If the Council is interested in the City owning and managing the apartments, this requires additional study to assess the feasibility of the City acting as a public housing agency.

Analysis

Staff surveyed the cities of Palo Alto, Sunnyvale, Santa Clara, and San Jose on whether they have purchased small, multi-family apartments for affordable housing. Of the five cities surveyed, only the City of San Jose has purchased apartments for affordable housing. The remaining four cities provided funding to affordable housing developers for purchase and rehabilitation of properties.

San Jose purchased two foreclosed fourplexes with Neighborhood Stabilization funding from the Department of Housing and Urban Development with the intent to resell them to nonprofits. The Neighborhood Stabilization Program (NSP) was established by HUD

for the purpose of stabilizing communities that have suffered from foreclosures and abandonment. To date, the City of San Jose has been unable to resell the apartment complexes to a nonprofit developer and continues to own the units.

In 1989 and 1991, the City of Campbell funded acquisition/rehabilitation of small rental properties through a combination of funding sources to revitalize a high-crime area. Campbell provided funding to MidPen Housing Corporation's nonprofit affiliates to purchase 17 existing fourplexes on Sharmon Palms Lane in Campbell. After extensive rehabilitation, the 60 units continue to serve extremely low-income residents. The acquisition and rehabilitation was funded through State programs, low-income housing tax credits, CDBG, and conventional financing and MidPen manages these units.

Most cities do not purchase apartments for affordable housing for several reasons. There is a high level of risk involved. There are potential liabilities with problem tenants, potential loss in property value, and inability to find nonprofit developers interested in the project. Also, the City would be entirely responsible for the relocation of existing tenants. There is also the risk that the City securing a purchase option on an apartment could create anxiety in neighborhoods because they feel that there has not been a transparent process with neighborhood input.

City purchase of small apartments could save time if the neighborhood supports the change, the apartment needs minimal rehabilitation, and the City is able to quickly find an affordable housing developer willing to own and manage a small apartment. This option also could take longer than the first-come, first-served NOFA process to generate the same number of units because of the work required to purchase, do relocation, and hold neighborhood meetings for each small apartment. The time line for purchasing small apartments depends on the following factors:

- How long it takes the City to find properties, do inspections, evaluate their feasibility for affordable housing, negotiate price, and secure a purchase option;
- How long the request for proposal (RFP) process takes to find a developer;
- Time needed to prepare a relocation plan and relocate existing tenants;
- The number of neighborhood and Council meetings required; and
- The extent of the rehabilitation required to meet current codes.

There may be ways to expedite the process for purchasing small apartments and this will be analyzed further in the work plan if Council wants to pursue this option.

A recent check of online sources for multiple-family properties found only five apartments for sale, including one apartment with five units and four apartments each with four units. The asking price per unit for the fourplexes ranged from \$250,000 to \$475,000, with an average of \$412,500 per unit. The asking price for the five-unit apartment resulted in a \$379,000 per-unit cost. In addition to this base price per unit, the City's cost would also include relocation and rehabilitation costs, which could be significant. All of the buildings are over 50 years old and likely to need some rehabilitation. The City's cost for the Franklin Street Family Apartments was \$246,000 per unit. The primary reason the new Franklin Street units required substantially less City subsidy than would be required for these small apartments is that tax credit funding paid about one-half the project and per-unit costs.

The asking prices for all five apartments total \$8,495,000, plus there would be substantial relocation costs and possible rehabilitation costs. Buying these apartments would produce 21 units. In comparison, the City subsidy for the Franklin Street Family Apartments was \$12,547,000 and this produced 51 units. The two recent NOFA projects had City subsidies of \$9,000,000 for 49 units and \$3,452,000 for 27 units.

City Purchase of Small, Existing Multi-Family Developments Option

Pros:

- City purchase of units could make market-rate units more affordable and could also upgrade the living conditions in some units.
- City acquisition could upgrade and improve neighborhoods.
- City acquisition of existing rental units may be easier than finding sites for new construction in the current construction market.

Cons:

- The property acquisition would not result in a net increase of new units and it may displace existing low- or very low-income tenants needing relocation assistance.
- City would incur administrative costs to manage the units and conduct relocation in the interim until a nonprofit assumes ownership and management.
- Liability may be incurred with City holding the properties.

- City will not be able to conduct neighborhood meetings until after the City has entered into an option to purchase agreement.
- Neighbors may think the City was not transparent in the process of acquisition and conversion to affordable housing.
- An on-site resident manager is required at a threshold of 16 units.
- City will be paying the full cost to produce affordable households instead of leveraging outside funding to share the cost.

Program Options

If the City Council is interested in purchasing small apartments, staff could return with a detailed work plan on what it would take to implement this program.

If the Council is primarily interested in encouraging the acquisition/rehabilitation of small apartments, another approach would be to issue a NOFA specifically for this kind of project. Developers would then be responsible for finding and securing the properties. This approach would be less complicated and could have a simple work plan addressing such issues as apartment size limits and any neighborhood area within the City that should have priority.

Mixed-Income Developments

Description

Another area of affordable housing development that the City Council expressed interest in at the July 2, 2013 Study Session was mixed-income developments. This would be a rental project where a certain percentage of the units were affordable and the rest market rate.

Analysis

Typically, mixed-income developments are the result of inclusionary policies where affordable units are integrated and no City subsidy is required. As a result of the *Palmer* decision, the City can no longer require BMR units in rental projects. However, some developers continue to voluntarily provide some BMR units in lieu of paying the Housing Impact Fee. Some mixed-income projects are on the same site, but with separate parcels for the affordable and market-rate units, which makes the project easier to finance.

In September 2010, City staff consulted with Seifel Consulting to study the feasibility of constructing a mixed-income development in the City of Mountain View. Seifel Consulting reviewed four mixed-income developments in San Jose and East Palo Alto and compared the subsidies required to develop these complexes to the Franklin Street Family Apartments. The feasibility assessment showed that the City subsidy for Franklin Street Family Apartments was \$251,000 per unit, while the City subsidy would be a much higher \$491,000 per unit for a mixed-income project, providing 20 percent of the units as affordable. A mixed-income development will not compete well for 9 percent tax credit financing and would probably require the 4 percent tax credits, which results in a higher City subsidy.

Staff contacted four nonprofit affordable housing developers—First Community Housing, Eden Housing, MidPen Housing, and Charities Housing—regarding mixed-income developments. The developers stated that financing is the largest obstacle to overcome when attempting to develop mixed-income housing. Two of the four developers stated that the rate of return must be high enough on the market-rate units for investors to participate. All four advised staff that market-rate units do not have a high enough margin of return on the investment to offset the subsidized rents.

Mixed Income Project Option

Pros:

- Affordable units are integrated in the market-rate developments.
- Creates economic diversity in communities.

Cons:

- City per-unit subsidy increases with mixed-income development.
- Nonprofit affordable housing developers would rather develop 100 percent affordable units and may not be interested in mixed-income developments.
- There are no incentives for market-rate developers to construct mixed-income developments.

Program Options

If the City Council is interested in pursuing the mixed-income option, Council could consider the following options:

- Continue to encourage for-profit developers to voluntarily include BMR units in their market-rate developments;
- Make mixed-income projects a priority for NOFA funding; and
- Issue a NOFA that is only for mixed-income projects.

Rental Voucher Program

Description

Several Councilmembers were interested in starting a new housing program that uses housing funds to subsidize rents for lower-income households.

Analysis

Currently, voucher programs do exist through the HUD Housing Choices Section 8 Voucher program and Tenant-Based Rental Assistance (TBRA) program funded through the HUD HOME program (see Attachment 2 for more detailed information on existing voucher programs). However, severe Federal cuts have impacted both the Housing Choices program and the amounts of funding cities receive through the HOME program.

According to RealFacts, the average rental rate for a two-bedroom, two-bathroom apartment in Mountain View is \$2,970 a month, nearly an 11 percent increase over last year. Staff has received feedback from the Community Services Agency (CSA) that with rising rents, many lower-income households that have made Mountain View their home for many years are moving out of the City to find more affordable rentals. To assist with emergencies, CSA provides emergency rental assistance to Mountain View residents.

The City provides \$36,000 per year to CSA for emergency rental subsidies to low-income households who are unexpectedly displaced or cannot pay their rent due to unforeseen circumstances. The City's funding is supplemental to other sources, such as FEMA and United Way, which are used before City funding. Demand for rental assistance and the per-household average amount have increased over the past two

fiscal years. In Fiscal Year 2010-11, overall, CSA assisted 42 households spending \$28,667 at an average of about \$700 per household. In Fiscal Year 2012-13, CSA assisted 103 households at a cost of \$115,988. The average per-household assistance was roughly \$1,100. The City has also received increased phone calls from residents seeking rent control as a mechanism to control rising rents.

Voucher programs are typically administered by agencies with expertise and the ability to conduct a housing quality standards inspection, verify income eligibility, and conduct a rent reasonableness test. Staff has met with Abode Services to learn about their programs to manage rental voucher programs for Sunnyvale and San Jose. These programs are primarily focused on very low-income households who are at risk or transitioning from homelessness.

The difference between the average rent for a two-bedroom apartment in Mountain View (\$2,970) and the amount a low-income family of four can afford (\$1,266¹) results in a direct rental subsidy of approximately \$1,704 per unit plus administrative costs (10 percent would equal an additional \$170). With an estimated 5 percent annual inflation rate, the City would be paying nearly \$976,000 per housing unit for the 25-year period. This would be far more expensive than the \$251,000 City per-unit subsidy for an affordable unit for a 55-year period at the Franklin Street Family Apartments.

With the exception of the Section 8 program, most rental voucher programs are created with a time line to limit the expense of housing one family for a lengthy period of time. Some voucher programs have a two-year time period for the rental voucher program. As shown in Table 2, three local agencies in Santa Clara County (Santa Clara, Sunnyvale, and San Jose) have implemented a TBRA voucher program with HOME funding. Staff is not aware of any cities in Santa Clara County that have used local affordable housing funds for a voucher or rental assistance program. San Jose has discovered that at the end of the two-year voucher period, many families are still unable to afford market-rate rents and continue to need long-term assistance. Losing the vouchers can result in the tenants having to move into unstable living environments or a return to homelessness. Sunnyvale has had to deal with the dilemma that many of its TBRA voucher recipients are unable to find housing in Sunnyvale and need to be housed in San Jose or East Bay communities. All three communities target extremely low- to very low-income populations, two programs target the homeless population, and none of the cities target low income.

¹ BMR rent for a two-bedroom, two-bath BMR rental in the City of Mountain View as calculated for a four-person household at 50 percent area median income (AMI).

Table 2: Summary of Cities with Rental Voucher Programs

Program Details	Palo Alto	Sunnyvale	Santa Clara	San Jose
Rental Voucher Program.	No.	Yes.	Yes, for security deposits only.	Yes.
Funding Source(s).	N/A.	HOME funds.	HOME funds.	HOME funds.
Target Income Groups and Household Types.	N/A.	0-50% AMI persons or at-risk households enrolled in job search and case management programs.	0-30% AMI persons who were formerly homeless and are enrolled in a case management program.	0-60% AMI persons transitioning from homelessness.
Duration of Voucher Assistance.	N/A.	Two years.	None. Security deposit assistance is given once.	One year with discretionary extensions considered on a case-by-case basis.
Program Administration.	N/A.	Abode Services for the rent subsidies and the Downtown Streets Team for the case management.	Housing Trust of Santa Clara County.	Abode Services.
Administrative Cost.	N/A.	10% of the agreement amount and some additional funding for start-up costs.	10% of agreement amount.	\$85,000 to \$90,000 per year.

TBRA and Section 8 voucher programs continue to struggle with locating property owners willing to participate in the voucher programs because of the rising market-rate rents. The current low-vacancy rates, high-market-rate rents, and the required paperwork with a voucher program discourage Mountain View property owners from accepting vouchers.

There may not be as much paperwork required if local housing funds were used for rent subsidies instead of Federal funds. The program could be smaller in scale and rather than a voucher that covers the difference between the market-rate and affordable rents, the rent subsidies could cover only part of this difference. There would still be significant administrative work, such as verifying incomes and eligibility, inspecting the units, annual recertification, and ensuring that the subsidies are being used for rent and not other purposes. The details, policies, and options for this kind of rent subsidy program would need to come back to the Council as part of a work plan to implement the program.

Some Councilmembers inquired if the City could require rental property owners to accept rental vouchers. Currently, the voucher program is a Federal program. Federal law does not authorize cities to mandate property owners participate in the Federal voucher program nor does it compel property owners to participate in the program. However, the City could offer incentives for apartment owners who accept vouchers under the Federal program.

Rental Voucher Option

Pros:

- TBRA program could be combined with existing programs like InnVision's transitional shelter.
- Vouchers or rent subsidies can make rental units more affordable to Mountain View residents.
- Funds can be distributed to low-income renters quickly.

Cons:

- Administrative burden to landlord when participating in a Federally funded voucher program.

- Rent cap in a TBRA voucher program can be a deterrent to landlord participation when the rental market is tight and market rents are high, so Mountain View landlords are unlikely to participate.
- Inability to leverage funding with other programs so City pays entire cost.
- Funds do not result in capital improvements that provide long-term affordable housing.
- Larger subsidy required from the City.
- Rental subsidies do not produce new affordable units.

Program Options

If this is a program the City Council wants to implement, staff could prepare a work plan with more program details, including anticipated resources needed for implementation. The Council could consider the following options for a rental voucher program:

- Use HOME funds for a TBRA program.
- Introduce the program as a pilot program to be reevaluated in two years.
- Target very low- and extremely low-income households.
- Combine the voucher or rental assistance program with existing programs like InnVision's Graduate House located on Alice Avenue in Mountain View. The Graduate House is a transitional shelter that allows men and women to transition from a homeless shelter to more permanent housing and voucher could help their transition.
- Allow the vouchers to be used in neighboring cities where less competitive rental markets exist and a higher likelihood of property owners accepting the vouchers exists.
- Set a time limit for voucher funding.
- Use local housing funds to partially subsidize rents.

- Use local housing funds to provide first and last month rental assistance instead of a rent buy-down, which would require less administration and be easier for landlords.

Other Options and Information

Several Councilmembers raised additional options and issues at the July 2013 Study Session. Below is additional information on a reserve fund for NOFAs, homebuyers programs available to Mountain View residents, regional approaches to affordable housing, and a follow-up on “best practices” for affordable housing projects.

Reserve Funding for Opportunity Projects

At the July 2 Study Session, Councilmembers also discussed the possibility of reserving funding in case an exceptional project was proposed and most or all of the NOFA funding had been committed. Staff believes it is a good idea to set aside a reserve that can be used on quality projects that warrant additional funding.

Twenty percent (20%) of the total available funding could be kept in reserve to fund high-quality projects when there is not enough remaining in the initial NOFA release. This amounts to \$3.1 million of the \$15.5 million balance, which is rounded to \$3.0 million in the recommendation.

Homebuyer Programs

The creation of a homebuyer assistance program was the subject of a brief discussion at the July 2013 Study Session. The City currently contributes \$150,000 in BMR funds annually to the Housing Trust Silicon Valley. The Housing Trust Silicon Valley provides homebuyer assistance to those purchasing homes in Mountain View. Since the program inception in 2001, 35 Mountain View homebuyers have been assisted through the Trust’s Closing Cost Assistance and Mortgage Assistance Programs. Eligible Mountain View homebuyers may only apply for one of the two programs. The program has been relatively successful with the Housing Trust providing the loan administration and program monitoring, and it may be a duplication of efforts for Mountain View to attempt to create a similar homebuyer program. City staff works with the Trust to hold workshops on their homebuyer programs in Mountain View. Table 3 is a summary of both Housing Trust Silicon Valley programs available to moderate-income Mountain View residents.

Table 3: Housing Trust Silicon Valley Homebuyer Assistance Loans

	Mortgage Assistance (MAP)	Closing Cost Assistance
Maximum Loan Amount	17% of the purchase price up to \$85,000.	5% of the purchase price up to \$20,000.
Interest Rate	Equal to or 1% above the first loan.	3%.
Term	30 years.	30 years.
Monthly Payments	Yes.	No.
Areas Available	Santa Clara County.	Eligible areas of Santa Clara County (includes Mountain View).
First-Time Buyer	Yes.	Yes.
8-Hour Homebuyer Class Required	Yes.	Yes.
Income Limit	Moderate.	Moderate.
Preapproval Available	Yes.	Yes.

Regional Approaches to Affordable Housing

Existing State Housing Element Laws discourage regional projects unless cities within the county have become a Regional Housing Needs Assessments (RHNA) subregion. Currently, in Santa Clara County, the city in which the units are constructed would take credit for the production of the affordable units while those cities contributing monetarily would see no production credit. The cumulative effect of this could result in the funding cities being tasked with creating more affordable units because of poor production credit.

The City has in the past made significant investments in regional projects with CDBG or HOME funding. Some examples of these investments are the Maitri transitional shelter for victims of domestic violence in Cupertino, the Stoney Pines affordable apartments in

Sunnyvale, the Boccardo Regional Reception Center in San Jose, the Sobrato Family Living Center for the homeless in San Jose, and the Homesafe Santa Clara cohousing project in Santa Clara. Over the past few years, regional funding of projects has declined with the decrease in Federal and State funding. As regional funding opportunities become available, staff will continue to approach the Council with opportunities to participate. Also, the NOFA process will not preclude a regional project from applying for funding.

“Best Practices” for Affordable Housing Projects

The Council requested additional information on whether the recent affordable projects funded by the City are in line with other similar affordable housing projects. It is difficult to compare affordable housing projects because of the differing land costs, unit sizes, and amenities. However, the California Tax Credit Allocation Committee (TCAC) released the trends of the 2013 first round application cycle which indicated that the average total development cost was \$19,800,000 with the average per-unit cost coming in at \$356,583. These are average costs for applications received throughout California, including rural areas where land and construction costs are much lower than in the Bay Area. The average per-unit cost based on the total project cost for a Bay Area development would be closer to \$450,000. These averages are in line with the two most recent developments approved by the City of Mountain View. The project cost per unit is \$389,641 for the 27-unit First Community project and \$355,036 for the 49-unit ROEM/Eden Housing project. The cost per unit for these projects is lower than average because they are small studios. Later this year, the State of California is set to release a study on affordable housing costs. This will provide more information for staff to use in evaluating project costs.

FISCAL IMPACT

Adoption of the first-come, first-served NOFA and reservation of \$15.5 million in BMR, Housing Impact Fees, and Rental Impact Fees for the NOFA and the opportunity fund would not impact the General Fund since the funding sources are earmarked for affordable housing.

CONCLUSION

At the July 2, 2013 Study Session, the City Council requested that staff explore different options for new housing programs and look at refining the NOFA process to make it more efficient. After extensive research, it appears that the most feasible option is to implement a first-come, first-served NOFA process. Staff is also recommending that a reserve fund for opportunity projects and a staff subcommittee to review funding

applications be created as part of this NOFA process. If the Council would like to pursue other options, staff can prepare a detailed work plan for Council consideration.

Next Steps

The next steps, if the Council accepts the staff recommendation and is interested in starting a new first-come, first-served NOFA process, would be:

1. Staff will issue a NOFA describing the first-come, first-served process, the amount of funding available, and any preferred groups or projects; and
2. The Mayor appoints two Councilmembers to the committee to review applications.

If the Council would like to pursue other options, either in addition to or as a replacement for the NOFA process, staff will prepare a work plan to implement the option(s) and return to Council for consideration and funding.

ALTERNATIVES

1. Direct staff to prepare a work plan to implement a rental voucher program.
2. Direct staff to prepare a work plan for the City purchase of small, multi-family complexes.
3. Modify the recommended NOFA process to:
 - Exclusively target mixed-income projects.
 - Exclusively target acquisition and rehabilitation of small apartments.
 - Focus only on projects for certain groups, such as senior or family projects.
 - Other modifications.
4. Direct staff to pursue other options as described by the Council.

PUBLIC NOTICING

The meeting agenda and Council report have been posted on the City's website and announced on Channel 26 cable television. Notices have been sent to affordable housing advocates and developers, market-rate developers, and other interested parties.

Prepared by:

Vera Gil
Project Manager – Affordable Housing

Reviewed by:

Linda Lauzze
Administrative and Neighborhood
Services Manager

Approved by:

Randal Tsuda
Community Development Director

Daniel H. Rich
City Manager

VG/5/CAM
894-10-29-13CR-E

Attachments: 1. [July 2, 2013 Housing Option Staff Report](#)
2. Section 8 Voucher Memo from August 17, 2011

CITY OF MOUNTAIN VIEW
MEMORANDUM

DATE: August 17, 2011

TO: City Council

FROM: Randal Tsuda, Community Development Director
Linda Lauzze, Administrative and Neighborhood Services Manager
Regina Adams, Senior Planner

SUBJECT: OVERVIEW OF THE SECTION 8 VOUCHER PROGRAM

Background/General Information

At the July 5, 2011 City Council meeting, the Council requested information on the Section 8 housing voucher program, which is provided in this memo. The Section 8 Housing Choice Voucher (Section 8) Program is a nationwide rental voucher program that provides rental subsidies for extremely low and very low-income households. The Department of Housing and Urban Development (HUD) funds the Section 8 Program and contracts with local housing authorities to administer it on a local level. In Santa Clara County, the Housing Authority of the County of Santa Clara (HACSC) administers the Section 8 Program.

Under the program, Section 8 tenants may rent a unit anywhere in Santa Clara County, provided that the owner of the unit agrees to rent limits and periodic unit inspections. The HACSC determines the monthly rental subsidy and pays it directly to the apartment owner on behalf of the Section 8 tenant household. The HACSC maintains about 17,000 Section 8 Vouchers for Santa Clara County, including 376 Mountain View vouchers. As the vouchers become available due to ineligibility of a household or program violations, they are given to households on HACSC's wait list. The typical length of time that a household receives Section 8 Voucher assistance in the County ranges between 7 to 10 years. However, there is no limit to the number of years households can use their vouchers, if they remain eligible.

The majority of Section 8 Voucher households in Santa Clara County, 12,181 (73 percent), rent in San Jose. The 376 Section 8 tenants residing in Mountain View represent about 2 percent of the total number of vouchers in Santa Clara County. Northern Santa Clara County cities (Palo Alto, Mountain View, Los Altos and Sunnyvale) collectively have 1,216 (7 percent) of the Section 8 tenants residing in their

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cities. As of July 25, 2011, the numbers of Section 8 Voucher households in northern County cities are as follows:

- Palo Alto—219 (1 percent)
- Mountain View—376 (2 percent)
- Los Altos—1 (<1 percent)
- Sunnyvale—620 (4 percent)

For Section 8 households, finding property owners who are willing to rent to them is crucial. Apartment owner participation in the voucher program is voluntary and the program is less successful when there is low participation and few available units. A number of factors affect owner participation rates such as low vacancy rates and high market-rate rents that exceed what Section 8 tenants can afford or are allowed to pay. In high-cost rental areas and during economic upturns when rents rise rapidly, there are fewer apartments available to voucher holders. At those times, the HACSC performs extensive owner outreach and education to increase or retain the number of participating apartment owners.

If Section 8 tenants need or want to move due to rent increases or other factors, the voucher moves with them. This portability feature is helpful when rental demand is high and fewer owners tend to participate in the program. Because the subsidies are linked to the tenant households and do not result in the creation of affordable units, Section 8 Vouchers cannot be included in the Housing Element's affordable unit count.

Application Period and Wait List

The HACSC maintains a wait list whereby applicants are selected as Section 8 Vouchers become available. Priority is given to families displaced by a Federally declared disaster and the chronically homeless. When the number of persons on the wait list drops below a certain threshold, the HACSC holds an application period to place new households on the wait list. Applications for the wait list are only accepted during the application period. The last time the application period was open was in 2006. It was open for one day and the HACSC received 55,000 applications. The next application period where eligible households can be placed on the wait list may occur within the next two to three years, but the actual timetable is uncertain. The HACSC periodically reviews and updates the wait list, purging households who have moved out of the County or those with invalid addresses. As of July 2011, there are about 27,000 households on the wait list, and it is currently closed. Of the 27,000, 351 are Mountain View households. Due to the limited number of tenant households that leave the program, the wait list period for applicants tends to last five or more years.

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Tenant Eligibility

Eligibility for the Section 8 Program is based on household income. Households whose incomes do not exceed the limits noted in the table below would be eligible to apply during the application period.

Section 8 Income Limits Effective June 21, 2011								
	1 Person	2 Persons	3 Persons	4 Persons	5 Persons	6 Persons	7 Persons	8 Persons
50% of Area Median Income (Very Low)	\$36,300	\$41,450	\$46,650	\$51,800	\$55,950	\$60,100	\$64,250	\$68,400

Once a household is deemed eligible, the HACSC assigns a Payment Standard that is used to calculate the voucher subsidy. The Payment Standard is derived from the Fair-Market Rents established by HUD and is based on the bedroom size eligibility of the tenant household. The Payment Standard currently in effect for Santa Clara County Section 8 tenants is noted below.

Voucher Payment Standards Effective March 1, 2011								
Studio	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR	Single Room Occupancy (SRO)	Mobile Home Space Rents
\$1,135	\$1,315	\$1,581	\$2,274	\$2,503	\$2,878	\$3,253	\$851	\$632

Household composition, not necessarily the number of persons in a household, determine the Payment Standard used. A married couple with no children would be evaluated under a one-bedroom payment standard, while a family of three persons consisting of an adult and two brothers under the age of 18 would be evaluated under a two-, but not three-bedroom standard.

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Section 8 Voucher Subsidy

The amount of the monthly Section 8 Voucher subsidy is calculated by subtracting the affordable rent for that unit (30 percent of the monthly adjusted household income)¹ from the applicable rent standard (Payment Standard). For example, a Section 8 household eligible for a two-bedroom unit with a monthly adjusted income of \$1,970 and an affordable rent of \$591 would receive a subsidy of \$990 toward the rent, using the Housing Authority's 1,581 two-bedroom Payment Standard.² If the actual rent for the unit is \$1,700 per month, then the tenant would also pay the portion of the actual rent that exceeds the \$1,581 Payment Standard. A tenant's rent portion may go up to, but not exceed, 40 percent of the tenant household's monthly adjusted income. More detailed information on the subsidy calculation is provided in Exhibit A.

Administration

About 120 HACSC personnel administer the Section 8 Voucher Program for Santa Clara County to manage approximately 17,000 vouchers. On a proportional basis, the equivalent of 2.6 employees would be needed to administer the 376 Mountain View vouchers.

Administration of the Section 8 Voucher Program consists of both policy development and program management components and includes the following tasks:

- Section 8 Administration Plan—The HACSC must update the Plan and implement Section 8 policy changes as they are dictated by HUD.
- Owner Outreach and Education—These tasks are performed to encourage owners to participate in the program, particularly in consistently high-cost rental markets such as Palo Alto and Los Gatos, where there are significantly less Section 8 tenant households than in other similarly sized cities.

¹ The monthly adjusted income is calculated by subtracting allowable deductions from the annual gross income, then dividing the balance by 12: $(\$31,100 - \$7,460)/12 = \$1,970$. The example assumed a household with two adults and two children under 18, earning \$31,100, which is the HUD income limit for an Extremely Low Income household with four persons. Typical allowable deductions for a household with children were used: \$480 per child under 18 years of age (\$960 for two children); \$1,500 for out-of-pocket medical expenses; and \$5,000 for childcare expenses, totaling \$7,460.

² The \$990 subsidy is calculated by subtracting the affordable rent (30 percent of the \$1,970 monthly adjusted income which is \$591) from the two-bedroom Voucher Payment Standard of \$1,581: $\$1,581 - (\$1,970 \times 0.30) = \$990$.

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- **Lease Initiation and Oversight**—Owners must agree to enter into a Housing Assistance Payment (HAP) contract with the HACSC and tenant household. The HAP is akin to a lease agreement. The HACSC is responsible for developing all HAP agreements and in assisting tenant households with lease negotiations.
- **Eligibility Determination**—HACSC staff evaluates and verifies the information in each Section 8 application before prospective tenant households are placed on the wait list.
- **Administration of the Application Period**—The HACSC heavily advertises in English and several other languages, the availability of the applications and reviews them for eligibility and accuracy before placing applicants on the wait list.
- **Maintenance of the Wait List**—HACSC staff must monitor the wait list, periodically verifying and amending applicant information and coding the applications based on HACSC priorities for granting the vouchers.
- **Periodic Income Certification**—Every two years and every time a tenant's household income changes, HACSC staff reviews and verifies the incomes of the tenant household, making adjustments to tenants' rent portions, as appropriate.
- **Unit Inspections**—Inspections are performed in response to complaints and every two years for compliance with HUD's Housing Quality Standards, which are minimum habitability standards. Units must satisfy these standards in order to house a Section 8 tenant.

Conclusion

Section 8 Vouchers provide subsidies that enable extremely low and very low income households to rent apartments that would not otherwise be affordable. The Housing Authority pays the Section 8 subsidies directly to the tenants' landlords. The Section 8 vouchers offer tenants flexibility in choosing a unit and are portable. If households with Section 8 vouchers cannot find a unit to rent or need to move for other reasons, they may relocate and take their voucher assistance to a different city or area. In Mountain View, there are 376 existing Section 8 households and 351 on the wait list. The wait list is rarely open to new applicants and households typically wait five or more years to receive a voucher.

The Section 8 Voucher Program is dependent upon apartment owner participation, which is voluntary. The apartment owners must agree to rent limits and compliance with habitability standards. The number of households that can use vouchers in a community is limited by the number of apartment owners who participate in the program. High-cost rental areas and areas with low vacancy rates tend to have lower

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owner participation and fewer available apartments. Future funding of the Section 8 Voucher Program, like many Federal programs, is uncertain, and reduced funding could severely limit the number of vouchers available in the future.

Prepared by:

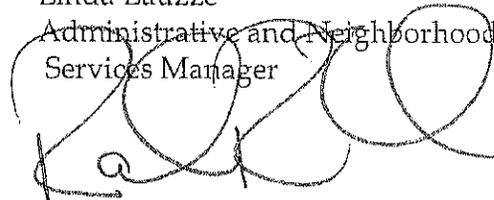


Regina Adams
Senior Planner

Approved by:



Linda Lauzze
Administrative and Neighborhood
Services Manager



Randal Tsuda
Community Development Director



Daniel H. Rich
City Manager

RA/7/CDD
893-08-01-11M-E-1^

Exhibit: A. Voucher Subsidy Sample Calculation

EXHIBIT A**Voucher Subsidy Sample Calculation**

Example: A family of two adults with two children under 18 years of age earning 30% of the Area Median Income is eligible for a two-bedroom unit and seeks to rent a two-bedroom unit costing \$1,700.

Annual household income = \$31,100¹

Allowable deductions:

- \$480 for each child under 18 = \$960
- Out of pocket medical costs (if over 3% of household income) = \$1,500
- Eligible child care expenses = \$5,000

Housing Authority of the County of Santa Clara								
Voucher Payment Standards								
Effective MARCH 1, 2011								
Studio	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR	Single Room Occupancy (SRO)	Mobile Home Space Rents
\$1,135	\$1,315	\$1,581	\$2,274	\$2,503	\$2,878	\$3,253	\$851	\$632

Monthly Adjusted Income:

1. \$31,100 annual income – allowable deductions (\$960 + \$1,500+\$5,000) = **\$23,640**
2. \$23,640/12 = **\$1,970**

Subsidy Calculation – Payment Standard minus 30% of monthly adjusted income

1. \$1,970 x 0.30 = **\$591**
2. \$1,581 - \$591 = **\$990**; this is the maximum amount of subsidy that the Housing Authority will pay.

¹ The maximum income limit for an Extremely Low Income family of 4 persons in Santa Clara County is \$31,100.

Tenant Rent Portion

1. $\$1,700$ monthly rent² - $\$990$ monthly subsidy = **$\$710$** ; this is what the tenant household would pay toward their rent.
2. Check to ensure that the tenant rent portion does not exceed 40% of the monthly adjusted income. $\$1,970$ monthly adjusted income \times 0.40 = **$\$788$** ; the $\$710$ tenant rent portion is less than $\$788$, so the tenant may lease this unit.

² $\$1,700$ was selected to demonstrate how the market rent factors into the unit consideration for a Section 8 Voucher household. The 2011 second-quarter average rent in Mountain View was $\$1,812$, based on information from a July 21, 2011 San Jose Mercury News article, "Bay Area rents are on the rise". If the $\$1,812$ average rent were used in the example above, the tenant rent portion would exceed the 40% cap by $\$34$. The owner would have to agree to reduce the rent by $\$34$ or else the tenant would have to find a lower-priced unit.



DATE: October 29, 2013

CATEGORY: Unfinished Business

DEPT.: City Manager's Office

TITLE: **Migration to CalPERS Health Program for International Association of Firefighters (IAFF), Local 1965, Unrepresented Fire Management/Professional, and Fire Chief**

RECOMMENDATION

1. Adopt A RESOLUTION ELECTING TO BE SUBJECT TO PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT AND FIXING THE EMPLOYER'S CONTRIBUTION AT AN AMOUNT EQUAL TO OR GREATER THAN THAT PRESCRIBED BY GOVERNMENT CODE SECTION 22892(b), to be read in title only, further reading waived (Attachment 1 to the Council report).
2. Adopt A RESOLUTION AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE TO AMEND THE MEMORANDUM OF UNDERSTANDING BETWEEN THE INTERNATIONAL ASSOCIATION OF FIREFIGHTERS (IAFF), LOCAL 1965, AND THE CITY OF JULY 1, 2012 THROUGH JUNE 30, 2015, to be read in title only, further reading waived (Attachments 2 and 3 to the Council report).
3. Adopt A RESOLUTION AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE TO AMEND THE COMPENSATION RESOLUTION FOR UNREPRESENTED SWORN FIRE MANAGERS/PROFESSIONAL AND FIRE CHIEF, to be read in title only, further reading waived (Attachment 4 to the Council report).

BACKGROUND

The City of Mountain View currently contracts for health insurance benefits for active and retired employees. Benefit levels and cost sharing are generally negotiated between the City and employee bargaining units, and have changed over time as health-care costs have increased significantly. Eligible employees have access to health benefits in retirement through the City's Retirees' Health Program.

In negotiating new labor contracts in 2012, the City agreed to study changes to health benefits for sworn Fire and Police employees with the intent of allowing these employees to join the CalPERS health benefit program administered under the Public Employees Medical Hospital Care Act (PEMHCA) if the study determined to be cost-effective based on an analysis of short-term and long-term City costs. The study was conducted jointly between the Mountain View Professional Firefighters (MVFF), International Association of Firefighters (IAFF) Local 1965, and the City of Mountain View by a labor management committee (Committee) which hired an actuarial consultant, Bickmore, to advise the Committee.

On October 8, 2013, staff presented the results of the study to Council. The study estimated an overall annual savings to the City of \$177,000 to \$202,000 if only sworn Fire employees migrate to PEMHCA. In the side letter provided as Attachment 3, MVFF has agreed to continue ongoing contributions of 1.2 percent of salary toward the Retiree's Health Trust, premium cost-sharing formulas for current employees and retirees, and repayment by employees if the City experiences overall costs solely as a result of the migration.

Under State law, all employees who are members of CalPERS in the same retirement contract are required to migrate to PEMHCA. Therefore, since unrepresented sworn Fire Managers/Professional and the Fire Chief are part of the sworn Fire retirement contract with CalPERS, they will also migrate to PEMHCA under the same conditions as MVFF as outlined in Attachment 4.

ANALYSIS

The impacts to the City and to employees and retirees associated with the migration to CalPERS for health benefits were documented in the Council report for the October 8, 2013 Council meeting. As presented on October 8, 2013, the City and MVFF jointly studied the feasibility of sworn employees migrating to PEMHCA. Based on numerous actuarial assumptions and assumptions regarding enrollment decisions by employees and retirees, the study concluded the migration of sworn Fire employees would result in overall savings to the City of Mountain View. MVFF has endorsed the migration to PEMHCA. Unrepresented sworn Fire employees and retirees will also migrate to PEMHCA in accordance with State law. The Council is required to take three actions to effect this change: approve a resolution contracting with CalPERS for health benefits; direct the City Manager to execute the side letter to the MVFF Memorandum of Understanding regarding health benefits; and approve a resolution governing the migration to PEMHCA for unrepresented sworn Fire employees. The migration to PEMHCA will be effective March 1, 2014.

FISCAL IMPACT

The fiscal impact to the City was described in detail in the Council report for the October 8, 2013 Council meeting. On an annual basis, the overall net impact to the City is estimated to be a savings of \$177,000 to \$202,000. The financial impact for Fiscal Year 2013-14 would be prorated for the remainder of the fiscal year (March 1 to June 30, 2014) and is estimated at \$59,000 to \$67,000.

PUBLIC NOTICING – Agenda posting.

Prepared by:

Melissa Stevenson Dile
Assistant City Manager

Sue C. Rush
Human Resources Manager

Approved by:

Daniel H. Rich
City Manager

MSD-SCR/5/CAM
032-10-29-13CR-E

- Attachments:
1. Resolution Electing to be Subject to Public Employees' Medical and Hospital Care Act and Fixing the Employer's Contribution at an Amount Equal to or Greater Than That Prescribed by Government Code Section 22892(b)
 2. IAFF Resolution Authorizing Execution of Side Letter
 3. Side Letter Regarding Migration to CalPERS Health Program (PEMHCA)
 4. Unrepresented Sworn Fire Managers/Professional and Fire Chief Resolution

Attachment 1

**RESOLUTION ELECTING TO BE SUBJECT TO
PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT
AND FIXING THE EMPLOYER'S CONTRIBUTION AT AN AMOUNT EQUAL TO OR
GREATER THAN THAT PRESCRIBED BY GOVERNMENT CODE SECTION 22892(b)**

- WHEREAS, (1) Government Code Section 22922(a) provides the benefits of the Public Employees' Medical and Hospital Care Act to employees and annuitants of local agencies contracting with the Public Employees' Retirement System on proper application by a local agency; and
- WHEREAS, (2) Section 22892(a) of the Act provides that a local contracting agency shall fix the amount of the employer's contribution; and
- WHEREAS, (3) The City of Mountain View, hereinafter referred to as Public Agency, is a local agency contracting with the Public Employees' Retirement System; and
- WHEREAS, (4) The Public Agency desires to obtain for the members of International Association of Firefighters (IAFF), Local 1965, Unrepresented Sworn Fire Managers/Professional and Fire Chief, who are employees and annuitants of the agency, the benefit of the Act and to accept the liabilities and obligations of an employer under the Act and Regulations; now, therefore, be it
- RESOLVED, (a) That the Public Agency elects, and it does hereby elect, to be subject to the provisions of the Act; and be it further
- RESOLVED, (b) That the employer's monthly contribution for each employee or annuitant shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members, in a health benefits plan or plans up to a maximum of:

Party Rate	Contribution
1	100% of the third highest Bay Area Single Basic premium
2	92% of third highest Bay Area Two-Party Basic premium, or 92% of the premium, whichever is less
3	92% of third highest Bay Area Family Basic premium, or 92% of the premium, whichever is less
4	100% of the average of all Bay Area Supplemental Party Rate 4 premiums
5	92% of the average of all Bay Area Supplemental Party Rate 5 premiums, or 92% of the premium, whichever is less
6	92% of the average of all Bay Area Supplemental Party Rate 6 premiums, or 92% of the premium, whichever is less
7	92% of the average of all Bay Area Combination Party Rate 7 premiums, or 92% of the premium, whichever is less
8	92% of the average of all Bay Area Combination Party Rate 8 premiums, or 92% of the premium, whichever is less
9	92% of the average of all Bay Area Combination Party Rate 9 premiums, or 92% of the premium, whichever is less

10	92% of the average of all Bay Area Combination Party Rate 10 premiums, or 92% of the premium, whichever is less
11	92% of the average of all Bay Area Combination Party Rate 11 premiums, or 92% of the premium, whichever is less
12	92% of the average of all Bay Area Combination Party Rate 12 premiums, or 92% of the premium, whichever is less

Contingent upon the Public Agency providing written notification to CalPERS each year by November 1 designating the health plan premium to be used for Party Rate 1-3 contributions that will be effective January 1 of the following calendar year, or if no notification is received by said date, the current health plan designations will remain in effect;
Plus administrative fees and Contingency Reserve Fund assessments;
and be it further

RESOLVED, (c) That City of Mountain View has fully complied with any and all applicable provisions of Government Code Section 7507 in electing the benefits set forth above; and be it further

RESOLVED, (d) That the participation of the employees and annuitants of City of Mountain View shall be subject to determination of its status as an “agency or instrumentality of the state or political subdivision of a State” that is eligible to participate in a governmental plan within the meaning of Section 414(d) of the Internal Revenue Code, upon publication of final Regulations pursuant to such Section. If it is determined that City of Mountain View would not qualify as an agency or instrumentality of the state or political subdivision of a State under such final Regulations, CalPERS may be obligated, and reserves the right to terminate the health coverage of all participants of the employer.

RESOLVED, (e) That the executive body appoint and direct, and it does hereby appoint and direct, City Manager or designee to file with the Board of Administration of the Public Employees' Retirement System a verified copy of this Resolution, and to perform on behalf of said Public Agency all functions required of it under the Act and Regulations of the Board of Administration; and be it further

RESOLVED, (f) That coverage under the Act be effective on March 1, 2014.

Adopted at a regular/special meeting of the City Council of the City of Mountain View at Mountain View, California this 29th day of October 2013.

Signed: _____
Mayor

Attest: _____
City Clerk

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2013

A RESOLUTION AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE
TO AMEND THE MEMORANDUM OF UNDERSTANDING BETWEEN
THE INTERNATIONAL ASSOCIATION OF FIREFIGHTERS (IAFF),
LOCAL 1965, AND THE CITY OF JULY 1, 2012 THROUGH JUNE 30, 2015

WHEREAS, the City of Mountain View ("City") and the International Association of Firefighters ("IAFF") are parties to a Memorandum of Understanding for the period of July 1, 2012 through June 30, 2015 ("MOU"); and

WHEREAS, the City and IAFF agreed to study the migration of IAFF to the CalPERS health system provided under the Public Employees Medical and Hospital Care Act ("PEMHCA") (Government Code Section 22750, *et seq.*); and

WHEREAS, the City and IAFF have completed the study of the migration of IAFF to PEMHCA and desire to move forward with the migration; and

WHEREAS, the provisions in the MOU need to be updated to include the understanding of the City and IAFF regarding the roles and responsibilities of each of the parties with respect to the migration of IAFF to PEMHCA; and

WHEREAS, the affected provisions in the current MOU that are being modified to address the pending migration to PEMHCA are set forth in the attached side letter agreement;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Mountain View authorizes the City Manager to execute the side letter agreement modifying those provisions of the MOU related to the migration of IAFF to PEMHCA as set forth in the agreed-upon side letter agreement.

MVFF Side Letter Regarding Migration to CalPERS Health Program (PEMHCA)

Note: The following language replaces Section 6.00 of the Fiscal Year 2012-15 MVFF MOU, which addresses insurance benefits.

6.00 INSURANCE

6.01 Medical

6.01.1 Transition to PEMHCA

Following a study jointly conducted by the MVFF and City of Mountain View (City), the parties have agreed that all represented sworn members will migrate to the CalPERS health system provided under the Public Employees Medical and Hospital Care Act ("PEMHCA") (Government Code Section 22750, *et seq.*). This migration will apply to unrepresented sworn Fire employees and retired sworn Fire employees as well. The anticipated migration date is March 2014.

All represented sworn members will be covered by an equal contribution resolution which will apply to current and future represented sworn members, unrepresented sworn Fire personnel, and retired sworn Fire personnel.

6.01.2 Cost Sharing

The migration to PEMHCA is the result of an extensive study jointly conducted by MVFF and the City between July 2012 and September 2013. The study made numerous assumptions, as identified in the August 26, 2013 final Bickmore report and the Assessment of Total Financial Impact of Migrating Active and Retired Sworn Employees to PEMHCA, dated September 6, 2013. Based on these assumptions and the ongoing contribution of 1.2 percent of salary toward the Retirees' Health Trust (see Section 6.03 below), MVFF and the City expect that the migration to PEMHCA alone will not increase overall costs to the City in the short or long term, compared to continuation of medical benefits through City-contracted insurance, and may provide net savings to the City. The net impact to the City was calculated in the study by considering the Annual Required Contribution (ARC) for retirees' health benefits for sworn employees; City costs for health premiums for active sworn employees; estimated new City costs for health

premiums related solely to having a smaller group of insured individuals; City costs for vision for active sworn employees in Kaiser; and the value of sworn employee contributions toward the Retirees' Health Trust. These same factors will be used to determine the net impact of migration to PEMHCA as further discussed in Section 6.01.3.

6.01.3 Reconciliation of Anticipated Savings to Actual Experience Following Migration

In Fiscal Year 2015-16, the City will evaluate whether the net savings anticipated in the Fiscal Year 2012-13 study have been realized. This study will use the same financial factors as identified in Section 6.01.2. If a net savings was not realized and instead net costs increased, this study will isolate the source of the increased costs to determine whether the migration to PEMHCA was a factor. In order to maintain consistency between the 2013 and 2015 studies, the City and MVFF agree it would be ideal for the 2015 study to be conducted by Bickmore, the firm which provided actuarial and consulting services for the 2013 study. The City will attempt to engage Bickmore for the 2015 study. Should Bickmore no longer be in business or unable to conduct the study, the City retains the right to choose the actuarial firm to conduct the 2015 study and, in that situation, would direct the firm to use the actuarial assumptions used in the 2013 study and further described below.

Based on the City's experience at the time of the study and advice of the consultant jointly hired by the City and MVFF, the Fiscal Year 2012-13 study made numerous assumptions in three main areas; key examples are provided here for illustration with the comprehensive list of assumptions provided in the study documents:

- The initial migration to PEMHCA (such as the health plans selected by employees and retirees, the level of dependent coverage, and enrollment by retirees eligible for health coverage under PEMHCA but not eligible for the City Retiree Health Program);
- The impact to City health plan premiums associated with having a smaller number of insured individuals, City costs for vision for active sworn employees in Kaiser, and the value of

sworn employee contributions toward the Retirees' Health Trust; and

- Actuarial assumptions to project events and costs over time, as reflected in the ARC (Discount Rate, Mortality Rates, Termination Rates, Service Retirement Rates, Disability Retirement Rates, Medicare Eligibility, Healthcare Trend, Participation Rates, Spouse Coverage, Dependent Coverage).

For the purpose of determining whether the City incurred net increased costs as a result of the migration to PEMHCA rather than obtaining net savings, the Fiscal Year 2015-16 study will compare the actual experience in migrating to PEMHCA to the assumptions made in the Fiscal Year 2012-13 study as follows:

- It will determine whether the initial migration to PEMHCA occurred as expected, specifically the health plans selected by employees and retirees, the level of dependent coverage, and enrollment by retirees eligible for health coverage under PEMHCA but not eligible for the City Retiree Health Program;
- It will clearly demonstrate the extent to which City health plan premiums changed solely as a result of having a smaller number of insured individuals, actual City costs for vision for active sworn employees in Kaiser, and the value of sworn employee contributions toward the Retirees' Health Trust; and
- It will determine whether the ARC changed as expected in the Fiscal Year 2012-13 study, by conducting a retiree health valuation as of July 1, 2015. It is understood that retiree health valuations conducted by the City in the future may use different actuarial assumptions than used in the Fiscal Year 2012-13 study based on the City's actual experience following migration, but for the purposes of the Fiscal Year 2015-16 study to assess the impact of migrating to PEMHCA, the same numerical actuarial assumptions related to Discount Rate, Mortality Rates, Termination Rates, Service Retirement Rates, Disability Retirement Rates, Medicare Eligibility, Healthcare Trend, Participation Rates, Spouse Coverage, and Dependent Coverage will be used as were used in the Fiscal Year 2012-13 study. The Fiscal Year 2015-16 study will also exclude the implicit subsidy liability, as was the case in the Fiscal Year 2012-13 study.

If both sworn Police and Fire employees migrate to PEMHCA, the study will identify the results for the two employee groups separately; if only sworn Fire employees migrate to PEMHCA, the study will only assess results for sworn Fire employees. Any costs associated with this evaluation will be borne solely by the City.

MVFF and the City further agree that if the Fiscal Year 2015-16 study illustrates that the migration to PEMHCA resulted in higher net costs to the City in calendar years 2014 and/or 2015, rather than net savings, the parties will meet and confer over ways to pay for the higher costs. MVFF and the City agree to meet as quickly as possible to resolve this issue. If, within 60 days of the Fiscal Year 2015-16 study results being provided to MVFF, the parties are not able to agree on a method to pay for the increased costs in calendar years 2014 and/or 2015, the represented sworn members' 1.2 percent salary contribution toward the Retirees' Health Trust will increase up to a maximum of 2 percent in order to pay the cost over a five-year period, an approach to cost repayment which may be subsequently modified by mutual agreement between MVFF and the City. Unrepresented sworn managers would have the same obligation to repay costs experienced by the City in calendar years 2014 and/or 2015.

6.01.4 City Contributions Towards Medical Premiums

Following migration to PEMHCA, initial City contributions for medical insurance premiums are established as follows:

- *For single-level coverage:* The City will pay the full premium for single coverage for full-time regular employees and eligible retirees for any plan, up to, but not exceeding, the single-coverage premium for the "Maximum" plan. The employee or retiree will pay the additional cost of any plan which has a higher monthly cost than the Maximum plan.
- *Dependent-level coverage:* The City will pay 92 percent of the total premium for the employee and his or her dependents, up to, but not exceeding, 92 percent of the two-party or family premium for the Maximum plan, respectively. The employee or retiree will pay the remaining premium, which will be at least 8 percent of the two-party or family premium; more if

the plan selected has a higher premium than the Maximum plan.

- The “Maximum plan” for active employees and pre-Medicare retirees will be the plan with the third-highest Bay Area Region Basic plan rates (Kaiser in 2014). For Medicare-eligible retirees, the “Maximum plan” will be the average of all Bay Area Region “Supplement to Medicare” or “Combination” rates, depending on the plan selected by the retiree.

Party Rate	Contribution
1	100% of the third highest Bay Area Single Basic premium
2	92% of third highest Bay Area Two-Party Basic premium, or 92% of the premium, whichever is less
3	92% of third highest Bay Area Family Basic premium, or 92% of the premium, whichever is less
4	100% of the average of all Bay Area Supplemental Party Rate 4 premiums
5	92% of the average of all Bay Area Supplemental Party Rate 5 premiums, or 92% of the premium, whichever is less
6	92% of the average of all Bay Area Supplemental Party Rate 6 premiums, or 92% of the premium, whichever is less
7	92% of the average of all Bay Area Combination Party Rate 7 premiums, or 92% of the premium, whichever is less
8	92% of the average of all Bay Area Combination Party Rate 8 premiums, or 92% of the premium, whichever is less
9	92% of the average of all Bay Area Combination Party Rate 9 premiums, or 92% of the premium, whichever is less
10	92% of the average of all Bay Area Combination Party Rate 10 premiums, or 92% of the premium, whichever is less
11	92% of the average of all Bay Area Combination Party Rate 11 premiums, or 92% of the premium, whichever is less
12	92% of the average of all Bay Area Combination Party Rate 12 premiums, or 92% of the premium, whichever is less

6.01.5 PORAC Membership Fee

The parties agree that represented sworn members who choose health insurance plans offered by PORAC through CalPERS will pay the membership fee associated with PORAC plans, and that the City will not pay PORAC membership fees.

6.02 Dental

Effective the first pay period ending July 2007, employees will contribute 12 percent of the portion of premium for dental benefits attributable to dependent coverage. The City will pay 100 percent of the employee-only premium.

Contact the Human Resources Division for current dental premium rates.

6.03 Retirees' Medical

With the migration to PEMHCA, all represented sworn members, unrepresented sworn Fire personnel, and sworn Fire retirees who meet the requirements established by PEMHCA will be eligible to receive retirees' health benefits provided under PEMHCA and will no longer be eligible to receive retirees' health benefits under the City's Retirees' Health Insurance Program. Any represented sworn members, unrepresented sworn Fire personnel, and sworn Fire retirees who do not meet the requirements established by PEMHCA will not be eligible to receive benefits under the City's Retirees' Health Insurance Program.

Members will have the option of participating in the Retirement Health Savings Account without any employer contributions subject to subsequent requirements and restrictions in IRS rulings, regulations, and opinions.

In consideration for allowing represented sworn members to migrate to PEMHCA, beginning with the first pay period in Fiscal Year 2012-13, all represented and unrepresented sworn members shall contribute 1.2 percent of salary toward the retiree health cost share. Should sworn POA members and sworn Police employees also migrate to PEMHCA, they too shall contribute 1.2 percent of salary toward the City's Retirees' Health Trust. If the migration to PEMHCA is successful, and for as long as all sworn members remain with PEMHCA, all members shall continue

contributing 1.2 percent of salary, on an ongoing basis, toward the City's Retirees' Health Trust to pay for or smooth future cost increases related to retirees' health. The Retirees' Health Trust will be administered by CalPERS. This contribution will be accomplished through a salary deduction and the City will make the deduction on a pretax basis to the extent permitted under State and Federal law. The City makes no representation as to the taxable nature of this deduction. The City and each employee shall retain liability for their respective tax obligations. The 1.2 percent retiree health contribution is in addition to the CalPERS pension cost share addressed in Section 7.01. The 1.2 percent retiree health contribution is an ongoing contribution separate from any increased contribution which may occur as a result of the provisions set forth in Section 6.01.3.

6.04 Disability Insurance (LTD)

Effective the first pay period ending July 2007, the City shall contribute to the Union \$35 per month per represented employee. The Union shall place the \$35 per month per employee into a separate account.

6.05 Vision Care

The City will provide full coverage for covered services and/or materials when members go to participating ophthalmologist, optometrist, or optician of Medical Eye Services of California or other negotiated plan. Benefits are limited if members go to a nonparticipating care provider. See brochure provided by the City for details.

The vision plan shall provide for a comprehensive examination and one (1) pair of lenses and a standard frame (or contact lenses in lieu of lenses and frames) in any consecutive 12 months. Allowances for services under this plan are outlined in the plan brochure or by contacting the Human Resources Division.

6.06 Life and Accidental Death and Dismemberment Insurance

Effective November 1, 1998, the City shall pay the premium for all permanent employees for life insurance coverage equal to \$50,000 or five times the employee's annual salary to a maximum of Six Hundred Thousand Dollars (\$600,000), at the employee's option. Included in this insurance is Accidental Death and Dismemberment (AD&D) coverage. See Group Insurance Summary Plan for information regarding

dismemberment benefits. This benefit may be continued at the employee's cost after separation.

6.07 Job-Related Physician Visits

The City has prearranged qualified medical facilities to provide quality and prompt medical care to injured employees. If, after 30 days of care by an employer-directed physician, a member is for any reason dissatisfied, s/he may select your own doctor. Members may request this change by contacting Risk Management or the City's claims administrator.

In lieu of an employer-directed physician, State law allows members the right to see their personal physician immediately following an accident. Members are required to make this request in writing and have it on file with the Risk Manager before the date of the injury. For this purpose, "personal physician" is defined as a doctor or chiropractor (not both) who, before the injury, directed the medical treatment of the employee and maintains the employee's medical records. The member's personal physician must be within a reasonable geographical area and must be willing to abide by the specific requirements set forth by State law for health-care providers who wish to care for individuals injured on the job.

If the member's personal physician is not immediately available, the member should not wait until his/her physician is available but go immediately for treatment at a designated facility.

6.08 Employee Assistance Program

The City will provide an assistance program to employees and their immediate families. This licensed counseling service provides assistance and referrals for marriage and family problems, alcohol and drug dependency, depression, crisis/emergency counseling, and other concerns. All counseling services are confidential. Counseling sessions are free for the first five visits per year; employees begin paying towards the cost thereafter.

6.09 Section 125 – Flexible Benefit Plan

Effective January 1, 1999, the following Qualified Benefits are available to represented members under the City's Flexible Benefit Plan: Premium Contribution Plan, Medical Expense Reimbursement Plan, and Dependent Care Assistance Plan.

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2013

A RESOLUTION AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE
TO AMEND THE COMPENSATION RESOLUTION FOR UNREPRESENTED
SWORN FIRE MANAGERS/PROFESSIONAL AND FIRE CHIEF

WHEREAS, on July 10, 2012, the City Council of the City of Mountain View adopted Resolution No. 17719 for compensation for unrepresented employees including Fire Managers/Professional and Fire Chief;

BE IT RESOLVED that the City Council of the City of Mountain View hereby amends or approves the additional terms for Fire Managers/Professional and the Fire Chief as follows:

- *Medical*

Following a study jointly conducted by the MVFF and City of Mountain View (City), the parties have agreed that all represented sworn members will migrate to the CalPERS health system provided under the Public Employees Medical and Hospital Care Act ("PEMHCA") (Government Code Section 22750, *et seq.*). This migration will apply to unrepresented Fire Managers/Professional and Fire Chief. The anticipated migration date is March 2014.

Unrepresented Fire Managers/Professional and Fire Chief will be covered by an equal contribution resolution which will apply to current and future represented sworn MVFF members, unrepresented sworn Fire personnel, and retired sworn Fire personnel.

- *Medical Cost Sharing*

The migration to PEMHCA is the result of an extensive study jointly conducted by MVFF and the City between July 2012 and September 2013. The study made numerous assumptions, as identified in the August 26, 2013 final Bickmore report and the Assessment of Total Financial Impact of Migrating Active and Retired Sworn Employees to PEMHCA, dated September 6, 2013. Based on these assumptions and the ongoing contribution of 1.2 percent of salary toward the Retirees' Health Trust, MVFF and the City expect that the migration to PEMHCA alone will not increase overall costs to the City in the short or long term, compared to continuation of medical benefits through City-contracted insurance, and may

provide net savings to the City. The net impact to the City was calculated in the study by considering the Annual Required Contribution (ARC) for retirees' health benefits for sworn employees; City costs for health premiums for active sworn employees; estimated new City costs for health premiums related solely to having a smaller group of insured individuals; City costs for vision for active sworn employees in Kaiser; and the value of sworn employee contributions toward the Retirees' Health Trust. These same factors will be used to determine the net impact of migration to PEMHCA as further discussed in the Reconciliation of Anticipated Savings to Actual Experience Following Migration Section of this resolution.

- *Reconciliation of Anticipated Savings to Actual Experience Following Migration*

In Fiscal Year 2015-16, the City will evaluate whether the net savings anticipated in the Fiscal Year 2012-13 study have been realized. This study will use the same financial factors as identified in the Medical Cost Sharing Section of this resolution. If a net savings was not realized and instead net costs increased, this study will isolate the source of the increased costs to determine whether the migration to PEMHCA was a factor. In order to maintain consistency between the 2013 and 2015 studies, the City agrees it would be ideal for the 2015 study to be conducted by Bickmore, the firm which provided actuarial and consulting services for the 2013 study. The City will attempt to engage Bickmore for the 2015 study. Should Bickmore no longer be in business or unable to conduct the study, the City retains the right to choose the actuarial firm to conduct the 2015 study and, in that situation, would direct the firm to use the actuarial assumptions used in the 2013 study and further described below.

Based on the City's experience at the time of the study and advice of the consultant jointly hired by the City and MVFF, the Fiscal Year 2012-13 study made numerous assumptions in three main areas; key examples are provided here for illustration with the comprehensive list of assumptions provided in the study documents:

- The initial migration to PEMHCA (such as the health plans selected by employees and retirees, the level of dependent coverage, and enrollment by retirees eligible for health coverage under PEMHCA but not eligible for the City Retiree Health Program);
- The impact to City health plan premiums associated with having a smaller number of insured individuals, City costs for vision for active sworn employees in Kaiser, and the value of sworn employee contributions toward the Retirees' Health Trust; and

- Actuarial assumptions to project events and costs over time, as reflected in the ARC (Discount Rate, Mortality Rates, Termination Rates, Service Retirement Rates, Disability Retirement Rates, Medicare Eligibility, Healthcare Trend, Participation Rates, Spouse Coverage, Dependent Coverage).

For the purpose of determining whether the City incurred net increased costs as a result of the migration to PEMHCA rather than obtaining net savings, the Fiscal Year 2015-16 study will compare the actual experience in migrating to PEMHCA to the assumptions made in the Fiscal Year 2012-13 study as follows:

- It will determine whether the initial migration to PEMHCA occurred as expected, specifically the health plans selected by employees and retirees, the level of dependent coverage, and enrollment by retirees eligible for health coverage under PEMHCA but not eligible for the City Retiree Health Program);
- It will clearly demonstrate the extent to which City health plan premiums changed solely as a result of having a smaller number of insured individuals, actual City costs for vision for active sworn employees in Kaiser, and the value of sworn employee contributions toward the Retirees' Health Trust; and
- It will determine whether the ARC changed as expected in the Fiscal Year 2012-13 study by conducting a retiree health valuation as of July 1, 2015. It is understood that retiree health valuations conducted by the City in the future may use different actuarial assumptions than used in the Fiscal Year 2012-13 study based on the City's actual experience following migration, but for the purposes of the Fiscal Year 2015-16 study to assess the impact of migrating to PEMHCA, the same numerical actuarial assumptions related to Discount Rate, Mortality Rates, Termination Rates, Service Retirement Rates, Disability Retirement Rates, Medicare Eligibility, Healthcare Trend, Participation Rates, Spouse Coverage, and Dependent Coverage will be used as were used in the Fiscal Year 2012-13 study. The Fiscal Year 2015-16 study will also exclude the implicit subsidy liability, as was the case in the Fiscal Year 2012-13 study.

If both sworn Police and Fire employees migrate to PEMHCA, the study will identify the results for the two employee groups separately; if only sworn Fire employees migrate to PEMHCA, the study will only assess results for sworn Fire employees. Any costs associated with this evaluation will be borne solely by the City.

If the Fiscal Year 2015-16 study illustrates that the migration to PEMHCA resulted in higher net costs to the City in calendar years 2014 and/or 2015 rather than net savings, the City and MVFF will meet and confer over ways to pay for the higher costs. The terms of the repayment agreement with MVFF will apply to unrepresented Fire Managers/Professional and Fire Chief as well. Unless alternate terms of repayment are established with MVFF, unrepresented Fire Managers/Professional and Fire Chief's 1.2 percent salary contribution toward the Retirees' Health Trust will increase up to a maximum of 2.0 percent in order to pay the cost over a five-year period, an approach to cost repayment which may be subsequently modified by mutual agreement between Unrepresented Fire Managers/Professional, Fire Chief, and the City.

- *City Contributions Towards Medical Premiums*

Following migration to PEMHCA, initial City contributions for medical insurance premiums are established as follows:

- *For single-level coverage:* The City will pay the full premium for single coverage for full-time regular employees and eligible retirees for any plan, up to, but not exceeding, the single-coverage premium for the "Maximum" plan. The employee or retiree will pay the additional cost of any plan which has a higher monthly cost than the Maximum plan.
- *Dependent-level coverage:* The City will pay 92.0 percent of the total premium for the employee and his or her dependents, up to, but not exceeding, 92.0 percent of the two-party or family premium for the Maximum plan, respectively. The employee or retiree will pay the remaining premium, which will be at least 8.0 percent of the two-party or family premium; more if the plan selected has a higher premium than the Maximum plan.
- The "Maximum plan" for active employees and pre-Medicare retirees will be the plan with the third-highest Bay Area Region Basic plan rates (Kaiser in 2014). For Medicare-eligible retirees, the "Maximum plan" will be the average of all Bay Area Region "Supplement to Medicare" or "Combination" rates, depending on the plan selected by the retiree.

Active employees, active employees and their dependents, and retirees not eligible for Medicare participate in PEMHCA “Basic” Plans:

Party Rate	Enrollment	Employer Contribution
Basic Party Rate 1 – Single	Active or Retiree in Basic	Up to 100% of Third-Highest Bay Area Region Basic Premium
Basic Party Rate 2 – Two-Party	Active or Retiree in Basic, 1 Dependent	Up to 92% of Third-Highest Bay Area Region Two-Party Basic Premium
Basic Party Rate 3 – Family	Active or Retiree in Basic, 1+ Dependents	Up to 92% of Third-Highest Bay Area Region Family Basic Premium

Retirees who are Medicare eligible and their dependents who are Medicare eligible participate in PEMHCA “Supplement to Medicare” (SM) Plans:

Party Rate	Enrollment	Employer Contribution
Supplemental Party Rate 4	Retiree in SM	Up to 100% of the Average of All Bay Area Region Supplement to Medicare Premiums
Supplemental Party Rate 5	Retiree in SM and 1 Dependent in SM	Up to 92% of the Average of All Bay Area Region Supplement to Medicare Premiums
Supplemental Party Rate 6	Retiree in SM and 1+ Dependents in SM	Up to 92% of the Average of All Bay Area Region Supplement to Medicare Premiums

Retirees who are Medicare eligible and who have Dependents who are in Basic plans participate in the following PEMHCA “Combination” Plans:

Party Rate	Enrollment	Employer Contribution
Combination Rate 7	Retiree in SM and 1 Dependent in Basic	Up to 92% of the Average of All Bay Area Region Combination Rate 7 Premiums
Combination Rate 8	Retiree in SM and 2+ Dependents in Basic	Up to 92% of the Average of All Bay Area Region Combination Rate 8 Premiums
Combination Rate 9	Retiree in SM, 1 Dependent in SM, and 1+ Dependents in Basic	Up to 92% of the Average of All Bay Area Region Combination Rate 9 Premiums

Retirees who are in Basic plans and who have Dependents who are in SM plans participate in the following PEMHCA “Combination” Plans:

Party Rate	Enrollment	Employer Contribution
Combination Rate 10	Retiree in Basic and 1 Dependent in SM	Up to 92% of the Average of All Bay Area Region Combination Rate 10 Premiums
Combination Rate 11	Retiree in Basic, and 2+ Dependents in SM	Up to 92% of the Average of All Bay Area Region Combination Rate 11 Premiums
Combination Rate 12	Retiree in Basic, 1 Dependent in Basic, and 1+ Dependents in SM	Up to 92% of the Average of All Bay Area Region Combination Rate 12 Premiums

- *PORAC Membership Fee*

The parties agree that unrepresented Fire Managers/Fire Professional and Fire Chief who choose health insurance plans offered by PORAC through CalPERS will pay the membership fee associated with PORAC plans, and that the City will not pay PORAC membership fees.

- *Retirees' Medical*

With the migration to PEMHCA, unrepresented Fire Managers/Professional and Fire Chief will be eligible to receive retirees' health benefits provided under PEMHCA and will no longer be eligible to receive retirees' health benefits under the City's Retirees' Health Insurance Program. Any unrepresented Fire Manager/Professional and Fire Chief retirees who do not meet the requirements established by PEMHCA will not be eligible to receive benefits under the City's Retirees' Health Insurance Program.

Unrepresented Fire Managers/Professional and Fire Chief will have the option of participating in the Retirement Health Savings Account without any employer contributions subject to subsequent requirements and restrictions in IRS rulings, regulations, and opinions.

MSD/7/RESO
602-10-29-13Res-E-1

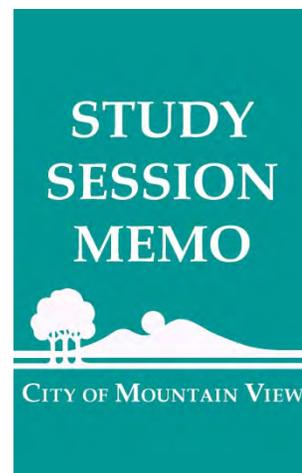
DATE: October 29, 2013

TO: Honorable Mayor and City Council

FROM: Peter Gilli, Planning Manager (Acting)/Zoning Administrator
Randal Tsuda, Community Development Director

VIA: Daniel H. Rich, City Manager

TITLE: **405 San Antonio Road**



PURPOSE

The purpose of this Study Session is to provide the City Council with an update on the proposed mixed-use development by Merlone Geier Partners (MGP) at 405 San Antonio Road, summarize the Environmental Planning Commission's (EPC) comments from their Study Session on October 2, 2013, and receive Council feedback on the project.

BACKGROUND

History of MGP and San Antonio Center Precise Plan

The proposed MGP project is within the San Antonio Center Precise Plan (SAC PP), which covers the entire shopping center. The Center is a subset of the greater San Antonio Change Area which was identified in the 2030 General Plan. A new Precise Plan for the entire Change Area is under way and the Council held a Study Session on the new Precise Plan on October 8, 2013.

The SAC PP was amended in June 2011 to allow for the Phase I project, but also to refresh the vision and expectations of any development in the Center to align with the 2030 General Plan visioning. The SAC PP has not been updated to reflect the increased Floor Area Ratio (FAR) (up to 2.35) and height (up to eight stories) that is part of the 2030 General Plan adopted in July 2012.

The SAC PP notes the Center was originally designed as an auto-oriented center with large, single-story stores surrounded by parking lots. The revised purpose of the SAC PP is to "guide future development by encouraging a mix of uses and the creation of vibrant, active, pedestrian-oriented street frontages throughout the Center while

enhancing internal and external connectivity” (see Attachment 1 – San Antonio Center Precise Plan).

The existing SAC PP identifies principles and objectives for the Center (listed below) and is described in more detail in the SAC PP.

- Regional Status
- Improve Design and Image
- Retail Sales Tax
- Coordination
- Pedestrian Connections
- Bicycle Connections
- Integrated Circulation System
- Links to Transit
- Flexibility
- Mix of Uses
- Place-Making
- Open Space
- Sustainable Development

Phase I Review

The City Council approved a Phase I development in June 2011, consisting of 311,000 square feet of retail area, up to 350 residential units, and a 1-acre open space. MGP is nearing completion of the southern component of the Phase I project, which includes the Safeway building, satellite buildings on El Camino Real and San Antonio Road, the apartment buildings with ground-level retail, and the Hetch Hetchy Green.

The SAC PP was approved with language that strongly encouraged storefronts facing public streets. Based on concerns from MGP, Council approved Phase I with exceptions to allow their satellite buildings to have their rear “back-of-shop” areas along El Camino Real and San Antonio Road.

Also, to provide sufficient right-of-way for a future bike lane on San Antonio Road, the Council agreed to reduce the proposed 10’ sidewalk to 5’.

North Parcel

The Phase I approval included a 175,000 square foot retail building on the former Tire Center site between the Hetch Hetchy Green and the Ross and Bev Mo building. This site was referred to as the “North Parcel” during the Phase I review (see Attachment 2—Phase I Site Plan). If Phase II is approved, then the North Parcel component of Phase I would not be constructed. If Phase II is not approved, then MGP may construct the North Parcel building.

Phase II

On December 13, 2011, the City Council authorized a Gatekeeper application for a Phase II mixed-use development at the San Antonio Center. Council direction was to allow revenue-generating uses such as entertainment, retail, hotel, and office, with only a limited amount of residential, if any.

The Phase II project site is located in the northwest corner of the San Antonio Shopping Center with frontage on San Antonio Road and California Street. The project site is referred to as “405 San Antonio Road” and consists of four parcels totaling 9.9 acres.

- North Parcel: Parcel 1 was previously entitled in July 2011 for a 175,000 square foot podium retail building with structured parking as part of the MGP Phase I project.
- 405-425 San Antonio Road: Parcel 2 is currently developed with a Ross department store, BevMo store, and parking lots.
- 377 San Antonio Road: Parcel 3 is developed with a one-story commercial building previously occupied by Barron Park Supply.
- 391 San Antonio Road: Parcel 4 is developed with a one-story commercial building previously occupied by the International Market.

Phase II Version I

Originally, MGP entered into a partnership with Boston Properties, an office developer, for the Phase II development. Boston Properties envisioned a landmark office development at the site. The plan included 700,000 square feet of office; 70,000 square feet of retail; a 150- to 200-room hotel; above-grade structured parking; two levels of underground parking; 6- to 11-story building heights; and no residential.

On May 16, 2012 and June 12, 2012, EPC and Council held Study Sessions on the project. EPC and Council directed MGP to reduce the project size. Council indicated up to a 3.0 FAR could be considered on the site with significant public benefits, but that building heights had to comply with the 8-story height limit being studied in the 2030 General Plan.

San Antonio Infrastructure and Visioning

Following the Council Study Session in June 2012, Council directed staff to start a visioning process for the San Antonio Change Area before the Phase II project could proceed. The Council accepted the visioning document in January 2013. Before authorizing Phase II to proceed, Council requested a Study Session on public benefit and off-site infrastructure priorities for the San Antonio Change Area. On March 19, 2013, Council held a Study Session and directed staff to focus on mobility-related public benefits for the San Antonio Change Area.

Phase II Version II

MGP moved forward without Boston Properties and proposed a project with ground-level commercial, retail, and restaurant space; a cinema; two office buildings; and a hotel. The site plan responded to City concerns with Phase I by including a grid system providing pedestrian connectivity and wider sidewalks in and throughout the Phase II area, no surface parking lots, and maximized storefronts along public and internal streets.

On April 3, 2013 and April 16, 2013, the EPC and Council held Study Sessions on



Aerial Photograph

the revised project. Council supported the mix of uses and directed the applicant to provide increased setbacks on California Street and San Antonio Road, reduce the massing of the office buildings, provide greater articulation on the upper floors, and design the project so it is unique and feels like Mountain View.

Project Description

The revised application proposes a mixed-use development (see Attachment 3—Project Plans) with six buildings consisting of:

- 397,000 square feet of office with four levels of underground parking
- 121,000 square feet of commercial/retail/restaurant
- 70,000 square feet of cinema/theatre
- 150,000 square feet of hotel area with conference facilities (167 rooms)
- 490,000 square feet of parking structure with 1,480 spaces
- No residential uses
- 25,000 square-foot central plaza (grows to 50,000 square feet when the Promenade is closed to vehicles)



Aerial Imagery with Phase II

The site is within walking distance to Caltrain, VTA bus lines, and a potential Bus Rapid Transit (BRT) stop on El Camino Real. Several gathering spaces are located throughout the project site with a main emphasis on the Hetch Hetchy Green, which was constructed as part of the Phase I project, and a central public plaza in the center of the project site. Buildings are placed with ground-floor retail/restaurants facing the Hetch Hetchy Green and Promenade, the public plaza, San Antonio Road, and California Street.

All proposed uses are allowed by the existing SAC PP. The project requires the following amendments to the SAC PP for intensity and heights:

- The existing Precise Plan does not include floor area ratios (FAR). Instead, the Plan specifies a maximum of 961,000 square feet of commercial development in the Center (for reference, this equates to a 0.39 FAR). This maximum was derived by taking the existing Center before Phase I, adding the Phase I development, and an additional 100,000 square-foot allowance for the rest of the Center. The expectation was that any major new development would amend the maximum square footage allowed in the Center. MGP proposes to add the proposed project's square footage to the Center's current maximum to allow for Phase II. The additional area requested would not cause the Center to exceed the 2.35 FAR maximum allowed by the 2030 General Plan.
- The existing Precise Plan allows commercial buildings up to 55' in height. As part of Phase II, commercial buildings up to 87' is requested. This does not exceed the 2030 General Plan height guidelines.
- The existing Precise Plan allows residential buildings and hotels up to 80' or seven stories. As part of Phase II, hotel heights of 90' is requested. This does not exceed the 2030 General Plan height guidelines.

EPC Study Session Summary

The EPC reviewed the proposed Phase II project at a Study Session on October 2, 2013. The EPC was generally supportive of the mix of uses but raised concerns with the intensity, building heights, pedestrian and bicycle circulation, and traffic. The EPC report is not attached because the contents of that report have been incorporated into this Council report. The webcast of the EPC meeting is on the City's [web page](#).

The following is a summary of the EPC's comments from the Study Session:

- Supported the mix of uses but concerned with the proposed building heights, intensity, and FAR.
- Supported the proposed 30 percent trip-reduction target for the office use.
- Concerned with the traffic associated with the project and impacts to the surrounding area.
- Noted the architecture and design has improved and the project provides greater setbacks and articulation on the public street sides.
- Noted Phase II provides storefronts facing the public streets and larger setbacks, which is lacking in Phase I.
- Suggested more step-backs on the upper floors for buildings facing the central plaza.
- Suggested varied building heights throughout the project, which will also reduce the FAR.
- Concerned with the "tunnel" effect on Silicon Way as it passes through the cinema parking structure.
- Emphasized the need to improve the pedestrian and bicycle connections within the project, to the neighborhood, and the rest of the Center.
- Supported the implementation of bike lanes on both sides of San Antonio Road as a public benefit.
- Noted the need for additional public benefits to justify increased FAR.
- Requested continued discussions with the Milk Pail Market to integrate the business within the new development, or allow shared parking if the Milk Pail Market remains in its existing location.
- Noted MGP's efforts to prepare a monument for historic events that occurred at 391 San Antonio Road.

Approximately 19 members of the public commented on the proposed project at the EPC Study Session. Public comments ranged from support of the project and the mix of uses to concerns about traffic, intensity, pedestrian and bicycle circulation, and impacts to the Milk Pail Market.

San Antonio Precise Plan

A Council Study Session was held on October 8, 2013 for the new San Antonio Precise Plan to provide a status report and receive Council feedback on key Precise Plan topics, objectives, and issues for the new Precise Plan. Council provided three fundamental points, which are covered in the analysis section of this report:

- Bicycle and pedestrian connectivity and circulation are the highest priority for on- and off-site improvements.
- Urban design and place-making are critical to create a place where people will go to shop and be happy to get out of their cars and stay in the area.
- Vehicle trip reduction and management is very important, but vehicle convenience is not the highest priority.

DISCUSSION

This report will describe the proposed development, outline the proposal's consistency with the General Plan, and include a discussion of several project issues and staff recommendations.

General Plan Consistency: San Antonio Change Area

The San Antonio Change Area encourages a mixture of commercial and residential uses with improved bicycle and pedestrian connections to the surrounding neighborhoods and to Caltrain and Valley Transportation Authority (VTA) transit stations. A revitalized San Antonio Center will serve as a key destination at the core of the Change Area. Larger regional commercial uses that attract visitors while also serving the community are encouraged. Walkable blocks, pedestrian-oriented streets, public plazas, and development of the Hetch Hetchy are also encouraged.

With the staff-identified changes summarized in this report, the project will comply with the following General Plan policies:

- *LUD 21.1: A mix of land uses.* Support a mix of commercial land uses serving the neighborhood and the region.
- *LUD 21.3: Improved connectivity.* Promote improved connectivity to adjacent neighborhoods, destinations, and downtown.
- *LUD 21.5: Hetch Hetchy right-of-way (ROW).* Promote the use of the Hetch Hetchy right-of-way for open space and mobility improvements in the area.
- *LUD 22.1: San Antonio Center transformation.* Support the transformation of San Antonio Center into a regional mixed-use and commercial destination.
- *LUD 22.3: Gathering spaces.* Encourage new plazas, open space, and other gathering spaces in the San Antonio Center.
- *LUD 22.4: Pedestrian-oriented design elements.* Ensure that development include pedestrian-oriented design elements such as accessible building entrances, visible storefronts, and landscaping.
- *LUD 22.5: Finer street grid.* Promote a finer street grid and improved connectivity within San Antonio Center.
- *LUD 22.6: Improved mobility.* Support improved mobility within San Antonio Center for vehicles, transit, bicyclists, and pedestrians.
- *LUD 22.8: Parking area safety.* Ensure safe pedestrian and bicycle access through parking areas.

Urban Design

In general, the layout of the site plan matches the version presented to EPC and Council in spring 2013. The site plan proposes a grid circulation system with connections to the remainder of the shopping center, to the adjacent neighborhoods, and transit stations.



Phase II Site Plan with Labeled Buildings

- Yellow = Restaurant/commercial stores
- Orange = Retail stores
- Pink = Lobbies
- Gray = Loading/service areas

The circulation diagram proposes dedicated bicycle paths around the perimeter of Phase II with shared vehicular/bicycle travel ways within Phase II. Pedestrian paths are provided along most roadways.



Phase II Circulation Plan

Red = Vehicular
Green = Bicycle
Blue = Pedestrian

Travelling Along San Antonio Road

Building 1 is a six-story office building located at the intersection of San Antonio Road and the Hetch Hetchy Park (see bottom section of Sheet L1.06 in the plan set). A large restaurant is prominently located at the corner, set back about 18' from the San Antonio Road curb line. The upper levels of the six-story office building are set back about 10' further than the restaurant space.

A minimum 8' sidewalk and 5'6" planter strip with street trees is provided along San Antonio Road. Passing the restaurant space, a retail storefront faces San Antonio Road, set back about 30' from the curb.

Between Building 1 and Building 2 is Disk Drive, a small internal street that provides vehicular, bicycle, and pedestrian access into the core of Phase II

Building 2 is also a six-story office building. The ground floor is programmed for commercial spaces, either retail, service, or small office uses. The entire San Antonio Road frontage consists of storefronts set back about 30' from the curb. Along the frontage of Building 2 will be the "Birthplace of Silicon Valley"



View of Building 1 from San Antonio Road

Building 1 Statistics:

6 stories, 87' (not counting rooftop equipment)
26,000 square foot ground-level retail/commercial
199,000 square foot office
4 levels of underground parking
1,200 estimated employees



View of Building 2 from San Antonio Road

Building 2 Statistics:

6 stories, 87' (not counting rooftop equipment)
26,000 square foot ground-level retail/commercial
199,000 square foot office
4 levels of underground parking
1,200 estimated employees

monument marking the location of the discoveries made at 391 San Antonio Road. MGP is working with a volunteer group associated with the historic event. Staff has not reviewed any designs at this point.

Beyond Building 2 is Silicon Way, another small internal street in the project. On the other side of Silicon Way is an existing one-story office building.

As part of the project, MGP plans to install bike lanes on San Antonio Road.

Staff generally supports the design of the San Antonio Road frontage. The entire frontage has storefronts with large setbacks. The prominent restaurant at the Hetch Hetchy Green has a smaller setback, but staff believes that is appropriate and acceptable given the location and the use. Staff recommends that a larger plaza be created around the historic monument, which will slightly reduce the footprint of Building 2.

Also, additional massing reduction should be provided along the northern side of Building 2 adjacent to the existing single-story office. At some point in the future, the remaining corner parcels could redevelop. Given the available space, staff believes any future building on those parcels would be lower in height than Building 2. Therefore, additional massing reductions are warranted for the short- and long-term.

Travelling Along California Street

Starting at the single-story Milk Pail and walking east toward downtown, one crosses the Promenade, which serves as one of the central spines to the entire MGP project (Phase I and Phase II). Building 6 is located across the Promenade. The entire frontage of Building 6 on California Street consists of retail storefronts (see Sheet L1.03 of the plan set). The sidewalk is 8' with a 6' planter strip. Initially, Building 6 has a large 30' setback from California Street, providing an opportunity for outdoor dining. The building shifts to a 14' setback from the curb for most of the remainder of the frontage. The upper level of this building is the cinema that is up to 80' in height at the Promenade and steps down to 65' at Pacchetti Way. There is no access to the cinema from California Street because MGP determined the



View of Building 6 from California Street

Building 6 Statistics:

2 stories, 65' to 80' (not counting rooftop equipment)
17,000 square foot ground-level retail
70,000 square foot cinema
8 screens, 1300 to 1700 seats

View of Building 6 from Pacchetti Way (below)



entrance should not be located as close to the neighboring residents. Instead, the entrance is from the Promenade near a public plaza.

As you approach Pacchetti Way, a prominent corner tenant space is provided with a large outdoor retail or dining area. This tenant space is designed to function as an open-air market with opportunities to bring merchandise out into the open space, but can also be designed to function as a restaurant space. MGP informed staff that this corner tenant space was offered to the Milk Pail. Staff has no information about the terms of the offer. Staff does not have any additional information about the communication between MGP and the Milk Pail. Prior Council and EPC direction to both parties was that some resolution of the situation be reached.



View of Outdoor Space at Pacchetti Way

California Street has an existing bike lane. In the Public Benefits section of this report, staff recommends requiring additional street dedication to allow for a buffered bike lane.

Staff supports the storefronts on California Street and the prominent corner tenant space and outdoor area at Pacchetti Way, though the tower element at California Street and the Promenade should be reduced in size. Staff believes that the pedestrian zone provided along California Street should be widened to at least 18' (portions are currently at 14'). This distance aligns with the minimum setback being considered for retail storefronts on El Camino Real. This would require the majority of Building 6 to be shrunk by 4'.

Travelling Along Pacchetti Way

As one leaves the open plaza at the corner of California Street and Pacchetti Way, a pedestrian pathway leads past the corner tenant space toward Silicon Way, an internal street that leads under the Building 5 parking structure (see the top portion of Sheet L1.06 of the plan set). After crossing Silicon Way, there is a small retail tenant space intended for a bike shop. This is the rear side of Building 5, and the building is set back 18' from the curb line with a 10' monolithic sidewalk with tree grates. The building has six levels of above-grade parking and one level of underground parking. The



View of Building 5 from the Pacchetti Way

Building 5 Statistics:

6 stories, 74'

15,000 square foot ground-level retail

1,480 total parking spaces

490,000 square foot of above-grade parking area

1 underground parking level for hotel customers

The building height is 74'. Beyond the bike shop are maintenance and utility areas for the parking structure, which will need to be attractively screened. This building elevation will be a primary focus of the Development Review Committee (DRC) review since this building will be prominent and Pacchetti Way is highly used by visitors to the Center from all travel modes.

After crossing Disk Drive, you reach the back corner of Building 4, the 7-story, 89' tall hotel. The pedestrian zone on Building 4 narrows to 10' in some locations. There are no storefronts until you reach the corner retail tenant that fronts on the Hetch Hetchy Green.

MGP plans to provide bike lanes on both sides of Pacchetti Way.

In addition to the DRC focus on improving these elevations, staff recommends a minimum 18' pedestrian zone along all of Pacchetti Way, which is not provided along the rear of the hotel building. Providing this space will require the footprint of the hotel building to be reduced. Also, strong pedestrian crossings of Pacchetti Way to connect Phase II to the neighboring stores in the Center are necessary. These crossings should be clearly marked with enhanced paving and signage to identify pedestrian crossings.

Travelling Along Hetch Hetchy Green

As one turns the corner from Pacchetti Way at the Hetch Hetchy Green, the one-acre open space comes into view. The Hetch Hetchy Green and the Promenade serve as the two prominent spines for the Merlone Geier Phase I and Phase II project. Retail and restaurant storefronts and angled parking are provided for the entire frontage of the Hetch Hetchy Green (see Sheet L1.05 of the plan set). This is a marked improvement over the North Parcel building approved for Phase I. Also, a pedestrian entrance to the hotel is provided along the Hetch Hetchy Green. The pedestrian zone along the Hetch Hetchy Green narrows at some points to 9', but is typically at least 13'.



View of Building 4 from the Hetch Hetchy Green

Building 4 Statistics:

6 stories, 90'

15,000 square foot ground-level retail/restaurant

150,000 square foot hotel with 167 rooms

As you pass the hotel building, you reach the Promenade and see Building 1 on the other side of the Promenade.

The roadway along the Hetch Hetchy Green is one-way and 20' wide, which provides ample room for bicyclists, though bicyclists will have to be careful to watch for cars backing out of angled parking spaces. This matches the Phase I condition.

Staff supports the storefronts along the Hetch Hetchy Green, but recommends a minimum pedestrian zone of 18', which will match what was provided for in the Phase I project on the other side of the park. Providing this space will require the building footprints to be slightly reduced.

Travelling Along the Promenade

The Promenade is a wide pedestrian-oriented pathway running through the core of Phase II. Wide tree-lined sidewalks are provided along the entire Promenade. Buildings are set back at least 18' from the curb line.

Starting from the Hetch Hetchy Green, the right side of the Promenade has a large outdoor dining area for a restaurant tenant in Building 4, then a one-way drop-off lane leading to the porte cochere and hotel entry. The left side of the Promenade has storefronts for ground-level retail or restaurant tenants in Building 1 (see the right-hand exhibit on Sheet L1.04 of the plan set).



View of Building 5 from the Central Plaza

Building 5 Statistics:

6 stories, 74'

15,000 square foot ground-level retail

1,480 total parking spaces

490,000 square foot of above-grade parking area

1 underground parking level for hotel customers

The entire Promenade is bounded by storefronts in Buildings 1, 2, 4, 5, and 6. The primary entrance to the cinema lobby is oriented toward the central plaza at the intersection of the Promenade and Silicon Way. Limited street parking is also provided along the Promenade.

Bicyclists in the Promenade will share the roadway with vehicles, similar to Phase I.

Central Plaza

The Promenade provides a clear and direct connection between the major open space of Phase I, the Hetch Hetchy Green, and the major open space of Phase II, the central plaza. Overall, the open area provides about 150' between Building 2 and Building 5, and 350' between Building 1 and Building 3. MGP has designed the circulation network so that the Promenade section between Disk Drive and Silicon Way can be closed to vehicular traffic for special events, similar to how the City closes sections of Castro Street for special downtown events.



Section View of the Central Plaza

The central plaza is approximately 25,000 square feet and includes areas for outdoor dining and seating, an interactive water feature, retail kiosks, and an additional 391 San Antonio monument (the primary monument is located adjacent to San Antonio Road). When the Promenade is closed to vehicles, the plaza doubles in size to approximately 50,000 square feet. The plaza and Promenade are designed with a special paving treatment and a zero curb line so the entire area visually appears as one large plaza. This will provide a variety of programming and activity options.

MGP provides comparisons of the proposed plaza with other plazas in the country on Sheets G1.01 through G1.05 of the plan set. Staff believes the plaza is adequately sized based on the heights of the surrounding buildings, particularly when the Promenade is closed to vehicular traffic.

MGP states that maintaining vehicular traffic during daytime hours is necessary for the retail stores along the Promenade. MGP believes there will be sufficient pedestrian traffic to warrant closing the Promenade on weekends and weekday evenings.

Building 3

At the northern end of the plaza is Building 3. Building 3 is a conceptual placeholder for a retail building located at the intersection of the Promenade and Silicon Way, adjacent to the rear of the Milk Pail building. The building is intended to screen the rear loading and trash area of existing the Milk Pail building.

Travelling Along Disk Drive

Starting from the Promenade, one can travel down Disk Drive to the east or west. Disk Drive is a two-lane roadway with incomplete sidewalks.

Going west toward San Antonio Road, there is a large, tree-lined sidewalk to the right, but no connection on the left. MGP purposely did this to minimize potential conflict between pedestrians and the loading zone and garage ramp to the underground garage that provides all required office parking for Building 1. These back-of-house areas are necessary for buildings, but staff believes that a minimum 15' separation between the curb and the building be provided for tree-lined sidewalks, and to provide more spacing between Buildings 1 and 2. This will require a reduction in the footprint of Building 1.

Traveling east from the Promenade toward Pacchetti Way, you pass the hotel lobby and the loading area of the Building 4 hotel to the right and the Building 5 parking structure to the left. A 12' pedestrian zone is provided along the left, with no sidewalk on the right. Staff recommends a minimum 15' separation between the curb and the buildings for tree-lined sidewalks, and to provide more spacing between Building 4 (hotel) and Building 5 (parking structure). This will require a significant adjustment to the parking structure or the hotel, and could result in the loss of some hotel rooms.

Bicyclists on Disk Drive will share the roadway with vehicles.

Travelling Along Silicon Way

Starting from the Promenade, you can travel down Silicon Way to the east or west. Silicon Way is a two-lane roadway with incomplete sidewalks.

To the west of the Promenade, Silicon Way is a two-lane roadway with sidewalks on both sides. As you travel down Silicon Way toward San Antonio Road, you pass the loading area and garage ramp to the underground garage that provides all required parking for office uses in Building 2 on the left and an existing one-story office building on the right.

This street is designed to be secondary to the Promenade, but staff believes it should still have sufficient pedestrian zones to make for comfortable circulation. Staff recommends a minimum 15' separation between the curb and Building 2. Also, staff recommends that a tree-lined sidewalk be provided on the side of Silicon Way adjacent to the existing one-story office building. The combination of these changes will require the building footprint of Building 2 to be narrowed.

Bicyclists on Silicon Way will share the roadway with vehicles.

To the east of the Promenade is the Building 5 parking structure where Silicon Way shifts from a street to a garage driveway. This is the "tunnel" that the EPC referred to in their comments. The cinema is located on the upper level of Building 4 and extends over Silicon Way. The only way to turn Silicon Way into an open street would be to significantly reduce the size of the cinema.

Staff would prefer that Silicon Way be an open street, but with the staff-recommended changes, the majority of the project provides attractive pedestrian zones and it may be necessary to allow this one segment of the circulation network to be focused on vehicular circulation. Staff recommends that a minimum 10' pedestrian zone be provided on both sides of Silicon Way within the parking structure, and that strong pedestrian connections be provided from Silicon Way to any storefronts or walkways on the ground floor of Building 6.

Urban Design Summary

In summary, the Phase II project provides a strong pedestrian experience. Staff recommends widened pedestrian zones and connections to improve the pedestrian experience and to provide more spacing between buildings within the project.

- A minimum 18' setback from street curbs to buildings should be required on all major roadways.
- A minimum 15' setback should be required on the minor roadways (Disk Drive and Silicon Way), except for the segment of Silicon Way that is under the cinema, where 10' pedestrian zones should be provided.

Question 1: Does Council concur with the staff-recommended widening of pedestrian zones and spacing between buildings?

Architectural Design

At the prior Council Study Session, Council was generally comfortable with the architectural design of most of the project except for the office buildings. In response to Council direction, MGP revised the design of the office buildings to reduce the visual massing of the buildings. Sheets G2.01, G2.02, and G2.03 of the plan set demonstrate the approach that MGP took to reduce massing. Staff believes the design changes are positive and significantly improve the office building design.

The EPC suggested reducing building heights or adding more step-backs for the elevations on the interior of the project. Staff believes that a visitor walking or biking through Phase II will appreciate larger pedestrian zones and greater space between buildings more than a height reduction from six to five stories or step-backs of the upper level of buildings.

As described above, staff recommends additional massing reduction along the northern side of Building 2.

Question 2: With the revised office design and staff's recommendations, does Council accept the overall design, massing (step-backs/articulation), and heights of the project?

Vehicle Traffic Analysis

Transportation Demand Management (TDM)

MGP agreed to a requirement that peak-hour, office-related trips be reduced by 30 percent when compared to the Institute of Traffic Engineers (ITE) standards, and MGP will join the Transportation Management Association (TMA).

Council approved a 20 percent trip-reduction requirement for the 625 Clyde Avenue project, and Intuit is proposing a 35 percent trip reduction for their new buildings in North Bayshore. Zoning regulations and conditions of approval will require financial penalties if the trip-reduction target is not achieved. MGP and staff believe the 30 percent reduction at this location is feasible due to the proximity to the Caltrain station.

With Google occupying the former Mayfield Mall site, it is expected the TMA will include a major shuttle line between the San Antonio Area and downtown. Such a line will provide free transit options between downtown and the San Antonio Center for all employees and visitors of the hotel, cinema, retail stores, and restaurants.

Staff cannot quantify the potential trip reduction associated with the nonoffice uses; therefore, the required trip reduction associated with this project will be focused on the office use.

Vehicle Level of Service LOS

The General Plan identifies a level of service (LOS) threshold of “D” as the baseline LOS for most of the City, which reflects intersections that have an average wait time of 35 to 55 seconds. Since the measurement is an average, certain movements at the intersection can, and often do, exceed the 35 to 55 second wait time.

The 2030 General Plan identifies two areas in the City, the downtown and the San Antonio Area, as areas that are allowed to function at LOS E (average wait time of 55 to 80 seconds) due to City expectations of retail activity that would have greater traffic levels than other parts of the City.

A Transportation Impact Analysis (TIA) is currently being prepared as part of the Environmental Impact Report (EIR) for the project. The traffic consultant has provided preliminary LOS results for the study intersections during the morning and evening peak periods. These results include the mandatory 30 percent peak-hour trip reduction for the office uses.

The preliminary results indicate all study intersections would continue to operate at acceptable levels of service with the proposed project, except there would be a significant impact at the El Camino Real and San Antonio Road intersection in the cumulative scenario. (Please note that at the time of the EPC hearing, the background and cumulative analysis had not been completed.)

The City’s traffic consultant has identified preliminary measures to redesign the intersections that could reduce the significant impact to acceptable levels through the modifications of through and turn lanes. Any infrastructure improvements proposed to mitigate the impact at this intersection should not be considered a public benefit because they are required to comply with VTA Guidelines and CEQA.

Further analysis of these intersections will continue and all proposed mitigation measures will be available for public review in early 2014.

Public Benefits and Infrastructure

Past discussions with the EPC and Council included the requirement of significant public benefits. On March 19, 2013, the Council held a Study Session to discuss the San Antonio Change Area public benefits and off-site infrastructure improvements. The Council commented that public benefits should be focused on mobility improvements. The EPC and Council can require off-site public benefits since the proposed project is going ahead of the San Antonio Precise Plan.

Floor Area Ratio (FAR)

The City can also require public benefits for projects proposing to exceed the General Plan's FAR in key locations. The General Plan allows up to a 2.35 FAR for the San Antonio Center and, at a prior Study Session, Council stated that 3.0 FAR could be considered at this location with significant public benefits.

FAR is a common land use tool that is used to control trip generation or building mass. In past projects and during the 2030 General Plan process, FAR's traffic-generation aspect was used in office district discussions, while FAR's building mass aspect was used in residential and mixed-use district. Therefore, in office districts, the City does not count above-ground parking structures toward FAR because they do not affect trip generation, whereas the City does count above-ground parking structures toward FAR in mixed-use districts because those structures add to mass.

Phase II has an FAR of 2.82 (for reference, it would be 1.69 without the parking structure). If Phase I and II are combined, the overall FAR is about 2.0.

The Council can choose to consider the project as the second phase of a combined Phase I and Phase II project, in which case the overall FAR complies with the General Plan, or Phase II can be looked at independently, which would require public benefits to exceed 2.35 FAR. Staff does not have a preference because whichever way FAR is calculated, the project warrants significant public benefit since it is allowed to proceed ahead of the Precise Plan.

Public Benefits

MGP has committed to redesign San Antonio Road from El Camino Real to California Street to install bike lanes in both directions and rebuild the median.

The EPC recommends additional public benefits. Staff recommends focusing attention at the roadways and intersections in closest proximity to the project site and improving pedestrian and bicycle mobility at those locations. Based on EPC and Council input to date, staff identified four mobility improvements that are likely to be requirements of new development in the upcoming San Antonio Precise Plan. Any Gatekeeper project allowed to move ahead of the Precise Plan should be required to install improvements adjacent to their project.

1. **Design and construct a signalized pedestrian/bicycle crossing at the intersection of San Antonio Road and the Hetch Hetchy Green.** The General Plan identified the Hetch Hetchy ROW as a potential unifying feature for the Change Area, providing the opportunity for open space and pedestrian and bicycle circulation. San Antonio Road and Showers Drive are major barriers for pedestrian and bicycle traffic through the Change Area.

At their October 23 Study Session on the Target Gatekeeper project, the EPC supported a pedestrian/bicycle crossing along the Hetch Hetchy right-of-way on Showers Drive. The MGP Phase II project should be required to install a similar crossing. Such a crossing could inconvenience vehicular traffic on San Antonio Road, but would provide a significant benefit to pedestrian and bicycle traffic.

2. **Design and construct improvements to the California Street and Pacchetti Way intersection to improve pedestrian and bicycle circulation.** This intersection should be designed to maximize the efficiency of pedestrian and bicycle movements along California Street, and into and out of the San Antonio Center. Improvements could include revised striping, signage, curb locations, or the possibility of a pedestrian/bicycle "scramble," which would stop all vehicular traffic while allowing any pedestrian or bicycle movement to occur in any direction. Staff believes this improvement would be a requirement of the upcoming San Antonio Precise Plan; therefore, this project should be required to make this improvement.
3. **Design and construct improvements to the San Antonio Road and California Street intersection to improve vehicular, pedestrian, and bicycle circulation.** Based on field observations, public comment, and preliminary traffic data, vehicular movements at this intersection could be improved by adding a second left turn on southbound San Antonio Road. In addition, measures to increase pedestrian and bicycle safety and efficiency should be implemented.
4. **Dedicate an additional 5' of ROW on California Street for a buffered bike lane.** California Street has adequate room for bike lanes. As part of the San Antonio

Precise Plan, a buffered bicycle lane may be required on California Street. The buffered lane could be accommodated through vehicular lane reduction or additional land dedication, and will be studied in the Precise Plan EIR. The San Antonio Precise Plan expectations for California Street will likely be determined by the time the Phase II project comes to Council for final action. The applicant can plan their project with the expectation the extra dedication will be required. If it is determined the extra dedication is not needed before the final Council action on Phase II, the applicant can adjust their project to take back the 5'.

Typically, the City requires financial contributions toward mobility projects as part of a new office development. In this case, staff believes the proposed improvements listed above, in conjunction with the bike lane project on San Antonio Road MGP committed to, may be sufficient to satisfy the project's responsibility for mobility improvements.

Question 3: Does Council support the staff recommended mobility improvements and consider these improvements, in addition to the applicant's proposal for bike lanes on San Antonio Road, to be sufficient public benefit for the project?

Other Issues

MGP Request for P District

MGP requests the Phase II project be processed as a P District rezoning of the Phase I and Phase II property instead of an amendment to the P(9) San Antonio Center Precise Plan. Regardless of the approach for Phase II, the entire Change Area will be brought into the new San Antonio Precise Plan when the new Precise Plan is adopted in December 2014 (see Attachment 4 – Letter from MGP).

The Phase II Gatekeeper was authorized in December 2011 and was planned to be an amendment to the P(9) San Antonio Center Precise Plan, which is the process used for Phase I. Since that time, several Gatekeeper proposals to implement the 2030 General Plan ahead of the Change Area Precise Plans have been approved using the P District rezoning approach where the P District would serve as an interim zoning until the Precise Plans are completed. Had the original Gatekeeper occurred in 2012 or 2013, staff would have recommended the P District approach because it is somewhat easier to process. The P District approach was recommended by staff for the Target project in the P(11) Precise Plan.

The primary difference between the two approaches is the potential scope of the P(9) Precise Plan Amendment could include discussion of land in the shopping center outside of MGP's control. Staff has expected the P(9) Precise Plan Amendment would

only consider the MGP Phase II property, but the P District approach makes this more formal and clear.

Question 4: Does Council have a preference for the project to be processed as a Precise Plan Amendment to P(9) or as a separate P District?

CONCLUSION

The project complies with several General Plan policies for the San Antonio Change Area as discussed earlier in this report:

- The applicant is proposing a mix of land uses, including shopping, dining, entertainment, lodging, and employment, which is encouraged for the San Antonio Center and will create destination location(s).
- The proposed market/restaurant at California Street and Pacchetti Way provides an opportunity for a neighborhood-serving use with a large, attractive outdoor eating area, which provides a transition to the adjacent neighborhood from the higher-density development.
- The intensity of the proposed project is supported by several transit options, in addition to the applicant's commitment to a mandatory 30 percent peak-hour trip reduction for office trips and joining the TMA.
- The massing of the proposed office buildings has been reduced by providing large setbacks on the upper levels with projections on the lower levels, similar to the Fenwick & West building in downtown.
- The project has been designed to complete the Hetch Hetchy Green frontage with ground-floor retail and restaurants, and a continuation of the Promenade from the Phase I development into the Phase II central plaza space.
- The ground-floor commercial/retail storefronts continue around to the San Antonio Road and California Street frontages.
- The project will include a tribute to the historical events that occurred at 391 San Antonio Road.
- The applicant's proposal to realign the median on San Antonio Road and install bike lanes on both sides of the street from El Camino Real to California Street supports City goals for improved bicycle circulation.

- With the staff-recommended mobility improvements, the project would significantly improve pedestrian and bicycle connections to the San Antonio Center consistent with Council direction in the San Antonio Precise Plan.

RECOMMENDATION

Staff requests Council input on the project as a whole, and in particular the following questions about urban design, mobility improvements, and process:

1. Does Council concur with the staff-recommended widening of pedestrian zones and spacing between buildings?
2. With the revised office design and staff's recommendations, does Council accept the overall design, massing (step-backs/articulation), and heights of the project?
3. Does Council support the staff-recommended mobility improvements and consider these improvements, in addition to the applicant's proposal for bike lanes on San Antonio Road, to be sufficient public benefit for the project?
4. Does Council have a preference for the project to be processed as a Precise Plan Amendment to P(9) or as a separate P District?

NEXT STEPS

Following feedback from the City Council at this Study Session, the applicant will revise their project plans and continue with the development review process and environmental review process. As the project review continues, there will be more detailed analysis on pedestrian and bicycle circulation, architectural details, building materials, and landscaping. The upcoming schedule for the project is as follows:

- The Draft EIR will be available for public review in early 2014.
- A Bicycle/Pedestrian Advisory Committee (B/PAC) meeting is anticipated in early 2014.
- An EPC Public Hearing is expected in spring 2014, where the EPC will make a formal recommendation on the legislative action (Precise Plan Amendment or P District rezoning) and the Final EIR.

- An Administrative Zoning hearing in spring 2014 where the Zoning Administrator will make a formal recommendation on the development project and Final EIR.
- A City Council hearing in June/July 2014 where the City Council will take a final action on the entire project.

PUBLIC NOTICING

Agenda posting and mailing to interested parties and all property owners within 1,000' radius of the project site.

PG-RT/7/CAM/887-10-29-13SS-E

Attachments: 1. San Antonio Center Precise Plan
2. Phase I Site Plan
3. Project Plans
4. Letter from MGP

CITY OF MOUNTAIN VIEW
SAN ANTONIO
CENTER
PRECISE
PLAN

SAN ANTONIO CENTER PRECISE PLAN
P(9)

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

NOVEMBER 29, 1988

RESOLUTION NO. 15488

<u>AMENDED</u>	<u>RESOLUTION NO.</u>	<u>SUMMARY</u>
July 9, 1991	15288	Changing landscaping, signing, building height, storefront review, bicycle circulation and parking requirements, and revising exhibits accordingly.
November 26, 1991		Finalizing wording regarding tenant signs as directed by Council on July 9, 1991.
February 11, 1992	15373	Remove language limiting veterinary clinics to one specific location.
March 8, 1994	15674	Significantly revising format and criteria, including goals, uses, development criteria and the development review process.
April 25, 1995	15828	Changes promoting child care facilities.
March 4, 2008	17288	Add language prohibiting large-scale building material stores and/or lumber stores.
June 14, 2011	17620	Allow 188,000 square feet of additional commercial area and up to 350 residential units.

San Antonio Center Precise Plan

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PART I

BASIS OF PRECISE PLAN POLICY

1.1 PURPOSE

The purpose of this document is to provide a framework for development in the San Antonio Center (the "Center") which will guide future actions. The Center was originally designed as an auto-oriented shopping destination and is composed of large, single-story retail stores surrounded by expansive parking lots. The intent of this Plan is to guide future development by encouraging a mix of uses and the creation of vibrant, active, pedestrian-oriented street frontages throughout the Center while enhancing internal and external connectivity.

1.2 SAN ANTONIO CENTER BOUNDARIES

The San Antonio Center is a primary gateway into the City since it is located on the western edge of Mountain View near the cities of Los Altos and Palo Alto. The Center is bounded by El Camino Real, San Antonio Road, California Street and Showers Drive.

The entire Center measures 56 acres and has multiple ownerships. The site is bisected by an 80' wide San Francisco Public Utilities Commission Hetch-Hetchy property with specific development restrictions. The San Antonio Center Precise Plan divides the Center into two Areas (see Figure 1):

Area 1—Contains 16 acres primarily located at the corner of San Antonio Road and El Camino Real and properties abutting the Hetch-Hetchy easement.

Area 2—Contains the remainder of the Center totaling 40 acres.

1.3 THE VISION AND GOALS FOR SAN ANTONIO CENTER

Coordinated efforts amongst the property owners are a key element to improving the current condition of the shopping center. The goals of this Plan are to encourage individual property upgrades and assemblages that will develop in phases, provided that each phase promotes the overall viability and desired coordination of the Center. Area 1 is poised to become the newly developed portion of the Center and will help invigorate the Center by introducing a mix of varying land uses and densities. This Area will also set the tone for any further revitalization efforts for the Center by providing the basic framework for circulation, architectural and open space designs.

This Plan provides the land use and design criteria to guide the rebuilding and strengthening of the San Antonio Center. While it encourages extensive redevelopment and consolidation of retail, office and residential space, it allows for gradual change, recognizes the separate ownerships and long-term ground leases, and provides the ability to use each property independently. Older buildings can be remodeled, uses can be added and new construction can occur; however, each change will provide the basis for greater coordination throughout the site. This Plan also presents design criteria focused on aiding in the development of a pedestrian-oriented Center by incorporating new streetscapes within newly developed parcels that are linked with older sections of the Center. An integrated grid circulation system, gathering places and high-quality architectural building design will add vitality to the existing Center. In order for the Center to be successful, access; pedestrian, bicycle and vehicular circulation; parking; landscaping; signing; and building design shall be coordinated. To ensure coordinated access and circulation, reciprocal parking and access agreements will be required for all properties provided, however, residential uses shall provide private resident parking.

1.4 **PRINCIPLES AND OBJECTIVES**

The 1992 General Plan, the 2009 Economic Resources Strategy, the Guiding Principles of the Grand Boulevard Initiative and the General Plan 2030 Visioning Process Report all support the following goals which form the basis of the specific criteria which are contained in this Plan:

- A. **Regional Status**—Reinforce the regional status of the Center by ensuring that it provides regional services to Mountain View residents and attracts customers from the surrounding area.
- B. **Improve Design and Image**—Make substantial design improvements to the Center's buildings and site, creating a quality image of an attractive shopping center at this gateway location.
- C. **Retail Sales Tax**—Revitalize the Center to enhance the success of the retail businesses and bolster retail sales tax revenues.
- D. **Coordination**—Ensure that access, signage, building design and on-site circulation support the image of a single cohesive center.
- E. **Pedestrian Connections**—Encourage pedestrian walkway connections and amenities to help attract customers, link uses and revitalize the Center.
- F. **Bicycle Connections**—Provide safe and well-designed connections and amenities for bicyclists who are either residents or users of the Center.

- G. **Integrated Circulation System**—Redesign the existing circulation pattern in a grid-like system with tree-lined sidewalks and pedestrian amenities throughout the Center and links to the surrounding neighborhood.
- H. **Links to Transit**—Create efficient routes throughout the Center linking users to the San Antonio Caltrain Station, El Camino Real Transit Service and the VTA's Transfer Bus Station.
- I. **Flexibility**—Recognize the dynamic nature of the retail industry and accommodate through Plan flexibility and development review process.
- J. **Mix of Uses**—While continuing to reinforce the Center as a shopping destination, promote uses that create a synergistic and dynamic environment.
- K. **Place-Making**—Create interesting and special gathering experiences and frontage that transform the shopping center into a dynamic environment where people want to be and interact.
- L. **Open Space**—Incorporate smaller open spaces such as plazas and private courtyards that can vary in character and function while providing recreation and open space opportunities.
- M. **Sustainable Development**—Pursue sustainable design, engineering and construction methods.

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PART II

USE CRITERIA

2.1 PURPOSE

The Center is intended to serve patrons and residents who will be arriving by transit, bicycle, on foot or by private vehicle. A full line of comparison retail goods is desired to encourage comparison shopping. Large-scale retail establishments will help anchor the Center for the smaller tenants and attract local patrons as well as patrons from other communities. Neighborhood retail uses will help serve nearby residential areas and newly created residential units in the Center. Locating new residential units in the Center will enliven the area and create more demand for varied uses, and residents will take advantage of the close proximity to transit for their transportation needs. Storage and other uses which create long, uninteresting wall spaces along pedestrian ways should also be avoided. The Plan will rely on the expertise and coordination of the Center managers to maintain the tenant and use mix.

While the Center will remain as a major regional shopping center, other uses are included as provisional uses which complement its retail function and add activity to the Center. Such uses shall require approval as described in the Administration Chapter of the Precise Plan.

2.2 PRINCIPALLY PERMITTED USES

Shopping centers should provide a broad spectrum of uses. A combination of eating and drinking facilities, large- to small-scale retail stores and personal service uses are recommended to provide a compatible range of goods and services to the community. Large-scale retail establishments will help anchor the smaller tenant uses and will provide a draw for regional shoppers.

The following uses are principally permitted uses in both Areas 1 and 2 of the Center:

- A. **Large-Scale Retail Businesses.** Large-scale retail establishments are those that sell multiple categories of goods such as department stores, or single category goods such as home furnishings or office equipment. These establishments typically occupy 10,000 square feet or more.
- B. **Medium and Small-Scale Retail Businesses and Personal Service Establishments.** Medium- and small-scale retail establishments are those that occupy between 1,000 and 10,000 square feet and typically sell specialty

goods such as jewelry, cards, gifts, shoes, specialty foods, etc. Personal service establishments provide services of a personal convenience nature, such as cleaning, repair or sales incidental thereto. Examples of personal service establishments include beauty salons and barbershops, nail salons, art, dance or music studios, shoe repair shops, Laundromats, dry cleaning establishments, tailors and office services such as typing, copying and faxing.

- C. **Restaurants**, including those with outdoor seating and/or serving beer and wine clearly ancillary to food service. Drive-up food service facilities are not allowed.

Generally, appropriate uses as identified in the following list are designated to provide guidelines for complementary uses that would benefit both the Center and the community. This list is not intended to prohibit other uses. The service and retail uses that are generally appropriate within the Center are:

- Apparel stores
- Variety stores
- Jewelry stores
- Delis and take-out food shops
- Shoe stores
- Grocery stores
- Coffee shops
- Beauty/health Stores
- Bookstores
- Office supply/stationary stores
- Pet stores
- Sporting goods stores
- Barbershops
- Junior department stores
- Candy stores
- Community rooms
- Liquor stores
- Appliance stores
- Housewares
- Bakeries
- Cleaners
- Photography studios
- Art galleries
- Multi-category large-scale retail
- Single category large-scale center
- Florists
- Gift stores
- Art shops
- Hobby shops
- Beauty salons
- Fabric stores
- Music shops
- Post office
- Restaurants and cafés
- Consumer electronics
- Camera shops
- Hardware stores
- Furniture stores
- Drug stores
- Museums
- Specialty food stores
- Home goods stores
- Department stores

2.3 **PROVISIONAL USES**

While the focus of the Center will be retail, residential mixed-use development may be permitted within Area 1 of the Center. Residential mixed-use development is typically a building with ground-level commercial uses or parking and multi-family stacked units above. Residential uses are intended to complement the commercial uses on-site and invigorate the Center by providing a 24-hour presence.

The following uses may be acceptable subject to City review.

Areas 1 and 2:

- A. New office uses in existing buildings and new office uses in new developments.
- B. A hotel.
- C. Any establishment providing entertainment, permitting dancing or serving alcoholic beverages (other than beer and wine in conjunction with food).
- D. Veterinary clinics, pet hotels and pet day-care facilities enclosed within the building.
- E. Child-care facilities, private school establishments and tutoring centers.
- F. Dentists and optometry offices.
- G. Financial institutions such as banks, accountants and tax preparers.
- H. Health and fitness centers.
- I. Movie theaters.

Area 1 only:

- A. Up to 350 residential units with private resident parking (limited to the parcel south of the Hetch-Hetchy easement).

2.4 **PROHIBITED USES**

The following uses are prohibited from being located in the Center since these uses do not support the vision and goals for the San Antonio Shopping Center:

- A. All drive-through or drive-up operations are prohibited. Drive-through and drive-up operations are those where food or other products or services may be purchased by motorists without leaving their vehicles. Such facilities include drive-up teller windows in banks, and drive-up oil changing facilities, etc., but does not include automatic teller machines (ATMs).
- B. Vending machines such as those used to dispense sodas, snacks, movie rentals and cigarettes are prohibited, except when located within a fully enclosed building, and not including reverse vending recycling redemption centers.
- C. Large-scale, warehouse-type building material stores and/or lumber stores are prohibited. Large-scale building material stores and lumber stores are wholesale or retail establishments selling lumber and/or other construction materials and building supplies.
- D. Auto-oriented uses, including service stations and repair garages for minor repair.

2.5 **TEMPORARY USES**

Outdoor or seasonal product sales are considered to be temporary uses and shall comply with the Administration Chapter of the Precise Plan.

PART III

DESIGN CRITERIA

3.1 **PURPOSE**

The following design criteria are intended to provide a framework for the character and development envisioned for the San Antonio Center. The criteria define the general mandates for a comprehensive development concept for all properties at the San Antonio Center.

3.2 **DESIGN REQUIREMENTS FOR ALL DEVELOPMENTS**

3.2.1 **Applicability**

For all changes of occupancy or use, new tenancies and building additions, the Zoning Administrator may require owners to make exterior improvements, including landscaping, trash enclosures, painting and parking lot improvements. The extent of required improvements shall relate to the magnitude of the change requested, the building size and the extent of upgrading already accomplished on the property. It may also relate to the length of the lease. Generally, the improvements must be made prior to occupancy.

All projects shall substantially apply with this Design Requirements for all Developments and Section 3.3, Design Guidelines for All Developments.

3.2.2 **Site Design**

A. **Coordination:**

Site improvements and buildings shall be coordinated with adjacent properties to ensure the potential, if not the immediate, realization of shared access and coordinated parking (residential uses shall provide private parking). Grading, parking and landscape treatment shall relate to adjoining properties. Mutual access agreements shall be required.

The applicant shall submit a comprehensive site plan of the entire Center area showing how the development fits with other existing or approved developments at the Center, including the Master Circulation Plan. It is the applicant's responsibility to demonstrate how the proposed development meets the goals and criteria of this

Precise Plan. Additional exhibits in support of the application are encouraged.

The Hetch-Hetchy right-of-way should be considered as a unifying open space and circulation element that runs through the entire Center.

B. Intensity:

The maximum building potential for the entire Center will be 961,000 square feet (gross) of commercial development divided in the following manner:

Lot A—a maximum of 311,000 square feet (gross) of commercial development and 350,000 square feet (gross) of residential development but in no case over 350 residential units.

Lot B—a maximum of 650,000 square feet (gross) of commercial development.

C. Circulation:

The San Antonio Center includes a disconnected circulation system that significantly contributes to the lack of unity and wayfinding within the Center. The implementation of an integrated network of complete streets for pedestrians, bicyclists and motorists is required to improve the circulation system and the success of the Center.

1. Vehicular

- a. A well defined internal circulation route which provides clear, direct access to all areas of the Center shall be provided. For descriptive purposes this route shall be called "the interior circulation route." This interior circulation route shall generally comply with the Master Circulation Plan (see Figure 2) and shall accommodate vehicular and bicycle traffic in both directions in a unified street grid pattern system streets. Large-scale and small-scale developments shall coordinate their site designs to access the interior circulation route. The interior circulation route shall be shown on all development proposals and must connect to existing or demonstrated potential routes on adjacent parcels.

- b. Entry/exit driveways from public streets shall proceed directly to the internal circulation route. These driveways should accommodate traffic in both directions.

2. **Pedestrian**

Pedestrians are a critical component to the success of this Center. Engaging pedestrians from the main public rights-of-way and providing interesting paths of travel within the Center are important components to the redesign of the Center.

- a. A safe, attractive, clear pedestrian circulation system throughout the Center is a critical unifying element and will contribute to the successful revitalization of the Center. The pedestrian circulation system shall be designed to encourage pedestrian rather than vehicular travel on the site, and to encourage destination shoppers to venture into other stores and areas of the Center.
- b. Direct pedestrian connections to pedestrian crosswalks at surrounding streets, as well as at all major vehicular entranceways, shall be part of the integrated pedestrian network. Pedestrian access to the building should be visually and functionally clear from all public rights-of-way.
- c. Pedestrian paths and connections throughout the Center shall facilitate pedestrian mobility and include consistent sidewalks that incorporate landscaping and paving treatments, pedestrian-level lighting and signage. Coordination of the design and location of pedestrian connections is required.
- d. A separated sidewalk is required along the El Camino Real frontage with a minimum planter width of 6' and a minimum sidewalk width of 10'.
- e. A separated sidewalk is required along the San Antonio Road frontage with a minimum planter width of 6' and a minimum sidewalk width of 5'.
- f. Special attention shall be directed at linking pedestrians to the San Antonio Caltrain Station, El Camino Real Transit

Service and the VTA's bus transfer station on Showers Drive.

3. **Bicycle**

Bicycling is increasingly becoming an important mode of transportation in Mountain View and other Bay Area communities. Providing the Center's users with well-designed and integrated paths of travel is an important component to the Center's circulation design.

A bicycle access and bicycle circulation system through the Center shall be required as shown in the Master Circulation Plan. A bicycle circulation route within the Center with paths and connections to surrounding streets, as well as at all major vehicular entranceways, shall be part of the integrated bicycle network. The provision of bike parking facilities at convenient and evenly distributed locations throughout the Center shall be required in accordance with the Zoning Ordinance for both commercial and residential uses.

D. **Parking:**

The majority of parking provided at the San Antonio Center is surface parking. While parking is necessary for the success of the Center, it should be provided in a manner that does not hinder the vision for the Center.

1. **Number of Spaces Required.** Vehicular parking for all permitted or provisional uses other than residential shall be provided for the Center or any incremental development in compliance with City of Mountain View ordinances governing the number of required parking and loading spaces including handicap parking spaces. Private residential parking shall be provided at a ratio of one parking space per bedroom. Bicycle parking shall be provided in accordance with the City of Mountain View Zoning Ordinance governing the number, style, location or type of required bicycle parking facilities.
2. **Alternative Parking Options.** In order to reduce the number of surface lots in the Center, alternative parking options to surface lots is encouraged for both redevelopment and new development projects. Rooftop parking and other structured parking, such as podium and underground parking, is

permitted. Above-grade parking garages along a public street frontage, however, are discouraged. The Zoning Administrator may reduce the total amount of required parking if the applicant provides alternative parking options for the Center, including, but not limited to, rooftop parking and parking structures. Wayfinding amenities to parking structures will be required.

3. **Deferral of Spaces.** The Zoning Administrator may approve deferral of one or more required on-site parking spaces to a future time if the applicant can demonstrate that the tenant will not need the number of parking spaces required by this chapter for that use and the parking to be deferred can be utilized for other aesthetic amenities not otherwise required under this Precise Plan.
4. **Dimensions.** Parking stall, backup and aisle dimensions shall also comply with applicable City of Mountain View standards and requirements.
5. **Location.**
 - a. The parking spaces required (including loading, bicycle and handicap) shall be determined for each proposed development and shall be contained within the ownership associated with said proposal; however, all parking other than private residential parking shall be accessible to other properties in accordance with the existing Reciprocal Parking Agreement in the Center.
 - b. Parking should be avoided along the principal interior circulation route or entrance driveways, nor curvilinear sections where the line of sight is restricted, at intersections of the road with other primary drives, or other locations where dangerous turning movements may result.

E. **Landscaping:**

Landscaping in the Center can become a key component to its success as it can be designed to create interesting street frontages and open spaces such as plazas and private courtyards that vary in character and function while providing place-making opportunities.

All landscaping plans will comply with the requirements set forth in the City of Mountain View's Landscaping Ordinance unless specifically specified in this section. A detailed landscape plan for the Center shall be developed to unify the site and to set forth detailed landscape requirements. This plan shall show a unified grid system of streets with a focus on how the proposed landscaping along walkways, pedestrian-scaled lighting and signage help create attractive streetscapes within the Center. The plan shall encompass the entire property on which the development is proposed and will coordinate with existing landscaping on adjacent properties.

1. **Minimum Amount Required.** Each area of the Center (defined as a proposed or existing development that is designed and submitted as a single unit and maintained and operated under a single property manager) shall provide a minimum of 15 percent of the total site area of landscaping. Landscaping is defined as the total lot area minus the areas covered by buildings and vehicle-oriented paving.
2. **Streetside Landscape Buffer.** Perimeter landscaping shall be supplemented with groundcovers, shrubs, trees and features that are sufficiently tall and continuous to screen parking lots. Lush foundation planting along building walls will be required to add interest to the streetscape.
3. **Tree Canopies.** Both perimeter and interior landscaping shall include a predominance of canopy trees. The location and spacing will be dependent on type of tree used, but the effect shall be consistent tree cover that will provide shade. Generally, a minimum 24" box tree shall be installed every 3 parking spaces. Generally where there are 25 or more parking spaces in an otherwise unbroken row, a minimum 8' wide tree island shall be installed every 10 to 12 spaces. These trees will help provide an identifiable image for the Center.
4. **Landscaping Along Pedestrian Ways.** Landscaping will be required along sidewalks with the installation of 24" box street trees, shrubs and groundcovers that also buffer building, parking and street edges. Integral planters or wing walls that incorporate landscaped areas and/or sitting areas are also highly recommended. The use of landscaping along pedestrian walkways along with appropriate lighting will provide a safe and comfortable pedestrian experience.

5. **Landscaping Along Vehicular Ways.** Landscaping will be required along all vehicular entries from the surrounding City streets to the interior circulation road. Landscaping shall be maintained so as to not obstruct views from vehicles at driveways. Vegetation at all site distance zones shall not exceed 3' in height.
6. **Irrigation.** All landscaped areas shall be provided with fixed irrigation systems and will meet the Water Conservation requirements set forth in the City's Landscaping Ordinance.

F. **Minimum Lot Size:**

All newly created lots must be a minimum of 40,000 square feet. Existing lots of record may be developed with the uses permitted by this plan and in accordance with the development standards of this plan.

3.2.3 **Building Design**

One of the keys to a successful Center is to encourage substantial design improvements to the Center's buildings and site, creating a quality image of an attractive shopping center.

A. **Building Orientation:**

All buildings in the Center shall be contiguous to pedestrian walks to minimize the need for pedestrians to cross vehicular areas in moving from store to store or building to building and to encourage shoppers to use nonvehicular forms of transportation. Moreover, buildings shall be oriented so that primary entries and display windows are accessible and clearly visible to shoppers and/or to the street for major tenants. To create an engaging and interesting pedestrian experience, welcoming storefronts should front the Center's main public streets and internal grid system. Backs of buildings and walls without storefronts should be avoided along public streets.

B. **Building Setbacks:**

No minimum setback for buildings is required from public streets or internal streets. Through the development review process, the City may determine that setback area is necessary on a case-by-case basis.

Parking lots shall be set back at least 25' from public streets, measured to the nearest face of curb.

C. **Coordinated Design:**

Coordinated architectural features, building groupings, open space areas and major circulation routes shall be used to unify the site. From the peripheral streets and the parking lots, one should be aware of an inviting image and forms which create a sense of both flow and unity.

D. **Sustainable Design:**

All buildings will be required to meet current City of Mountain View Green Building Ordinance requirements. Through the project review process, methods of exceeding the City's minimum requirements will be encouraged depending on the scope of the proposed project.

E. **Transit Amenities:**

All new construction shall provide transit amenities including, but not limited to: transit pass subsidies, convenient and secure bicycle parking, on-site pedestrian/bicycle pathways leading to transit centers with appropriate lighting and signage, special parking for carpool/vanpool/electric vehicles and charging stations for electric vehicles.

3.2.4 **Sign Design**

Signage for the Center should be designed to be attractive and modern and provide the patrons and residents wayfinding opportunities throughout the Center.

A. **Master Sign Program:**

All properties with greater than 10,000 square feet of gross floor area shall have a master sign program designed in accordance with the general provisions outlined in this Plan. The master sign program shall contain the criteria for freestanding signs, signage for freestanding stores, storefront signs, general sign criteria and directional signs as stated below. Signage shall be designed to minimize the amount of needed signage and to be in keeping with Center architecture. Signage shall be specifically located and sized for visibility without being intrusive to the site or neighborhood.

Exceptions to the sign regulations listed below can be permitted with a Master Sign Program and shall be subject to review and approval of the Zoning Administrator.

B. Signage for Freestanding Stores:

Freestanding stores may have one building-mounted sign per building frontage, generally 1 square foot per linear foot of frontage, up to a maximum of 300 square feet, and only oriented toward that the frontage it is on.

C. Storefront Signs:

Signs as part of storefronts on multi-tenant buildings must be within the tenant's storefront area and not beyond and must comply with the Master Sign Program. No signs may be placed on roofs. All signs that are parallel to the front wall of a store must be designed as an integral part of the storefront itself and included in the original design submitted. Storefronts may have one building-mounted sign and one pedestrian-oriented suspended sign or vertical blade sign. Total building-mounted sign area shall not exceed one (1) square foot for every one (1) linear foot of store frontage. Vertical blade or suspended signs may not exceed five (5) square feet and may not project below seven (7) feet above the ground.

D. General Sign Criteria:

1. No signs may be placed on roofs.
2. Signs shall be parallel to the wall on which it fronts unless it is a pedestrian-oriented-suspended sign.
3. Generally, signs shall have individually mounted letters.
4. Signage shall be designed as an integral part of the architectural design.
5. The size, location and design of signs shall be subject to review and approval by the Zoning Administrator through the Development Review process.

E. **Sign Modifications:**

Sign modifications which are in accordance with the approved sign program must be approved by the building owner and submitted to the Planning Division for review of consistency with the Master Sign Program and appropriateness in the specific location. In most cases, approval for individual signs can be given administratively without need for further architectural review. Any proposed changes for the Master Sign Program must be approved by the Zoning Administrator.

F. **Freestanding Signage:**

1. One major freestanding Center identification sign is permitted for the intersection of San Antonio Road and El Camino Real. One major Center identification sign is also permitted for the intersection of California Street and Showers Drive. Other major identification signs can be approved through the Development Review process. The final size, design, location and number of tenant names shall be subject to Zoning Administrator approval through the Development Review process.
2. No more than one (1) freestanding sign oriented to each of the four City street frontages is permitted. The final size, design, location and number of tenant names shall be subject to Zoning Administrator approval through the Development Review Process.
3. Compliance with Section 3.2.4.A, Master Sign Program, is required.

G. **Directional Signage:**

Directional signage shall be developed in conjunction with each new large-scale development or renovation to direct on-site traffic to other locations at the Center and to guide vehicles for deliveries, entering and exiting. Directional signs are generally needed at each intersection of the major on-site circulation routes for pedestrians, bicyclists and motorists.

H. **Supergraphics:**

Supergraphics may be allowed as part of a new redevelopment project and incorporated as part of the Master Sign Program subject to the review and approval of the Zoning Administrator.

Supergraphics are defined as being large, usually brightly colored, graphic images of simple design portraying lifestyle images.

3.3 **DESIGN GUIDELINES FOR ALL DEVELOPMENTS**

3.3.1 **Site Design**

A. **Site Furniture and Materials:**

1. Paving for all pedestrian walkways should be of similar or complementary character so as to clearly orient users and emphasize the pedestrian walk areas. High-quality paving materials such as pavers or textured or stamped concrete mixed with pavers will be encouraged.
2. Outdoor furniture such as trash receptacles, seating, bike racks, shade structures, lighting and plant materials should be designed as integral parts of the site, not randomly placed as afterthoughts. Design criteria for all these elements should be originally required as part of the development application.

3.3.2 **Building Design**

A. **Building Height:**

1. With the exception of architectural elements such as towers, parapets, commercial buildings should be limited to 55' in height. Other architectural elements may extend above the height if the elements are deemed necessary for the architectural design.
2. Hotel and residential uses should be limited to seven stories or 80', whichever is less, and must be sited so that it does not block views into the Center from all major intersections. Architectural elements necessary for the proposed building design may extend above this height limit.

B. Architectural Design:

1. Although an architectural "vocabulary" may be established for the Center, the design of new buildings should avoid a forced identity such as Spanish colonial or "Town and Country." Existing and new structures should be related through the use of complementary color, texture and scale.
2. Each building on the project site should have strong design integrity. Its integrity as a building should be maintained visually yet the stores within these buildings can be set off one from another at the pedestrian level and designed not to obscure the overall building design. A unique environment should be created which maintains harmony between stores and which also allows each business to establish its own presence without competing with its neighbor for attention.
3. "False front" architecture where facade elements appear to be pasted onto flat box structures as appliqués is not permitted. Detail elements should appear integral to the design. Buildings should incorporate wall plane changes that are significant enough (at least 18" with larger changes preferred) to provide more of a sense of assembled volumes rather than appliqués over a box. Front facade materials, design articulation and details should be carried around all visible sides of the building, including those visible from adjacent residential or commercial parcels. Towers, roofs and parapet elements with visible sides should be deep enough to appear as solid volume elements, not as narrow wall extensions.
4. Building mass should be broken into smaller elements, consistent with the proportions of the architectural style selected. Facades should be broken down into smaller units through the use of offsets, projections, recesses, pitched or stepped rooflines, overhangs, vertical accents and other elements of the building's mass; simply changing materials or color is not sufficient to accomplish this.
5. To ensure buildings along any street display the greatest amount of visual interest and reinforce the character of the streetscape, their ground levels shall be pedestrian-friendly in scale, design and use of materials. Ground floors should have elements such as: easily identifiable entries, multiple large

storefront windows, projecting sills, varying door styles, pedestrian-scaled signs and attractive awnings.

6. To provide visual connection between activities inside and outside the Center's building facades facing public streets and customer parking lots, they must provide entries, arcades, display windows, trellis structures, awnings or similar elements to provide facade depth and visual interest. An exception could be considered for corner parcels where an outdoor plaza may be the main visual connection into the Center.
7. Building materials should be of the highest quality. Appropriate exterior materials include, but are not limited to, wood, tile, brick, glass, stucco, concrete, marble, stainless steel, metal panels, stone, painted steel and painted aluminum.
8. Variety through detail, which will contribute to the design at human scale, is encouraged. Arcades, trellises, lattice work, building bases, recessed windows which produce shadows, and moldings and trim which break up building surfaces and blank walls should be encouraged.
9. Parking structures should be visually enhanced with design treatment that improves their appearance and minimizes their size. Features which add detail and articulation to the structure, such as punched openings, decorative bands of accent materials, green screens, trellises, planters, artwork, etc., should be incorporated. Exterior materials should be harmonious with surrounding buildings and integral with the treatment of the buildings they are built to serve. Rooftop parking is encouraged, and shall include a minimum 36" screen wall around the periphery of the top deck.
10. Lighting standards may be a maximum of 30' to 40' in height. Rooftop lighting shall not be visible from the public street.

PART IV

ADMINISTRATION

4.1 GENERAL

4.1.1 **Development Review Process**

The Zoning Administrator shall administer discretionary City review of any exterior changes, new building area, signage, changes of use and interpretation of this Precise Plan based on the Zoning Ordinance Administration (Chapter 36, Article XII) section of the Mountain View City Code and the following criteria:

- A. New construction of buildings affecting less than 50,000 gross square feet shall be submitted for review and a public hearing before the Zoning Administrator for final action.
- B. New construction of buildings affecting more than 50,000 gross square feet, or any project with residential uses, shall be submitted for review and a public hearing before the Zoning Administrator, where a written recommendation and any suggested conditions will be forwarded to the City Council for final action at a public hearing.

SanAntonioCenter-PP^(Version 2)

FIGURE 1

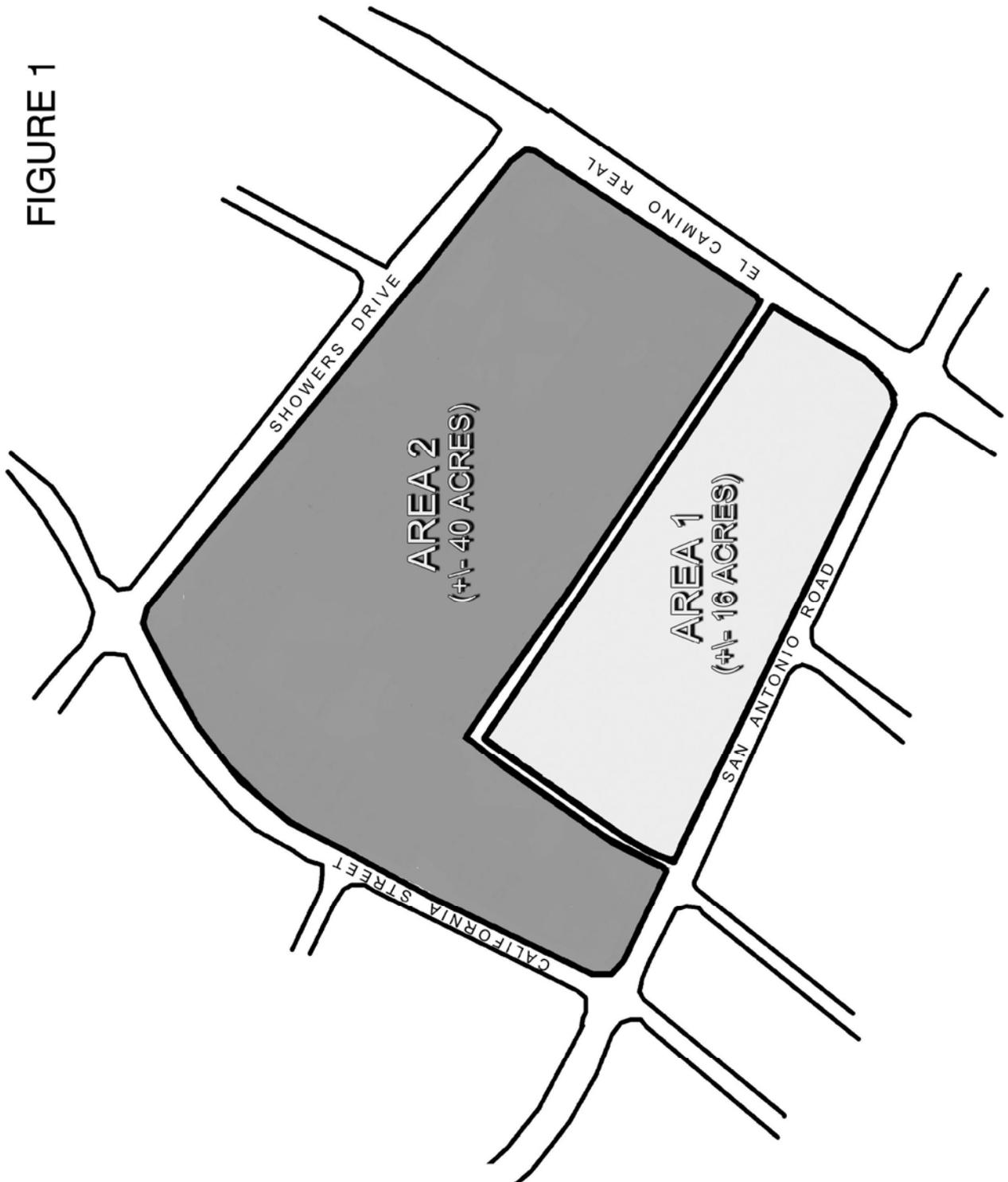
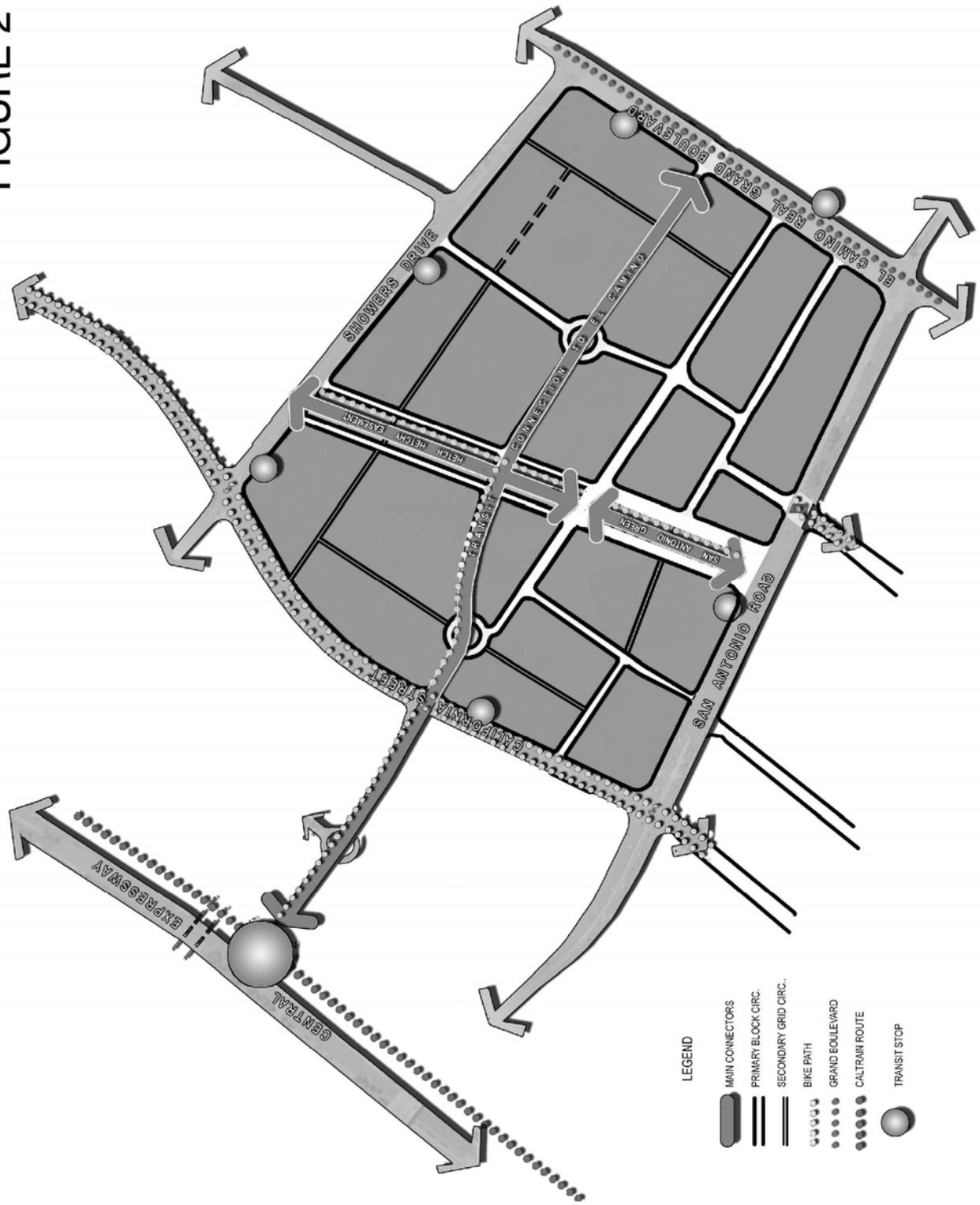


FIGURE 2



SanAntonioCenter-PP^(Version 2)



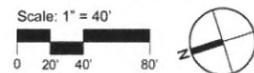
SAN ANTONIO CENTER

NEC SAN ANTONIO ROAD AND EL CAMINO REAL
MOUNTAIN VIEW, CALIFORNIA

DATE: JUNE 1, 2011
MCG JOB #: 09.100.36

COLOR SITE PLAN

DATE	REVISIONS



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NOTE: This information is conceptual in nature and is subject to adjustments pending further verification and Client, Tenant, and Governmental Agency approvals. No warranties or guarantees of any kind are given or implied by the Architect.

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SHEET A9.1

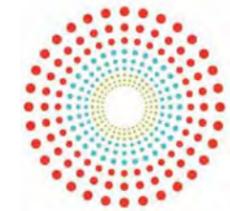
250 Sutter Street, Suite 500
San Francisco, California 94108
T 415.974.6002 F 415.974.1556
mcgarchitecture.com





THE VILLAGE

AT SAN ANTONIO CENTER NORTH



EPC SUBMISSION
SEPTEMBER 18, 2013

MerloneGeier
Partners





**URBAN
ARENA**

5230 Carrell Canyon Road - Ste 226
San Diego, California 92121
T: 858.625.0112 F: 858.625.0113

San Diego · Orange County

PROJECT

**THE VILLAGE AT
SAN ANTONIO CENTER
NORTH**

NEC EI CAMINO REAL & SAN ANTONIO ROAD, MOUNTAIN VIEW, CALIFORNIA

CLIENT

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ISSUE DRAWING LOG

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SEAL

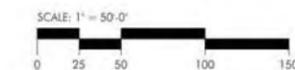
SHEET IDENTIFICATION
TITLE

**LANDSCAPE
PLAN**

NUMBER

L1.01

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DATE: 9/18/13 FILE NAME: L1.01.dwg



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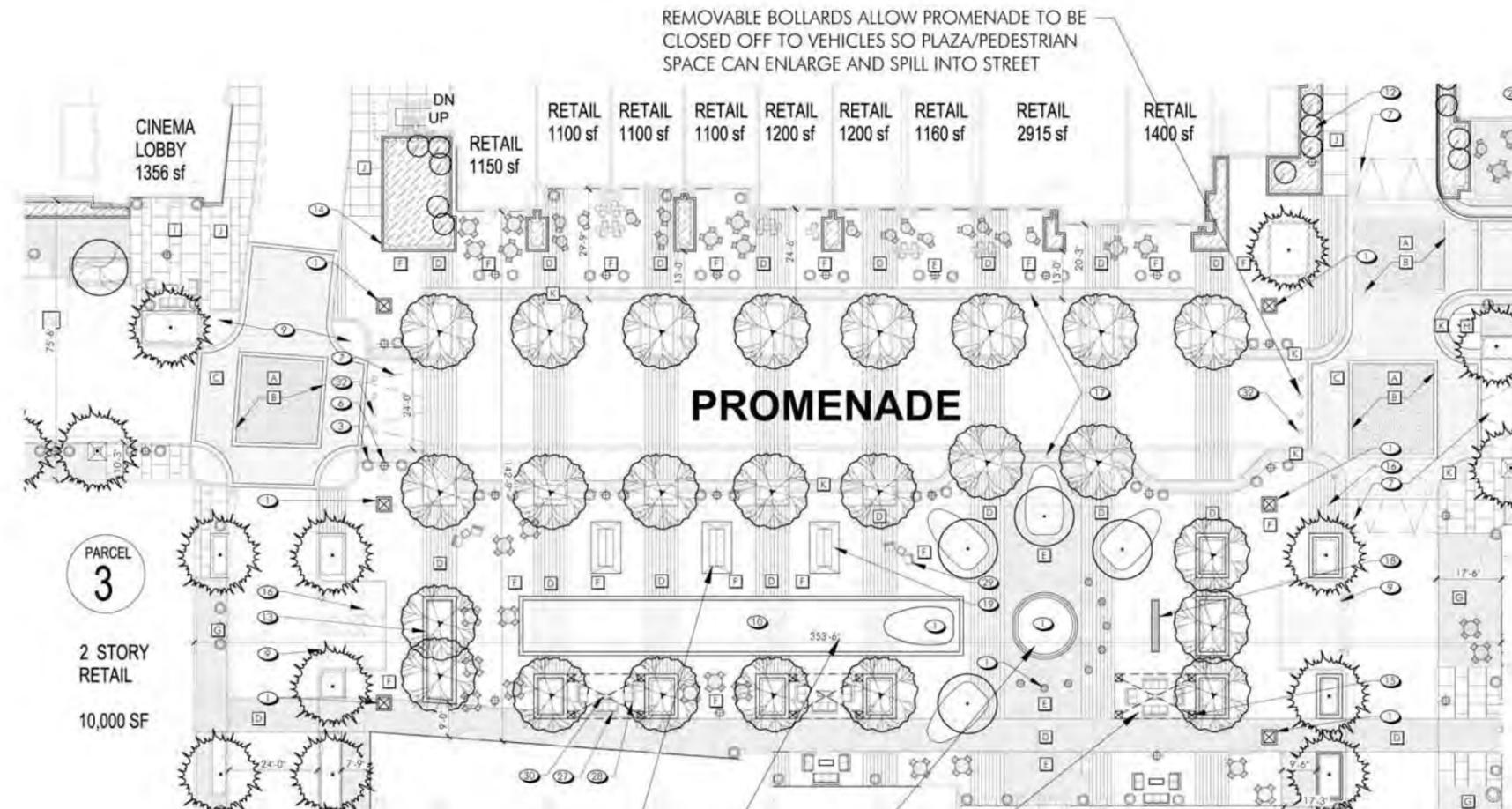
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San Diego Orange County

PROJECT

**THE VILLAGE AT
SAN ANTONIO CENTER
NORTH**

NEC EL CAMINO REAL & SAN ANTONIO ROAD, MOUNTAIN VIEW, CALIFORNIA



REMOVABLE BOLLARDS ALLOW PROMENADE TO BE CLOSED OFF TO VEHICLES SO PLAZA/PEDESTRIAN SPACE CAN ENLARGE AND SPILL INTO STREET

CINEMA LOBBY
1356 sf

RETAIL 1100 sf
RETAIL 1100 sf
RETAIL 1100 sf
RETAIL 1200 sf
RETAIL 1200 sf
RETAIL 1160 sf
RETAIL 2915 sf
RETAIL 1400 sf

PROMENADE

PARCEL 3

2 STORY RETAIL
10,000 SF

RETAIL KIOSKS
"POP JET" INTERACTIVE WATER FEATURE
ART / SCULPTURE
OUTDOOR SEATING AREAS

KEY MAP

PAVING SCHEDULE

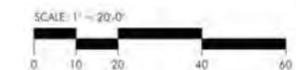
SYMBOL	DESCRIPTION	MATERIAL	COLOR	FINISH	MANUFACTURER	MATERIALS NOTES
A	STAMPED ASPHALT - FIELD	ASPHALT	BEDROCK	---	STREET PRINT	BASKETWEAVE ALTERNATE PATTERN
B	STAMPED ASPHALT - BAND	ASPHALT	SAN DIEGO BUFF	---	STREET PRINT	SOLDIER COURSE PATTERN
C	STAMPED ASPHALT - CROSSWALK	ASPHALT	GRANITE	---	STREET PRINT	OFFSET BRICK PATTERN
D	12x24 INTERLOCKING PAVER	CONC. PAVER	MOCCHA	STANDARD FACE MIX SEAL PER SPECS	ACKER-STONE	RUNNING BOND PATTERN
E	12x12 INTERLOCKING PAVER	CONC. PAVER	CARMEL	STANDARD FACE MIX SEAL PER SPECS	ACKER-STONE	STAGGAR BOND PATTERN
F	12x12 INTERLOCKING PAVER	CONC. PAVER	SLATE	STANDARD FACE MIX SEAL PER SPECS	ACKER-STONE	STAGGAR BOND PATTERN
G	4 x 24 INTERLOCKING PAVER 8 CM DEPTH	CONC. PAVER	25% MOCCHA, 25% AMARETTO, 25% CARMEL, 25% MAPLE INSTALLED IN RANDOM ORDER	STANDARD FACE MIX SEAL PER SPECS	ACKER-STONE	STAGGAR BOND PATTERN
H	NATURAL GREY CONCRETE	CONCRETE	N.A.	BROOM FINISH	---	SCORE PER PLAN
I	INTEGRAL COLOR CONCRETE	CONCRETE	LIGHT GRAY	MEDIUM SAND BLAST SEAL PER SPECS	---	SCORE PER PLAN
J	INTEGRAL COLOR CONCRETE	CONCRETE	SANDSTONE	MEDIUM SAND BLAST SEAL PER SPECS	---	SCORE PER PLAN
K	TRUNCATED DOME ADA PAVING	CONCRETE	DARK GRAY	TRUNCATED DOME PER ADA COMPLIANCE	DAVIS	TRUNCATED DOME 150 FINISH REF: 101 C02 S PLAZA FOR DETAILS AND SPECIFICATIONS

SUPPLIER LIST:
STREET PRINT - 888.581.2299
ACKER STONE - CONTACT RON UHLER @ 951.674.0047

NOTES: 1. CONTRACTOR TO PROVIDE SAMPLES OF ALL CONCRETE & ASPHALT FOR LANDSCAPE ARCHITECTS APPROVAL - SEE CONSTRUCTION SPECS
2. CONCRETE TO BE FORMED AS INDICATED ON PLAN. ANY DISCREPANCY SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT, PRIOR TO APPROVAL.

CONSTRUCTION NOTES

- 1. PROPOSED LOCATION FOR "BIRTHPLACE OF SILICON VALLEY" MONUMENTATION
- 2. METAL TREE GRATE - SIZE VARIES
- 3. PRECAST PLANTER POT
- 4. METAL HEADER
- 5. ALCOHOL AND BEVERAGE CONTROL (A.B.C.) BARRIERS - BY TENANT
- 6. LIGHT POLE
- 7. RAMP TO ZERO CURB
- 8. EXISTING SIGN TO REMAIN
- 9. ADA RAMP, PARKING STRIPING AND SIGNAGE PER PLANS BY CIVIL ENGINEER
- 10. POP JET INTERACTIVE FOUNTAIN ON PODIUM
- 11. MODULAR WETLAND VAULT SYSTEM - SEE CIVIL PLANS
- 12. RAISED PLANTER BOX FILTER - SEE CIVIL PLANS
- 13. PLANTER ON PODIUM
- 14. LOW SEATWALL
- 15. CABANA / SHADE STRUCTURE
- 16. EDGE OF PARKING GARAGE BELOW
- 17. BOLLARD
- 18. DIGITAL INFORMATION BOARD
- 19. VENDOR KIOSK - NOT A PART - PROVIDE POWER AND PLUMBING TO LOCATION ONLY
- 20. CONCRETE STEP
- 21. TRASH RECEPTACLE TO BE MODEL#: PD-4953, COLOR: TEXTURED BLACK, AVAILABLE FROM D.M. BRAUN
- 22. LARGE SHADE UMBRELLA W/ IN-GROUND ANCHOR MOUNT - OCEAN MASTER MAX CANTILEVER 8x12 RECTANGLE W/ TRITON ALUMINUM FINIAL & SUNBRELLA FABRIC SILICA DUNE 4859-0000, AVAILABLE FROM TUCCI 305.634.5116, INSTALL PER MANUFACTURERS RECOMMENDATIONS.
- 23. 4 BENCH TO BE MODEL#: PD-4960, COLOR: TEXTURED BLACK, AVAILABLE FROM D.M. BRAUN
- 24. 27" METAL BICYCLE RACK - "RING" STAINLESS STEEL BIKE RACK, IMBED MOUNT, AVAILABLE FROM LANDSCAPE FORMS 800.430.6209
- 25. 30" DIA. CITY SERIES OUTDOOR DINING TABLE W/ GROUND MOUNT, W/ 2 MONACO SERIES OUTDOOR SIDE CHAIRS IN STEEL TUBE FRAME AND HIGH-DENSITY GUIDES. COLOR: TEXTURED BLACK. AVAILABLE FROM D.M. BRAUN 714.674.0855
- 26. 40" DIA. CITY SERIES OUTDOOR DINING TABLE W/ GROUND MOUNT, W/ 3 MONACO SERIES OUTDOOR SIDE CHAIRS IN STEEL TUBE FRAME AND HIGH-DENSITY GUIDES. COLOR: TEXTURED BLACK. AVAILABLE FROM D.M. BRAUN 714.674.0855
- 27. LOUNGE SOFA MODEL#: S10-SFA, COLOR: DARK CHOCOLATE, CUSHION COLOR: CALVIN SPICE. S301-0006, AVAILABLE FROM D.M. BRAUN 714.674.0855
- 28. LOVE SEAT MODEL#: S20-LVL, COLOR: DARK CHOCOLATE, CUSHION COLOR: CALVIN SPICE. S301-0006, AVAILABLE FROM D.M. BRAUN 714.674.0855
- 29. LOUNGE CHAIR MODEL#: S10-LGO, COLOR: DARK CHOCOLATE, CUSHION COLOR: CALVIN SPICE. S301-0006, AVAILABLE FROM D.M. BRAUN 714.674.0855
- 30. COFFEE TABLE 2 x 4 AND 2 x 2 # - PD-4957 AND PD-4956, COLOR: TEXTURED BLACK, AVAILABLE FROM D.M. BRAUN 714.674.0855
- 31. BUS STOP - PER VALLEY TRANSIT AUTHORITY
- 32. REMOVABLE BOLLARD

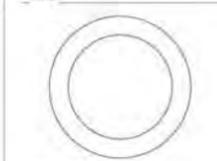


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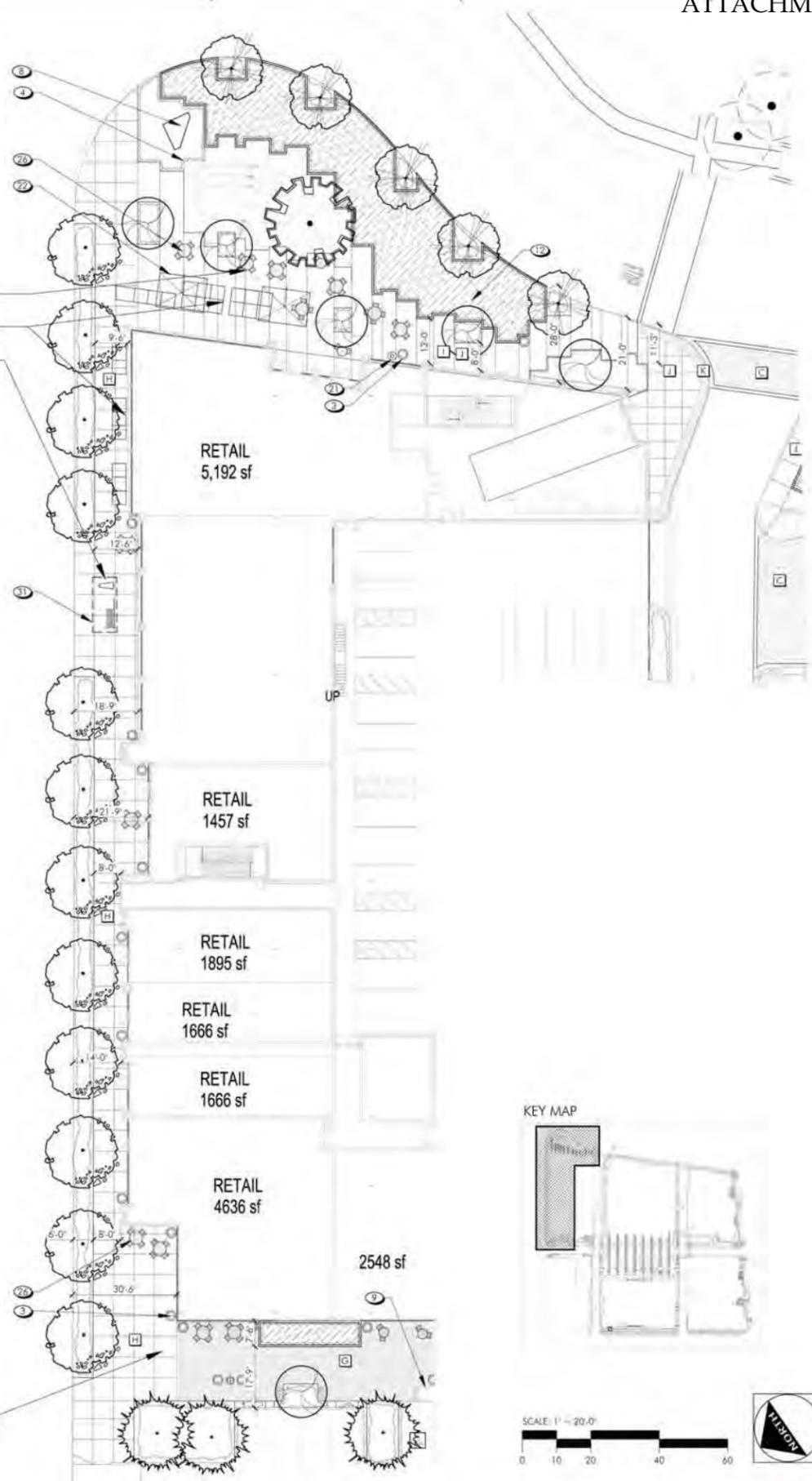
**LANDSCAPE
ENLARGEMENTS**

NUMBER

L1.03

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OUTDOOR DINING AREA
RETAIL CAN SPILL OUT TO PLAZA/STREET
BUS STOP



PAVING SCHEDULE

SYMBOL	DESCRIPTION	MATERIAL	COLOR	FINISH	MNFCTR.	MATERIALS NOTES
A	STAMPED ASPHALT - FIELD	ASPHALT	BEDROCK	STREET PRINT		BASKETWEAVE ALTERNATE PATTERN
B	STAMPED ASPHALT - BAND	ASPHALT	SAN DIEGO BUFF	STREET PRINT		SOLDIER COURSE PATTERN
C	STAMPED ASPHALT - CROSSWALK	ASPHALT	GRANITE	STREET PRINT		OFFSET BRICK PATTERN
D	12x24 INTERLOCKING PAVER	CONC. PAVER	MOCHA	ACKER-STONE		RUNNING BOND PATTERN
E	12x12 INTERLOCKING PAVER	CONC. PAVER	CARMEL	ACKER-STONE		STAGGAR BOND PATTERN
F	12x12 INTERLOCKING PAVER	CONC. PAVER	SLATE	ACKER-STONE		STAGGAR BOND PATTERN
G	4 x 24 INTERLOCKING PAVER 8 CM DEPTH	CONC. PAVER	25% MOCHA, 25% AMARETTO, 25% CARMEL, 25% MAPLE INSTALL BY HAND/COMB ORDER	ACKER-STONE		STAGGAR BOND PATTERN
H	NATURAL GREY CONCRETE	CONCRETE	N.A.	BROOM FINISH		SCORE PER PLAN
I	INTEGRAL COLOR CONCRETE	CONCRETE	LIGHT GRAY	MEDIUM SAND BLAST		SCORE PER PLAN
J	INTEGRAL COLOR CONCRETE	CONCRETE	SANDSTONE	MEDIUM SAND BLAST		SCORE PER PLAN
K	TRUNCATED DOME ADA PAVING	CONCRETE	DARK GRAY	TRUNCATED DOME	DAVIS	TRUNCATED DOME ADA PAVING REFER TO CHIEF LANDSCAPE ARCHITECT'S AND ARCHITECT'S PLANS

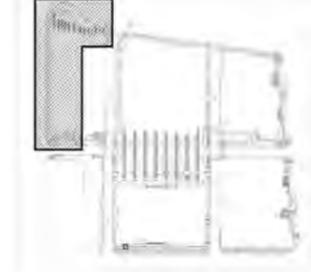
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ACKER STONE - CONTACT RON UHLER @ 951.674.0047

NOTES:
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- 2 METAL TREE GRATE - SIZE VARIES
- 3 PRECAST PLANTER POT
- 4 METAL HEADER
- 5 ALCOHOL AND BEVERAGE CONTROL (A.B.C.) BARRIER - BY TENANT
- 6 LIGHT POLE
- 7 RAMP TO ZERO CURB
- 8 EXISTING SIGN TO REMAIN
- 9 ADA RAMP, PARKING STRIPING AND SIGNAGE PER PLANS BY CIVIL ENGINEER
- 10 POP JET INTERACTIVE FOUNTAIN IN PODIUM
- 11 MODULAR WETLAND VAULT SYSTEM - SEE CIVIL PLANS
- 12 RAISED PLANTER BOX FILTER - SEE CIVIL PLANS
- 13 PLANTER ON PODIUM
- 14 LOW SEATWALL
- 15 CABANA / SHADE STRUCTURE
- 16 EDGE OF PARKING GARAGE BELOW
- 17 BOLLARD
- 18 DIGITAL INFORMATION BOARD
- 19 VENDOR KIOSK - NOT A PART - PROVIDE POWER AND PLUMBING TO LOCATION ONLY
- 20 CONCRETE STEP
- 21 TRASH RECEPTACLE TO BE MODEL#: PD-4953, COLOR: TEXTURED BLACK, AVAILABLE FROM D.M. BRAUN
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- 30 COFFEE TABLE 2' x 4' AND 2' x 2' #: PD-4957 AND PD-4956, COLOR: TEXTURED BLACK, AVAILABLE FROM D.M. BRAUN 714.674.0855
- 31 BUS STOP - PER VALLEY TRANSIT AUTHORITY
- 32 REMOVABLE BOLLARD

KEY MAP



DRAFT



URBAN ARENA

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San Diego, California 92121
T: 858.625.0112 F: 858.625.0113

San Diego - Orange County

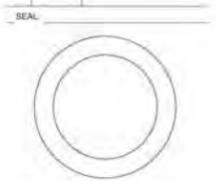
PROJECT

**THE VILLAGE AT
SAN ANTONIO CENTER
NORTH**

NEC EL CAMINO REAL & SAN ANTONIO ROAD, MOUNTAIN VIEW, CALIFORNIA

CLIENT
**MERLONE
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PARTNERS**

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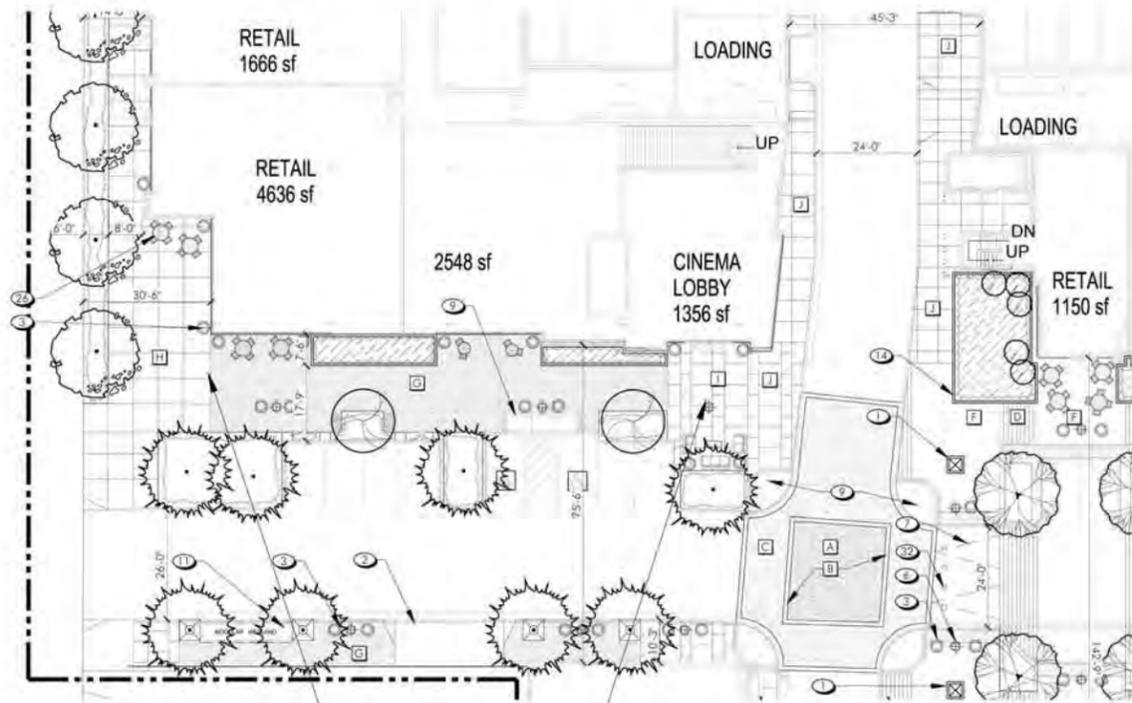


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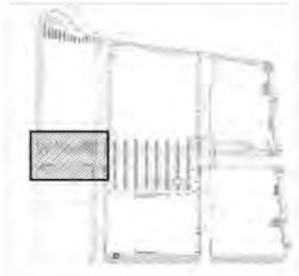
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ENLARGEMENTS**

NUMBER
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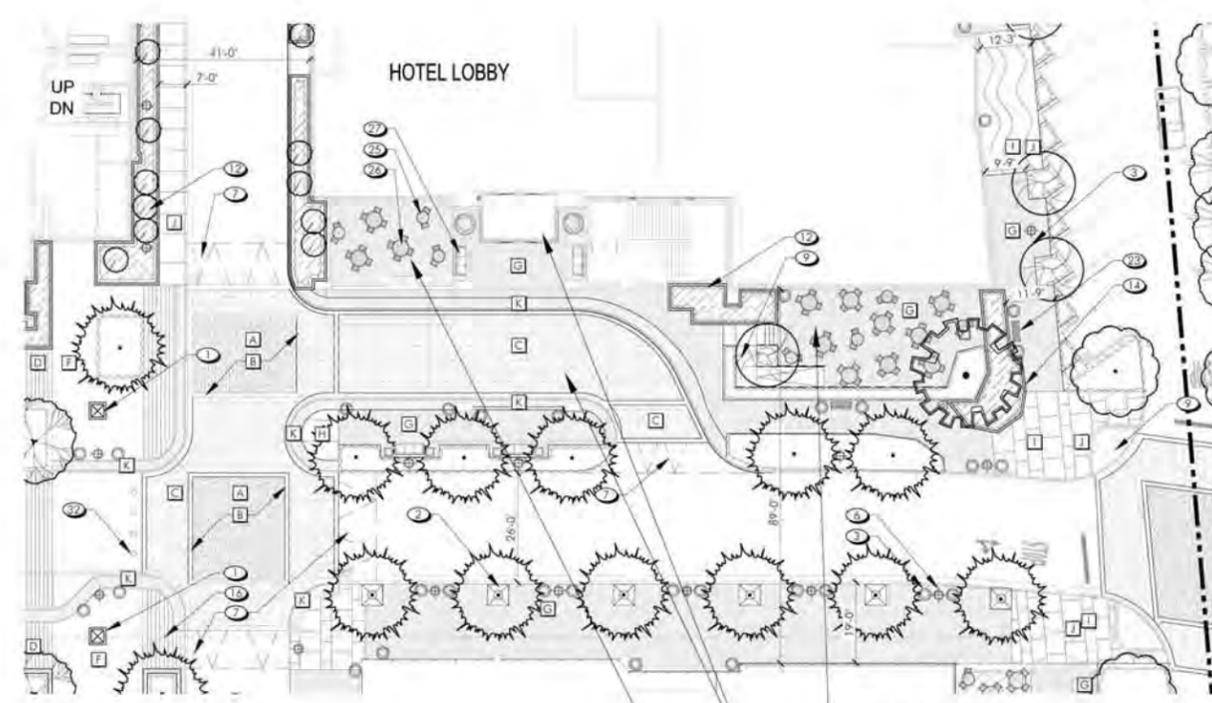


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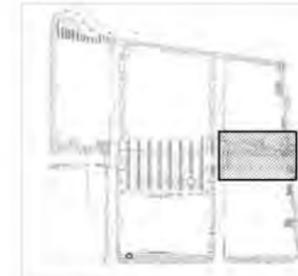
SYMBOL	DESCRIPTION	MATERIAL	COLOR	FINISH	MNFCTR.	MATERIALS NOTES
A	STAMPED ASPHALT - FIELD	ASPHALT	BEDROCK	---	STREET PRINT	BASKETWEAVE ALTERNATE PATTERN
B	STAMPED ASPHALT - BAND	ASPHALT	SAN DIEGO BUFF	---	STREET PRINT	SOLDIER COURSE PATTERN
C	STAMPED ASPHALT - CROSSWALK	ASPHALT	GRANITE	---	STREET PRINT	OFFSET BRICK PATTERN
D	12x24 INTERLOCKING PAVER	CONC. PAVER	MOCHA	STANDARD FACE ANK SEAL PER SPECS.	ACKER-STONE	RUBHING BOND PATTERN
E	12x12 INTERLOCKING PAVER	CONC. PAVER	CARMEL	STANDARD FACE ANK SEAL PER SPECS.	ACKER-STONE	STAGGAR BOND PATTERN
F	12x12 INTERLOCKING PAVER	CONC. PAVER	SLATE	STANDARD FACE ANK SEAL PER SPECS.	ACKER-STONE	STAGGAR BOND PATTERN
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J	INTEGRAL COLOR CONCRETE	CONCRETE	SANDSTONE	MEDIUM SAND BLAST	---	SCORE PER PLAN
K	TRUNCATED DOME ADA PAVING	CONCRETE	DARK GRAY	TRUNCATED DOME PER CON'S PLAN	DAVIS	TRUNCATED DOME ADA COMPLIANT PER CON'S PLAN

SUPPLIER LIST:
STREET PRINT - 888.581.2299
ACKER STONE - CONTACT RON UHLIRER @ 951.674.0047

NOTES:
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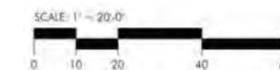


KEY MAP



CONSTRUCTION NOTES

- PROPOSED LOCATION FOR "BIRTHPLACE OF SILICON VALLEY" MONUMENTATION
- METAL TREE GRATE - SIZE VARIES
- PRECAST PLANTER POT
- METAL HEADER
- ALCOHOL AND BEVERAGE CONTROL (A.B.C.) BARRIER - BY TENANT
- LIGHT POLE
- RAMP TO ZERO CURB
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- MODULAR WETLAND VAULT SYSTEM - SEE CIVIL PLANS
- RAISED PLANTER BOX FILTER - SEE CIVIL PLANS
- PLANTER ON PODIUM
- LOW SEATWALL
- CABANA / SHADE STRUCTURE
- EDGE OF PARKING GARAGE BELOW
- BOLLARD
- DIGITAL INFORMATION BOARD
- VENDOR KIOSK - HOT A PART - PROVIDE POWER AND PLUMBING TO LOCATION ONLY
- CONCRETE STEP
- TRASH RECEPTACLE TO BE MODEL # PD-4953, COLOR: TEXTURED BLACK, AVAILABLE FROM D.M. BRAUN
- LARGE SHADE UMBRELLA W/ IN-GROUND ANCHOR MOUNT - OCEAN MASTER MAX CANTILEVER 8x12 RECTANGLE W/ TRITON ALUMINUM FINIAL & UMBRELLA FABRIC SILICA DUINE 4859-0000, AVAILABLE FROM TUUCT 305.634.5116. INSTALL PER MANUFACTURERS RECOMMENDATIONS
- BENCH TO BE MODEL # PD-4960, COLOR: TEXTURED BLACK, AVAILABLE FROM D.M. BRAUN
- METAL BICYCLE RACK - "BING" STAINLESS STEEL BIKE RACK, IMBED MOUNT, AVAILABLE FROM LANDSCAPE FORMS 800.430.6209
- 30" DIA. CITY SERIES OUTDOOR DINING TABLE W/ GROUND MOUNT, W/ 2 MONACO SERIES OUTDOOR SIDE CHAIRS IN STEEL TUBE FRAME AND HIGH-DENSITY GLIDES, COLOR: TEXTURED BLACK, AVAILABLE FROM D.M. BRAUN 714.674.0855
- 40" DIA. CITY SERIES OUTDOOR DINING TABLE W/ GROUND MOUNT, W/ 3 MONACO SERIES OUTDOOR SIDE CHAIRS IN STEEL TUBE FRAME AND HIGH-DENSITY GLIDES, COLOR: TEXTURED BLACK, AVAILABLE FROM D.M. BRAUN 714.674.0855
- LOUNGE SOFA MODEL # S10-SFA, COLOR: DARK CHOCOLATE, CUSHION COLOR: CALVIN SPICE 5301-0006, AVAILABLE FROM D.M. BRAUN 714.674.0855
- LOVE SEAT MODEL # S20-LVL, COLOR: DARK CHOCOLATE, CUSHION COLOR: CALVIN SPICE 5301-0006, AVAILABLE FROM D.M. BRAUN 714.674.0855
- LOUNGE CHAIR MODEL # S10-LGO, COLOR: DARK CHOCOLATE, CUSHION COLOR: CALVIN SPICE 5301-0006, AVAILABLE FROM D.M. BRAUN 714.674.0855
- COFFEE TABLE 2 x 4 AND 2 x 2 # PD-4957 AND PD-4956, COLOR: TEXTURED BLACK, AVAILABLE FROM D.M. BRAUN 714.674.0855
- BUS STOP - PER VALLEY TRANSIT AUTHORITY
- REMOVABLE BOLLARD



DRAFT



**URBAN
ARENA**

5230 Carroll Canyon Road - Ste 228
San Diego, California 92121
T: 858.625.0112 F: 858.625.0113

San Diego · Orange County

PROJECT

**THE VILLAGE AT
SAN ANTONIO CENTER
NORTH**

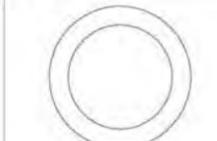
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CLIENT
**MERLONE
GEIER
PARTNERS**

ISSUE DRAWING LOG

1 9/18/13 EPC Submission

SEAL

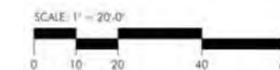
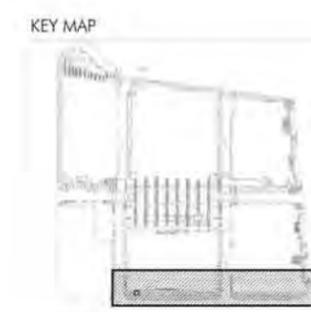
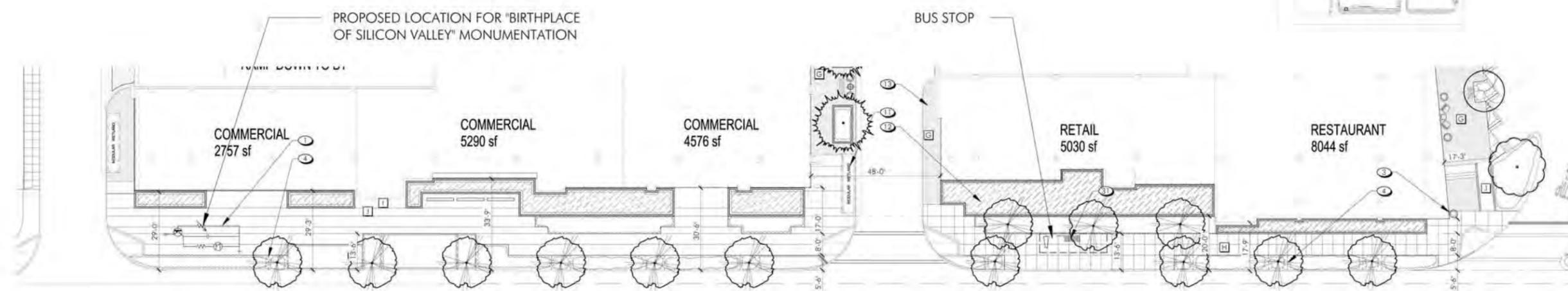
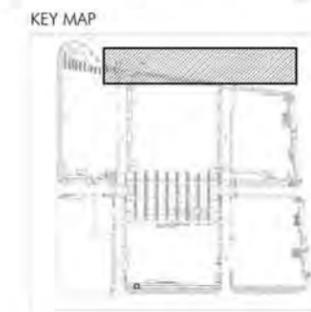
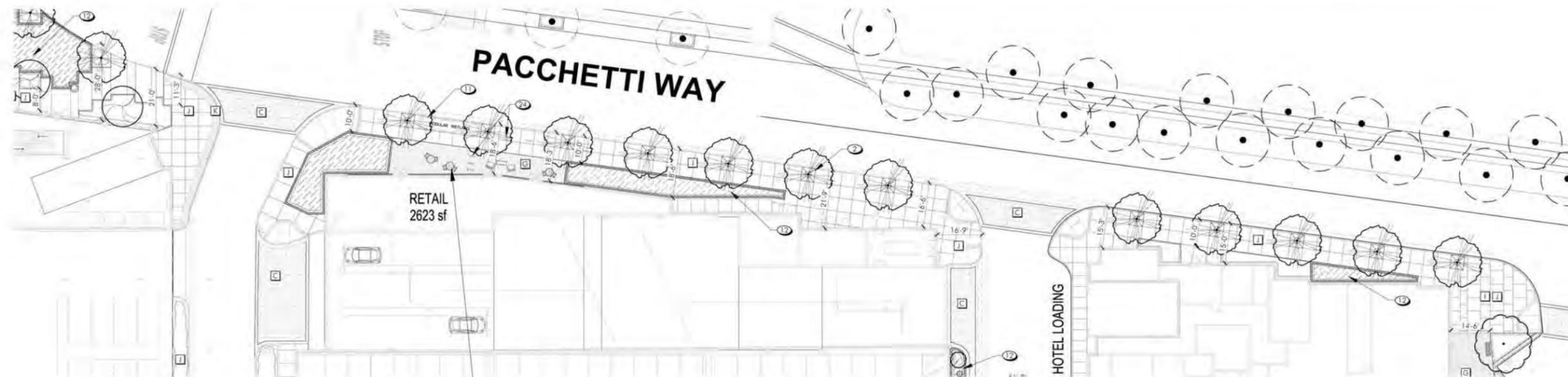


SHEET IDENTIFICATION
TITLE

**LANDSCAPE
ENLARGEMENTS**

NUMBER
L1.06

2012 RTKL ASSOCIATES INC.



DRAFT

SEE SHEET L1.02 CONSTRUCTION LEGEND

RELEASE DATE



AN ARCADIS COMPANY

RTKL ASSOCIATES INC.
 333 South Hope Street, Suite C200
 Los Angeles, CA 90071
 Tel: 213.633.6000
 Fax: 213.633.6060
 WWW.RTKL.COM
 PROJECT NUMBER 12043sar11
 CONSULTANT

PROJECT

**THE VILLAGE AT
 SAN ANTONIO CENTER
 NORTH**

NEC EL CAMINO REAL & SAN ANTONIO ROAD, MOUNTAIN VIEW, CALIFORNIA

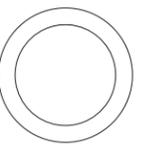
CLIENT

**MERLONE
 GEIER
 PARTNERS**

ISSUE DRAWING LOG

1	9/18/13	EPC Submission
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SEAL



SHEET IDENTIFICATION
 TITLE

**BUILDING 5-
 AERIAL VIEW
 DRAFT**

NUMBER
G2.11

2012 RTKL ASSOCIATES INC.



DRAFT



3580 Carmel Mountain Road
Suite 260
San Diego, CA 92130

Tel: 258 / 259 / 9909
Fax: 258 / 259 / 8886

October 23, 2013

Peter Gilli
Planning Manager
City of Mountain View
500 Castro Street
Mountain View CA 94041

RE: Village at San Antonio Center Phase II

Dear Mr. Gilli,

Thank you for your continued efforts on Phase II of the Village at San Antonio Center. In advance of our October 29th City Council Workshop we wanted to request a clarification of the proposed entitlements sought for Phase II. When we originally submitted our request for a Gatekeeper Application on November 14, 2011 there was little history related to the creation of "P Zones" within the City. Since that time, the City has created multiple P Zones as part of project development applications including the recent approval of a Gatekeeper Request for the redevelopment of the existing Target site on Showers Drive.

We believe the creation of a P Zone for the Village at San Antonio is an opportunity that should be considered. Processing the P Zone is a more efficient use of City staff time and resources. Additionally, the P Zone would avoid processing an amendment to the San Antonio Precise Plan while the City is in the middle of processing planning updates to the San Antonio Center Change Area.

Please do not hesitate to contact me should you have any questions or comments. Thank you for your patience.

Sincerely,

MERLONE GEIER MANAGEMENT, LLC
Michael T. Grehl
Vice President and Partner



MINUTES

JOINT SPECIAL MEETING OF THE MOUNTAIN VIEW CITY COUNCIL AND THE
MOUNTAIN VIEW SHORELINE REGIONAL PARK COMMUNITY -
TUESDAY, OCTOBER 15, 2013
CITY HALL - 500 CASTRO STREET
5:30 P.M. – CLOSED SESSION
6:00 P.M. – STUDY SESSION

5:30 P.M. – CLOSED SESSION (HELD IN THE PLAZA CONFERENCE ROOM)

1. CLOSED SESSION ANNOUNCEMENT (OPEN SESSION)

At 5:30 p.m., an announcement was made by City Attorney Quinn, who described the item that Council would consider on the Closed Session agenda below.

2. CLOSED SESSION

Mayor Inks called the meeting to order at 5:31 p.m. All Councilmembers were present.

SPEAKING FROM THE FLOOR EXPRESSING CONCERNS WITH ITEM 2.2:

Daniel Deibel, Greystar
Denise Pinto
Larry Voytilla
Louise Katz
Linda Curtis

- 2.1 Conference with Legal Counsel – Anticipated Litigation – Significant Exposure to Litigation Pursuant to Government Code §54956.9(d)(2) – One potential case**
- 2.2 Conference with Real Property Negotiator (§54956.8) – Property: City Property Having no Street Address (APN 189-01-024) – Agency Negotiator: Dennis P. Drennan, Real Property Program Administrator – Negotiating Parties: Greystar GP II, LLC – Under Negotiation: Price and Terms of Sale of Real Property**

The Study Session concluded at 5:31 p.m.

6:00 P.M. – STUDY SESSION (HELD IN THE COUNCIL CHAMBERS)

1. CALL TO ORDER

Mayor Inks called the meeting to order at 6:00 p.m.

2. ROLL CALL – Councilmembers Abe-Koga, Bryant, Kasperzak, McAlister, Siegel, Vice Mayor Clark, and Mayor Inks were present.

3. ORAL COMMUNICATIONS FROM THE PUBLIC ON NONAGENDIZED ITEMS

Marilyn Winkleby requested information regarding the recently posted parking restriction signs in the industrial area near Costco, and expressed concerns that these actions were taken to discourage the homeless from sleeping in their vehicles. Ms. Winkleby requested that Council consider agendizing this issue to reconsider the restrictions and consider viable, long-term solutions.

Mike Fischetti supported the previous speaker's concerns, expressed his own concerns on homeless issues in the community, and requested that Council consider the issues raised, and respond in an open forum.

Craig Goldman, Superintendent of the Mountain View Whisman School District, presented information regarding the district's rise in testing score results, and he expressed appreciation to the City and Google for their financial support and partnership in preparing all students for success and higher education goals.

Rick Toker expressed concerns with the posting of parking restriction signs, presented information with regard to homelessness in the community, and requested that Council take actions in support of creating solutions to support homeless services.

Bob Gaebler presented information regarding homeless issues and efforts he is taking to assist with this issue.

Denise Pinto expressed concerns with the Association of Bay Area Governments (ABAG) sustainable growth plan, and requested that Council read *Behind the Green Mask U.N.: Agenda 21* by Rosa Koire. Ms. Pinto also expressed concerns with gas emissions being considered for road diet design projects, but not outdoor dining area projects on El Camino Real.

Linda Curtis expressed concerns with the ABAG sustainable growth plan, and suggested alternate energy efficiency measures that could be taken.

Lucas Ramirez read Government Brown's recent statement with regard to Assembly Bill 1229, and he suggested options that are available for raising funds for affordable housing in the City.

Meghan Fraley spoke in support of addressing homeless issues in the community, and expressed concerns with the criminalization of homelessness.

Jim Neal presented his personal experience with homelessness and he spoke in support of the previous speakers comments with regard to homeless issues. Mr. Neal also presented information regarding Senate Bill 7 which requires paying prevailing wages for state-funded projects.

Greg Choker expressed concerns that the recently posted parking restriction signs in the industrial area near Costco could potentially affect the homeless, and he encouraged Council to have compassion with respect to homeless issues.

Joan MacDonald spoke in support of affordable housing for all income levels.

Mahmoud Ascarie expressed concerns with vehicle pollution, and he suggested planting trees at the edge of freeways to absorb carbon monoxide. Mr. Ascarie also suggested that Council invite homeless people to the Council meeting to discuss issues that may potentially affect them.

4. STUDY SESSION

4.1 NORTH BAYSHORE PRECISE PLAN

Principal Planner Alkire, Raimi + Associates Principal Matt Raimi, and H.T. Harvey & Associates Principal Steve Rottenborn presented oral reports and they, Community Development Director Tsuda and City Manager Rich, responded to Council's questions.

SPEAKING FROM THE FLOOR EXPRESSING CONCERNS AND/OR WITH RECOMMENDATIONS:

Eileen McLaughlin, Citizens Committee to Complete the Refuge
Larry Voytilla
Linda Curtis
Shani Kleinhaus, Santa Clara County Audubon Society Environmental
Advocate
Gita Dev, Sierra Club
Greg Coladonato
Patrick Moore

4.2 EL CAMINO REAL PRECISE PLAN UPDATE

Assistant Planner Anderson presented an oral staff report and he, Principal Planner Alkire, City Attorney Quinn, Van Meter Williams Pollack Architect Partner Rick Williams, City Manager Rich and Community Development Director Tsuda, responded to Council's questions.

SPEAKING FROM THE FLOOR EXPRESSING CONCERNS AND/OR WITH RECOMMENDATIONS:

Linda Curtis
Winona Hubbard
Larry Voytilla
Mahmoud Ascarie
Lucas Ramirez
Karim Hyder
Patrick Moore
Janet Lafleur
Wendee Crofoot
Gita Dev, Sierra Club

The Study Session concluded at 10:46 p.m.

5. COUNCIL, STAFF/COMMITTEE REPORTS

Councilmember Bryant reported on the Stevens Creek Trail Joint Cities Working Team meeting.

Councilmember Abe-Koga reported on the Cities Association of Santa Clara County Board of Directors Meeting. Councilmember Abe-Koga also reported that the Santa Clara Valley Transportation Authority has hired Nuria Fernandez as the new General Manager.

Councilmember Siegel reported on the Council Technology Committee meeting. Councilmember Siegel also announced that there will be a Miramonte/Springer Council Neighborhoods Committee Meeting on October 17th at Bubb Elementary School.

Mayor Inks reported on Councilmember Bryant and his attendance on October 10th at Theuerkauf Elementary School for the announcement regarding Google's award of one million dollars to the Mountain View Whisman School District and the kick off of the Google Work Project.

6. CLOSED SESSION REPORT

City Attorney Quinn stated that the city approved an agreement concluding negotiations for the purchase of APN 189-01-024. Council voted 4-3 to approve amendment of the date for Greystar to submit a formal application to November 15, 2013 and obtain final approval of the project by March 31, 2015 by a vote of 4-3. Councilmembers Kasperzak and Bryant, Vice Mayor Clark, and Mayor Inks voted in favor of the extension. Councilmembers McAlister, Abe-Koga and Siegel voted against. It is important to note that the sale is contingent upon approval of the proposed project.

7. ADJOURNMENT

At 10:54 p.m., Mayor Inks adjourned the meeting to the next Regular Council Meeting to be held on Tuesday, October 22, 2013, at 6:30 p.m. in the Council Chambers, 500 Castro Street.

ATTEST:

APPROVED:

LORRIE BREWER, MMC
CITY CLERK

JOHN M. INKS
MAYOR



DATE: October 29, 2013

CATEGORY: Consent

DEPT.: Public Works

TITLE: **Shoreline Boulevard Transportation Corridor Study, Project 14-44 – Authorize Professional Services Agreement**

RECOMMENDATION

Authorize the City Manager or his designee to approve a professional services agreement with Nelson\Nygaard Consulting Associates, Inc. (Nelson\Nygaard), to provide professional services for the Shoreline Boulevard Transportation Corridor Study, Project 14-44, in an amount not to exceed \$498,439.

BACKGROUND

The Shoreline Boulevard Transportation Corridor Study (Corridor Study) will identify a vision, determine the feasibility of, and develop the conceptual design of an integrated transit, bicycle, and pedestrian facility in the Shoreline Boulevard Corridor from downtown Mountain View and the Downtown Transit Center to the City's North Bayshore Area.

For the purposes of the Corridor Study, the Shoreline Boulevard Corridor is defined as the area extending from the downtown Mountain View/Transit Center area to the City's North Bayshore Area, located north of U.S. Highway 101. The Corridor includes Shoreline Boulevard, portions of Castro Street, Moffett Boulevard, Stierlin Road, Middlefield Road, and the Terra Bella Avenue area west of Shoreline Boulevard.

The Corridor Study will build on the package of transportation improvements and services identified in the Shoreline Regional Park Community Transportation Study (Transportation Study) designed to address the anticipated impacts of the planned long-term growth in the North Bayshore Area as envisioned in the 2030 General Plan.

The final Corridor Study work product will be developed so that it can be integrated with the transportation network plans and commute mode share targets of the current North Bayshore Precise Plan effort.

The Corridor Study will develop and evaluate alternatives for three major components of the Corridor:

- **Shoreline Boulevard and Other Streets**—Roadway efficiency improvements, strategies for upgrading transit service and facilities over time, cycle track and/or other high-quality bicycle facilities to serve an increasing number of bicycle commuters, and improvements to pedestrian facilities and crossings throughout the Corridor and Study area.
- **Bridge Crossing(s) Over U.S. Highway 101**—An integrated (or two parallel) bridge crossing(s) of U.S. Highway 101 west of Shoreline Boulevard for bicycle, pedestrian, and transit use with connections at each end.
- **Downtown Transit Center**—Improvement strategies to address transit and shuttle service access and capacity to accommodate significantly higher peak volumes, pedestrian and bicycle access from the Transit Center across Central Expressway, and space and circulation for new station services.

ANALYSIS

The City issued a Request for Proposals (RFP) for the Corridor Study on July 31, 2013. Four consulting firms responded to the City's RFP. After reviewing submittals from Nelson\Nygaard, CDM Smith, Arup North America Ltd., and URS Corporation, staff selected the consultant team led by Nelson\Nygaard as the most qualified to conduct the Corridor Study.

Nelson\Nygaard will serve as the prime consultant for the Corridor Study responsible for project administration, pedestrian and bicycle planning, and transit and multimodal operations planning. Supporting Nelson\Nygaard on the Corridor Study team are Mark Thomas & Company (civil engineering and costing), Flint Strategies (public outreach), Lea + Elliott (innovative transportation technology), Freedman Tung + Sasaki (urban design), and TJKM (traffic engineering and analysis).

Nelson\Nygaard and the Corridor Study team's work will include:

- A multifaceted community outreach effort, including public workshops at key milestones during the project; Bicycle/Pedestrian Advisory Committee, Environmental Planning Commission, and City Council Study Session discussions; and use of innovative outreach techniques such as establishment of project-specific web and social media sites, mobile workshops to expand the reach/complement

the more traditional public workshops planned, in-the-field intercept surveys to gather data and gauge public opinions, and use of crowd-sourcing technology to collect data and information from a wide range of participants.

- Data collection and documentation of existing roadway, bicycle, pedestrian, and land use conditions.
- Analyzing the current transit network and developing a plan for future transit and shuttle services and facilities.
- Developing and evaluating alternatives for the Shoreline Boulevard Corridor to respond to anticipated growth in the City's North Bayshore Area, the need for additional transit and active transportation commute connections between the Downtown Transit Center and North Bayshore Area, and the North Bayshore commute mode-share goals endorsed by the City Council in March 2013. The alternatives will consider options for lower-cost, near-term strategies, as well as longer-term, more capital-intensive options. The alternatives will also assess potential future conversion to higher-capacity transit technologies, particularly innovative transit options (e.g., automated transit network).
- Identifying a preferred corridor alternative, including a concept design, potential right-of-way requirements, cost estimates, and potential funding options.

A more detailed description of the recommended scope of work is provided as Attachment 1.

The total cost of the proposed services to be provided by Nelson\Nygaard and its subconsultants is \$498,439, which includes basic services and reimbursable expenses of \$449,439, and a contingency of \$49,000.

If the recommended agreement is approved by the City Council, Nelson\Nygaard and the Corridor Study team will commence work in November 2013 and complete the Corridor Study in November/December 2014.

FISCAL IMPACT

Shoreline Boulevard Transportation Corridor Study, Project 14-44, is funded with \$600,000 from the Shoreline Community Fund. The project budget is adequate to fund the cost of the recommended agreement with Nelson\Nygaard.

ALTERNATIVES

Do not approve the recommended agreement and direct staff to issue a new Request for Proposals for the Corridor Study.

PUBLIC NOTICING – Agenda posting.

Prepared by:

Linda Forsberg
Transportation and Business Manager

Approved by:

Michael A. Fuller
Public Works Director

Daniel H. Rich
City Manager

LF/7/CAM
901-10-29-13CR-E

Attachment: 1. Recommended Scope of Work



SHORELINE BOULEVARD TRANSPORTATION CORRIDOR STUDY SCOPE OF SERVICES

Task 1 – Project Kickoff and Document Review

1.1 - Project Kickoff Meeting

At the onset of the project, an internal kickoff meeting will be held including all key City and consultant staff to confirm project objectives, expectations, and communication procedures. The scope of work and schedule will be reviewed and refined as necessary.

1.2 - Collect and Review Corridor Plans and Data

This step will allow the team to identify existing data and document the current transportation network as part of Task 3. Our team will record policies, objectives, strategies, and tactics identified in previous planning efforts that can inform the development of alternatives study and minimize duplicative effort.

Task 2 – Community Outreach and Meetings

2.1 – Community Workshops (3)

We propose to hold three public workshops at key milestones in the project. The first would take place near the start of the project to introduce the project, review existing conditions, confirm project priorities, and articulate a community vision (in conjunction with Task 5.1). The second would take place during Tasks 4 and 5 to develop alternatives. The final workshop would be used to confirm and refine the preferred alternative.

We will meet with City staff to prepare a schedule of activities describing the location, structure, and needs for each workshop. This will include promotion of the workshop and development of meeting materials. The workshops may include a combination of stations, displays, Q&A, and interactive polling. The City will be responsible for securing a location and any refreshments.

2.2 – BPAC, Environmental Planning Commission, and Council Study Sessions/Meetings (2 each)

The consultant team will develop presentation materials and documents for the Bicycle Pedestrian Advisory Committee, Environmental Planning Commission, and City Council, and attend up to two meetings or study sessions for each group.

2.3 – Innovative Outreach

The Nelson\Nygaard team, led by Flint Strategies, will complement traditional outreach meetings with a suite of strategies designed to solicit a broad range of feedback. Of particular relevance will be the mobile workshops and a Shareabouts site and mobile app, which will facilitate interactive crowdsourcing.

2.3.1 – Website and Social Media

Flint Strategies will create and host a project specific website, tentatively proposed as www.ShorelinePlan.com. The site and all materials will incorporate a brand identity specific to this project. The site will link directly to the City’s website and others as appropriate. We will also establish social media sites to share information.

2.3.2 – Mobile Workshops at Transit Center and Employers

Mobile workshops will be held at the Transit Center and coordinated with the area’s employers. The workshops will include on-site opportunities to participate in the outreach effort coinciding with the more traditional community workshops. We anticipate three rounds of workshops consisting of 2-3 hours spent at each of four locations.

2.3.3 – Intercept Surveys

Our team will conduct peak-hour intercept interviews during our focused weeks of effort during Task 3, 5 and 6. These will be brief one-on-one interviews conducted with commuters, bicyclists, and pedestrians to confirm travel behavior, gauge opinions and concerns, and gather input to influence the plan.

2.3.4 – Shareabouts Website and App

Shareabouts is a crowdsourcing tool that will allow us to collect rich, informative local data from a wide range of participants. It allows participants to share images, text, and video through a user-friendly map interface identifying site challenges and solutions.

Task 3 – Existing Conditions Review

The Nelson\Nygaard team will review all relevant existing and ongoing planning documents for the study area and summarize the existing conditions context. Key points of emphasis will include:

- 3.1** – Summary of key policies and guidelines that will inform the development of alternatives.
- 3.2** – Using existing data sets, documentation of the current transportation network, including roadway conditions and intersection operations, the existing local and regional transit network (including public and private shuttles), bicycle and pedestrian conditions, and Transit Center operations.
- 3.3** – Identification of key transportation needs. Particular attention will be paid to the deficiencies of the local and regional transit system. Pedestrian and bicycle needs will also be carefully summarized.
- 3.4** – A summary of current and future capital projects and programs, and identify their potential impacts on alternatives developed as part of this project. This process will help to ensure successful integration with regional projects.
- 3.5** – A summary of all proposed land use changes and development projects.

Task 4 – Transit Network Assessment + Development

4.1 – Review Current Network and Service

Using the work completed in Task 3 as a base, Nelson\Nygaard will conduct a detailed assessment of the existing transit network. This assessment will document current demand for all services in area, including private shuttles. Network gaps will be carefully identified, such as local VTA services to the North Bayshore area. Operational challenges will also be summarized, with a particular focus on shuttle capacity at the Transit Center and any duplication of shuttle service.

4.2 – Coordinate with Area Service Providers

Given the myriad of local and regional transit operators in the area, ongoing coordination will be crucial to developing an effective service plan. It is proposed that Nelson\Nygaard meet with representatives from relevant transit agencies, employers, TMA representatives, and City staff. These meetings will allow Nelson\Nygaard to assess existing and proposed services, gather additional data, and evaluate opportunities for future coordination. Critical operating issues will be identified for all operators. To conserve project resources, these meetings will be coordinated to the greatest degree possible and may involve conference calls.

4.3 – Travel Market Analysis

Nelson\Nygaard will evaluate transit travel patterns to, from, and within the study area. This assessment will rely on existing transit ridership patterns, as well as origin and destination information, within the corridor. Intercept surveys proposed in Task 2 would also be used to confirm travel patterns. In tandem with the analysis of origins and destinations, analysis of travel markets will also be conducted using U.S. Census and other available data. Future transit demand will be estimated based on proposed development projects and adopted mode share targets.

4.4 – Conceptual Transit Operating Plan

Using the travel market analysis conducted in Task 4.3, we will develop a conceptual operating plan for future transit service in the area. The transit operating plan will be developed and refined in conjunction with the corridor alternatives (Task 5.2) and selection of a preferred corridor alternative (Task 7).

It will seek to identify appropriate modes (local, express, Bus Rapid Transit, levels of service, and infrastructure investments). The plan will include potential elements such as a coordinated public and private shuttle system managed by a future TMA and new local VTA service. The plan will evaluate connections to local and regional transit, including future regional projects (El Camino BRT, HSR, Caltrain electrification, and BART extension to San Jose).

The operating plan will also evaluate integration of innovative transit options in the near term and future. We will consider existing public and private transit services and potential refinements to those services to interface/overlap with advanced and innovative transit options to develop a cohesive network. Some scenarios may be capital-intensive and/or require a significant increase in operating costs; cost-effectiveness metrics will be developed and applied in Task 6.

4.5 – Evaluate Transit Center and Multimodal Connectivity

The Nelson\Nygaard team will conduct an assessment of the Transit Center, beginning with a site analysis documenting customer experience, multimodal access and circulation, transit operations, placemaking, and site elements that may impact capital costs. As part of this assessment, additional last mile services will also be evaluated for implementation at the Transit Center. Potential impacts of these services on future configurations of the Transit Center will be summarized and documented.

Task 5 – Corridor Vision and Alternatives Development

5.1 – Corridor Visioning

In conjunction with the proposed stakeholder outreach activities in Task 2, we propose to further define a vision for the Shoreline corridor and North Bayshore area early on in the project timeline. This visioning effort will be informed by previous studies, but specifically utilize new input to confirm community desires for transit improvements and bicycle and pedestrian facilities. The visioning process will also seek to support frontage land uses, help define city and district identity, and enhance a high-quality public realm setting.

5.2 – Conceptual Corridor Alternatives

The Nelson\Nygaard team will develop two to four conceptual corridor alternatives. The alternatives will propose a range of revisions to existing rights-of-way and the degree to which rights-of-way can be changed to accommodate transit service and new bicycle and pedestrian facilities. The range of alternatives will consider lower-cost operational strategies as well as long-term, capital intensive projects.

Key elements to be evaluated will include, but not be limited to: exclusive transit lanes (center and side running), transit priority operational improvements (signal priority and queue jump lanes), bike facilities (cycle tracks or buffered bike lanes with recommendations for managing conflicts at signalized and unsignalized intersections and driveways), travel lane width reductions or lane elimination, enhanced crossings for pedestrians, and signal modifications. Alternatives will address connections across major barriers (Highway 101 and Stevens Creeks trail crossing) and incorporate previous design concepts, such as new transit and bike/pedestrian bridges, where appropriate. Alternatives will also consider placemaking opportunities and incorporate concepts to reinforce community land use and urban design elements.

Finally, alternatives will also focus on transition to higher-capacity transit technologies, particularly innovative transit options such as Personal Rapid Transit (PRT) or autonomous vehicles. High-level options will be developed and triggers for conversion to higher-capacity innovative transit along the corridor will be identified. High-level design criteria will be provided to size the required fixed facilities for various exclusive right-of-way technologies.

5.3 – Transit Center Design Concepts

The Nelson\Nygaard team will develop sketch-level, conceptual designs for the Transit Center that address the issues and opportunities in Task 4.5. Conceptual designs will be based on the transit operating plan in Task 4.4 and selection of preferred corridor alternatives. As in the site analysis, key considerations in these designs will include the customer experience (passenger amenities, security, etc.), multimodal access and circulation, future transit operations,

placemaking, and cost effectiveness. Design concepts will also address last-mile solutions and potential reconfiguration of the parking lot.

Task 6 – Alternatives Preliminary Evaluation

6.1 – Evaluation Criteria Development

Assessment of the proposed corridor alternatives will begin with the development of evaluation criteria. Criteria will include both qualitative and quantitative metrics to objectively measure not just the technical merits of each option, but also the level of community support and feasibility of implementation. All criteria will be developed with input from City staff and key stakeholders. Potential criteria include: mode share impacts; vehicle trip reduction; connectivity and accessibility; safety; traffic impacts; transit ridership; bicycle and pedestrian activity; compatibility with local land use and urban design; leveragability of capital projects; cost effectiveness; funding potential; adaptability to future technologies; and level of community support.

6.2 – Preliminary Screening

In the preliminary screening, benefits and impacts of each alternative will be assessed according to the selected criteria. Evaluation in this phase will be “high-level” and primarily include qualitative assessments based on relative merit within each criterion (e.g. “1 - 5” point scale). Order-of-magnitude capital and operating costs will be estimated. Screening results will be presented in a summary matrix.

Task 7 – Preferred Alternative

7.1 – Select Preferred Alternative

Based upon the results of Task 6.2 and community input from Task 2, a preferred corridor alternative will be selected and moved forward for more detailed design and costing as part of Task 7.2.

7.2 – Design and Costing of Preferred Alternative

In this task, the Nelson\Nygaard team will prepare preliminary designs and capital cost estimates for the preferred alternative. Sketch-level infrastructure improvements developed in Tasks 4 and 5 will be rendered using aerial photos to develop 10% drawings, which will in turn be used for the preparation of 10% magnitude of cost estimates. These preliminary estimates will identify the major infrastructural elements such as roadway improvements, structure/bridge improvements at Highway 101 and Stevens Creek trail, transit stations/stops, transit communications systems, traffic signal modifications, drainage, streetscape/plantings, utility modifications/relocations, and transit fleet requirements. While the estimate will strive to include quantities with unit prices, reasonable allowances for items that cannot be definitively quantified will be included as lump sum costs. Unit prices will be obtained from our internal database of recent construction bids and from other resources. Adjustment to the unit prices will be made to reflect current trends with contingency items for future escalation.

More refined estimates of annual transit operating costs will be developed in this task, first by using service plans (including spans and headways for each time period) to determine vehicle

requirements during all periods and to arrive at an estimated number of annual vehicle revenue service hours required. Depending on the perceived need and/or opportunity for a phased implementation, costs may be estimated for both interim and full “build-out” phases.

7.3 – Funding and Implementation Plan

The Nelson\Nygaard team will develop a phased Funding and Implementation Plan to guide development, final design, environmental review, and construction of the preferred alternative. The Plan will identify potential funding sources and identify a timeframe for and the necessary steps toward implementation. Where relevant, triggers for implementing additional projects and services will be developed.

Task 8 – Draft and Final Report

Based on one set of non-conflicting comments for each prior deliverable, the Nelson\Nygaard will incorporate previous deliverables into an Administrative Draft Shoreline Boulevard Transportation Study report for City review. Based on a single set of non-conflicting comments, we will revise and submit a Public Draft Shoreline Boulevard Transportation Study for public review. After one final round of review and revision, we will submit a Final Shoreline Boulevard Transportation Study. The consultant team will present the draft report at up to two commission and/or council meetings, as directed by City staff.

Task 9 – Project Management

Michael Moule, Project Manager, and Phil Olmstead, Deputy Project Manager, will provide oversight throughout the duration of the project. Nelson\Nygaard’s approach to project management is based on attention to detail and consistent application of quality assurance/quality control procedures for all deliverables. Monthly conference calls will facilitate effective project management.



DATE: October 29, 2013

CATEGORY: Consent

DEPT.: Public Works

TITLE: **Recycled Water System Expansion Feasibility Study, Project 12-40 – Amend Professional Services Agreement**

RECOMMENDATION

Authorize the City Manager or his designee to amend a professional services agreement with Carollo Engineers for the Recycled Water System Expansion Feasibility Study, Project 12-40, in the amount of \$29,000, for a total not-to-exceed contract amount of \$243,000.

BACKGROUND

The Recycled Water System Expansion Feasibility Study is analyzing the expansion of the City's recycled water system beyond the North Bayshore Area (See Attachment 1 – Existing Recycled Water Distribution System). In May 2012, the City entered into a professional services agreement with Carollo Engineers to provide engineering services for the feasibility study. The draft feasibility study is nearing completion, but staff is requesting an increase in funding to address additional study items.

ANALYSIS

In 2012, the City received a WaterSMART project grant of \$100,000 from the United States Bureau of Reclamation. To qualify for grant funding, the City is required to perform an environmental analysis to identify potentially significant impacts of system expansion and actions that may be needed to comply with the requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

In 2013, the City also received a \$75,000 grant from the California State Water Resources Control Board (WRCB). To qualify for WRCB funding, the City must include in the feasibility study analyses of system capital and operating costs, potential financing options and strategies, and the cost of alternatives to using recycled water.

Funding for the environmental and expanded financial analyses was not included in the original scope of work. The cost for the environmental study is \$22,000, and the cost of the expanded financial analysis is \$28,000. Staff also requested development of additional expansion scenarios to ensure all options are fully analyzed, at a cost of approximately \$7,000. The total cost of additional activities is \$57,000. Contingency funding is available in the contract to fund \$28,000 of this effort, leaving a shortfall in the contract of \$29,000. Staff believes the costs for these services are fair and reasonable and is recommending additional funding in the contract to cover these services. The cost of the additional analyses is more than covered by the grant funding received.

FISCAL IMPACT

The Recycled Water System Expansion Feasibility Study, Project 12-40, is funded with \$200,000 from the Water Fund and \$100,000 from a Federal Bureau of Reclamation WaterSMART Grant. There is adequate project funding to cover the costs of the additional services. The City will receive additional funding of up to \$75,000 from the WRCB grant to offset project costs.

ALTERNATIVES

Do not amend the professional services agreement with Carollo Engineers.

PUBLIC NOTICING – Agenda posting.

Prepared by:

Jack Muench
Senior Civil Engineer

Approved by:

Michael A. Fuller
Public Works Director

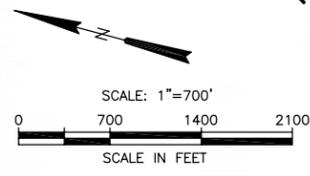
Daniel H. Rich
City Manager

JM/GAH/7/CAM/761-10-29-13CR-E

Attachment: 1. Existing Recycled Water Distribution System

cc: Carollo Engineers

APWD – Hosfeldt, USM, CPE, LE, SCE – Muench, WCC



CITY OF MOUNTAIN VIEW

CITY OF PALO ALTO

**CITY OF PALO ALTO-MOUNTAIN VIEW/MOFFETT AREA
RECLAIMED WATER PIPELINE PROJECT
SOIL BORING MAP**

LEGEND:

- 30" PIPE
- 24" PIPE
- 18" PIPE
- 16" PIPE
- 12" PIPE
- 8" PIPE
- 6" PIPE
- B1 APPROXIMATE LOCATION OF GEOTECHNICAL BORING

FILENAME: 038-5-PR01-SOILBORING 1-18-07 10:54am cto II XREFSUI Y-CITYLIMIT <--->



DATE: October 29, 2013

CATEGORY: Consent

DEPT.: City Manager

TITLE: **Designation of Two Voting Delegates for the National League of Cities Annual Congress of Cities and Exposition**

RECOMMENDATION

Designate Vice Mayor Clark as the voting delegate and Councilmember Kasperzak as the alternate delegate for the Annual Business Meeting to be held at the conclusion of the National League of Cities (NLC) Annual Congress of Cities and Exposition.

BACKGROUND

This year's NLC Annual Congress of Cities and Exposition is scheduled for November 13, 2013 through November 16, 2013 at the Washington State Convention Center in Seattle, Washington. The Business Meeting will take place on Saturday, November 16, at the conclusion of the conference.

ANALYSIS

As a member city with a population of 50,000 to 99,999, Mountain View is allowed to cast two votes. The NLC requires that each member city designate a voting delegate and alternate by an official vote of the City Council. The designated voting delegates must be registered to attend the conference and pick up the City's voting card at the *Ask NLC* booth before the Annual Business Meeting. The task of voting at the business session cannot be transferred to any other City officials beyond the designated voting delegates. The voting delegates may be designated at the Council's discretion from Councilmembers or City staff scheduled to attend the conference. Either of the voting delegates must be present with the voting card at the Annual Business Meeting to vote. Vice Mayor Clark, Councilmember Kasperzak, and Councilmember Siegel have indicated they are attending the NLC Conference this year.

FISCAL IMPACT – There is no fiscal impact associated with this recommendation.

ALTERNATIVES – Do not designate delegates to vote on the City's behalf.

PUBLIC NOTICING – Agenda posting.

Prepared by:

Margarita F. Mendoza
Senior Administrative Analyst

Approved by:

Daniel H. Rich
City Manager

MFM/5/CAM
610-10-29-13CR-E

- Attachments: 1. NLC Annual Conference Letter of Request for Voting Delegate/
Alternate for 2013
2. NLC Voting Delegate/Alternate Form for 2013

NATIONAL LEAGUE of CITIES

2013 Officers

President
Marie Lopez Rogers
Mayor
Avondale, Arizona

First Vice President
Chris Coleman
Mayor
Saint Paul, Minnesota

Second Vice President
Ralph E. Becker
Mayor
Salt Lake City, Utah

Immediate Past President
Ted Ellis
Mayor
Bluffton, Indiana

ATTACHMENT 1

Executive Director
Clarence E. Anthony

COPIES TO COUNCIL, CM, CA & ACM, ACM
orig. to Council Attendees

September 30, 2013

Lorrie Brewer
City Clerk
City of Mountain View
PO Box 7540
Mountain View, CA 94039-7540

OCT 6 7 2013
CITY OF MOUNTAIN VIEW

Dear City Clerk Brewer:

The National League of Cities (NLC) Annual Business Meeting will be held on Saturday, November 16, 2013, at the conclusion of the Congress of Cities and Exposition in Seattle, Washington. As a direct member city, your city is entitled to vote at this meeting. Based on population as of the 2010 Census, each member city casts between one and twenty votes. The number of votes for each population range can be found below.

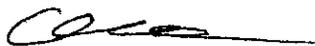
POPULATION	VOTES	POPULATION	VOTES
Under 50,000	1 vote	500,000 – 599,999	12 votes
50,000 – 99,999	2 votes	600,000 – 699,999	14 votes
100,000 – 199,999	4 votes	700,000 – 799,999	16 votes
200,000 – 299,999	6 votes	800,000 – 899,999	18 votes
300,000 – 399,999	8 votes	900,000 and above	20 votes
400,000 – 499,999	10 votes		

To be eligible to cast a city's vote, a voting delegate and alternate(s) must be officially designated by the city using the enclosed credentials form. This form will be forwarded to NLC's Credentials Committee. NLC bylaws expressly prohibit voting by proxy. City elected officials should be made aware of this request so that decisions can be made as to who will be the voting delegate and alternate(s).

At the Congress of Cities, the voting delegate must pick up and sign for the city's voting card at the Ask NLC Booth before the Annual Business Meeting and must be present at the Annual Business Meeting to cast the city's vote. The Ask NLC Booth will be open during scheduled times throughout the Congress of Cities and Exposition.

Please return the completed form to NLC by fax (202-626-3109) before October 31, 2013, and keep the original for your files. If you have any questions, please contact Mae Davis, Member Relations Representative at mdavis@nlc.org or 202-626-3150; or contact Gail Remy, Director of Member Relations at remy@nlc.org, or 202-626-3026.

Thank you,



Clarence E. Anthony
Executive Director

Enclosure





CREDENTIALS FORM

NATIONAL LEAGUE OF CITIES · 2013 CONGRESS OF CITIES AND EXPOSITION · SEATTLE, WASHINGTON

At the Annual Business Meeting on Saturday, November 16, 2013, from 2:30 p.m. to 4:30 p.m., each direct member city of the National League of Cities (NLC) is entitled to cast from one to 20 votes based upon the city's population per the 2010 census, through its designated voting delegate. Please indicate below your city and state, your voting delegate and alternate(s), and sign and date the form. The form should be faxed to NLC at 202-626-3109, or mailed to National League of Cities, Attn: Mae Davis, 1301 Pennsylvania Ave., NW, Washington, DC 20004, by the October 31, 2013, deadline.

The official voting delegate and alternate(s) for the:

City of Mountain View, CA

VOTING DELEGATE:

1. NAME: _____

TITLE: _____

ALTERNATE VOTING DELEGATE(S):

2. NAME: _____ TITLE: _____

3. NAME: _____ TITLE: _____

<p>FOR OFFICE USE ONLY (DO NOT WRITE IN THIS SPACE)</p> <p>Voting card issued to:</p> <p>_____ (signature)</p> <p>Votes: (2)</p>
--

PLEASE SIGN AND FAX THIS FORM TO NLC BY OCTOBER 31, 2013
ATTENTION: MAE DAVIS, MEMBER RELATIONS REPRESENTATIVE
FAX: 202-626-3109

Signature (city representative): _____

Title: _____ Date: _____



DATE: October 29, 2013

CATEGORY: Consent

DEPT.: Public Works

TITLE: **Center for the Performing Arts
SecondStage Tension Grid
Installation, Project 13-33 – Amend
the Project Budget and Award the
Construction Contract**

RECOMMENDATION

1. Transfer and appropriate \$58,000 from the Construction/Conveyance Tax Fund to the Center for the Performing Arts SecondStage Tension Grid Installation, Project 13-33. (Five votes required)
2. Award the design-build contract for the Center for the Performing Arts SecondStage Tension Grid Installation, Project 13-33, to Legend Theatrical of Scotts Valley, California in the amount of \$159,269.

BACKGROUND

The Mountain View Center for the Performing Arts (CPA) was completed concurrently with City Hall in 1991. CPA includes three theatres: MainStage, SecondStage, and ParkStage. The CPA Tension Grid Installation project involves the installation of a tension grid in the SecondStage Theatre, a catwalk, steps, and sound door to access the tension grid from the existing control booth on the second floor. The tension grid is comprised of steel frames and taut cables that create a safe, structural floor for theatre technicians to access stage lighting and rigging systems. Technicians currently use lifts and ladders to access the theatre lights and to hang scenery.

On September 10, 2013, the City Council approved the plans and specifications for the project and authorized the City Manager to award the design-build contract to the lowest responsible bidder if the low bid is within the project budget.

ANALYSIS

On October 9, 2013, staff received three bids for the project (see Attachment 1 – Bid Summary). The low bid was submitted by Legend Theatrical of Scotts Valley, California in the amount of \$159,268.77, and is 8 percent above the Engineer's Estimate

of \$147,000. Legend Theatrical’s bid package is complete and they have the experience required for the project. Based on the low bid, the estimated project cost is as follows:

Construction	\$160,000
Construction Contingency (10%)	16,000
Engineering Design Services	4,800
Inspection/Testing	10,000
City Project Management and City Inspection	35,000
Printing, etc.	1,000
City Administration (6.5%)	<u>15,000</u>
TOTAL	<u>\$242,000</u> (rounded)

To proceed with the project, additional funding of \$58,000 is necessary. Several factors contributed to the additional costs. During design, the need for a catwalk and related improvements was identified to provide suitable access to the tension grid. Special inspections for welding and anchorage are also required, and additional budget has been added for staff time as retrofitting the tension grid into the existing building proved more complex than originally anticipated. Staff considers the final design to be the most cost-effective plan for installation of the tension grid and believes that Legend Theatrical’s bid is fair and reasonable.

Because of the specialized nature of this work and the fact that multiple bids were received, staff does not believe that re-advertising the project will result in more favorable bids.

If the recommended actions are approved, construction is expected to occur in summer 2014 during a break in SecondStage Theatre use.

FISCAL IMPACT

The Center for the Performing Arts SecondStage Tension Grid Installation, Project 13-33, is funded in the amount of \$184,000 from the Construction/Conveyance Tax Fund. An additional appropriation of \$58,000 is required to complete the project. The estimated total project cost is \$242,000. The projected balance in the Construction/Conveyance Tax Fund at the end of the current capital improvement program planning horizon (June 30, 2018) is approximately \$1.1 million which is sufficient to fund the recommended actions.

ALTERNATIVES

Decline to appropriate the additional funding and reject all bids. Staff would continue to use a lift and ladders to access the lights and other elements.

PUBLIC NOTICING – Agenda posting.

Prepared by:

Jennifer K. Rose
Project Manager

Approved by:

Michael A. Fuller
Public Works Director

Daniel H. Rich
City Manager

JKR/5/CAM
978-10-29-13CR-E

Attachment: 1. Bid Summary

cc: APWD – Solomon, PCE – Au, PCE – Macaraeg, PM – Rose, PAM, OM, F/c

Attachment 1

**Center for the Performing Arts SecondStage Tension Grid
Installation, Project 13-33
Bid Summary**

Bid Opening October 9, 2013

Rank	Contractor	Bid
1	Legend Theatrical Scotts Valley, CA	\$159,268.77
2	Strawn Construction San Jose, CA	\$278,000.00
3	Redwood Engineering Construction Redwood City, CA	\$279,000.00



DATE: October 29, 2013

CATEGORY: Consent

DEPT.: Council Appointments Review Committee

TITLE: **Reappointments/Appointments to Council Advisory Bodies**

RECOMMENDATION

1. Adopt A RESOLUTION APPOINTING DAVID HERINGTON TO THE LIBRARY BOARD, to be read in title only, further reading waived.
2. Adopt A RESOLUTION APPOINTING AILA MALIK AND APPOINTING EVAN ORTIZ AS AN ALTERNATE TO THE HUMAN RELATIONS COMMISSION, to be read in title only, further reading waived.
3. Adopt A RESOLUTION REAPPOINTING KATHERINE NAEGELE AND APPOINTING JONATHAN HERBACH TO THE PARKS AND RECREATION COMMISSION, to be read in title only, further reading waived.
4. Approve by motion reappointments of Bill Maston and Shana Nelson to the Downtown Committee—Downtown Property and Business Owner; reappointments of Kim Copher, Oscar Garcia, and Julie Smiley to the Downtown Committee—Business-at-Large; and appointment of Paul Donahue to the Downtown Committee—Community-at-Large for the terms January 1, 2014 to December 31, 2016.
5. Approve by motion appointment of Mayank Thakore to the Performing Arts Committee for the unexpired term ending December 31, 2014; and appointment of Ray Chen as an alternate if a vacancy occurs before the yearly recruitment process.
6. Approve by motion reappointments of Pamela Conlon-Sandhu, Stan Salisbury, and Elna Tymes; and appointment of Annie Zacanti to the Senior Advisory Committee for the terms January 1, 2014 to December 31, 2017.

7. Approve by motion appointment of Jesse Cupp to the Visual Arts Committee for the unexpired term ending December 31, 2016; and appointment of Stacy Dow as an alternate if a vacancy occurs before the yearly recruitment process.

BACKGROUND

Thirty (30) applicants applied for the vacancies on the Library Board; Human Relations and Parks and Recreation Commissions; and the Downtown, Performing Arts, Senior Advisory, and Visual Arts Committees. The Council Appointments Review Committee (CARC) met on October 16, 2013 and interviewed candidates for these vacancies.

The City Council will interview candidates for the Environmental Planning Commission (EPC) at a Study Session on November 12, 2013.

FISCAL IMPACT – None.

ALTERNATIVES – None.

PUBLIC NOTICING – Agenda posting.

Prepared by:

R. Michael Kasperzak, Jr., Chair
Council Appointments Review Committee

RMK/WW/7/CAM
001-10-29-13CR

- Attachments:
1. Resolution – Library Board
 2. Resolution – Human Relations Commission
 3. Resolution – Parks and Recreation Commission

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2013

A RESOLUTION APPOINTING DAVID HERINGTON TO THE LIBRARY BOARD

THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW DOES RESOLVE AS
FOLLOWS:

THAT, David Herington is appointed to the Library Board for the term January 1,
2014 to December 31, 2017.

WW/7/RESO
429-10-29-13R

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2013

A RESOLUTION APPOINTING AILA MALIK AND APPOINTING EVAN ORTIZ
AS AN ALTERNATE TO THE HUMAN RELATIONS COMMISSION

THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW DOES RESOLVE AS
FOLLOWS:

THAT, Aila Malik is appointed to the Human Relations Commission for the
unexpired term ending December 31, 2014.

THAT, Evan Ortiz is appointed to the Human Relations Commission as an
alternate if a vacancy occurs before the yearly recruitment period.

WW/7/RESO
429-10-29-13R-1

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2013

A RESOLUTION REAPPOINTING KATHERINE NAEGELE AND APPOINTING
JONATHAN HERBACH TO THE PARKS AND RECREATION COMMISSION

THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW DOES RESOLVE AS
FOLLOWS:

THAT, Katherine Naegele is reappointed to the Parks and Recreation Commission
for the term January 1, 2014 to December 31, 2017.

THAT, Jonathan Herbach is appointed to the Parks and Recreation Commission
for the term January 1, 2014 to December 31, 2017.

WW/7/RESO
429-10-29-13R-2



DATE: October 29, 2013

CATEGORY: Unfinished Business

DEPT.: Community Development

TITLE: **Affordable Housing Program Options**

RECOMMENDATION

1. Direct staff to issue a first-come, first-served Notice of Funding Availability (NOFA) and reserve \$12.5 million in Below-Market-Rate (BMR), Housing Impact Fees, and Rental Impact Fees for the NOFA that includes reallocating the remaining balance of about \$3.4 million from the last NOFA to the new NOFA.
2. Reserve \$3.0 million in an opportunity fund that could be used for exceptional projects.
3. Establish a subcommittee to review the funding application comprised of the City Manager, Community Development Director, Administrative and Neighborhood Services Manager, and two City Councilmembers appointed by the Mayor.

PURPOSE

The purpose of this Council report is to provide the more detailed information that the City Council requested at the July 2, 2013 Study Session on affordable housing programs, and give the City Council an opportunity to discuss and select options for expending affordable housing funds.

BACKGROUND

Over the past 10 years, Council has received extensive analysis of affordable housing options through the affordable housing strategies study, the rental housing impact fee analysis, and the July 2013 Study Session report. The July 2013 Study Session was in response to Council's interest in exploring options other than the previous NOFA process for selecting projects. The Council was interested in producing units more quickly and exploring new types of housing programs.

In preparation for this report, staff has surveyed surrounding jurisdictions to find the best practices for producing affordable housing. Most cities leverage housing funds with other available outside funding sources to make the most efficient use of local funds. In the past 10 years, the City has been able to leverage the \$35 million in City funding with \$61 million in outside funding to produce many more affordable homes.

From 2005 to 2015, Mountain View has leveraged BMR In-Lieu Fees, Revitalization Set-Aside funds, Community Development Block Grant (CDBG), and HOME funds to assist in the development of 351 subsidized housing units, which includes the 76 units from NOFA projects. The 351 units produced in this 10-year period represent a 41 percent increase over all of the subsidized units previously built.

Two NOFA projects approved by Council last spring are moving forward towards construction. The ROEM Corporation/Eden Housing 819 North Rengstorff Avenue project was awarded 9 percent tax credits on June 12, 2013, without needing any of the additional \$1.0 million in funding approved by Council. Escrow was closed and the property was transferred to the developers that same day. ROEM/Eden expects to start construction in late November or early December of this year. First Community Housing's 1585 El Camino Real West Studios project has also been notified that they have received a 9 percent tax credit allocation and also did not need the \$1.2 million in contingency funds.

The Council's adoption of the BMR Housing Program, Housing Impact Fees, and more recently, Rental Housing Impact Fees, has put the City of Mountain View in the fortunate position of having local housing funds available to pursue new affordable housing initiatives. This is especially important in light of Federal CDBG/HOME funds being substantially reduced and the elimination of the redevelopment agencies and the corresponding housing set-aside funds. While many cities do not have other affordable housing funding sources, the City has about \$15.5 million available to fund affordable housing projects. This available balance does not include about \$2.5 million in new housing revenues collected thus far for this fiscal year, some of which is needed for future operating expenses.

At the July 2013 Study Session, the Council reviewed the City's affordable housing programs and discussed issues and options for expending affordable housing funds (see Attachment 1 for the Council report). At the meeting, the Council considered a first-come, first-served NOFA process instead of the previous competitive NOFA. They also indicated interest in the City purchasing apartments, supporting mixed-income development, and perhaps initiating new programs such as a rental voucher program. The Council also suggested reserving funding for opportunity projects and perhaps implementing joint projects with neighboring cities.

The report contains the following sections:

1. NOFA.
 - a. A competitive NOFA versus first-come, first-served process.
 - b. Reserving funding for opportunity project.
2. City purchase of small, existing multi-family developments
3. Mixed-Income Housing.
4. Rental Voucher Program.
5. Other options and information.

ANALYSIS

NOFA Process

Background

The last competitive NOFA process began in December 2010, with the Council approving a competitive NOFA selection process. In November 2011, after recommendations from the NOFA Ad Hoc Committee, the Council selected and reserved funding for three NOFA projects. One project withdrew and it took a little over a year for the remaining two projects to go through the Development Review process. The Development Review process included project designs, Development Review Committee meetings, parking studies, environmental analysis, relocation plans, neighborhood meetings, and Environmental Planning Commission (EPC) meetings for a rezoning on one property. The 1585 El Camino Real West NOFA project was approved by Council in January 2013 and the 819 North Rengstorff Avenue project was approved in February 2013. The entire approval process took just over two years.

Market-rate projects have been taking approximately 1-1/2 years from gatekeeper to the first City Council hearing. This is about a six-month difference between the competitive NOFA process and the market-rate projects moving through the Development Review process. It took the NOFA projects about four months less to go through Development Review than typical market-rate apartments, but an additional four to eight months were required to secure the 9 percent credit funding. Generally,

without the competitive NOFA process, the processing and funding time frames for affordable and market-rate projects can be similar depending on the timing for the tax credit funding.

Description

To shave time off the competitive NOFA process, the Council could consider a first-come, first-served approach to evaluating and funding affordable housing developments. This approach may give affordable housing developers more opportunities to secure properties in this fast-moving real estate market and be a quicker process than the competitive NOFA process. With this approach, a NOFA would be released announcing the amount of funding available and inviting applications for funding. However, instead of a competitive process with the NOFA Ad Hoc Committee, applications would be reviewed on a first-come, first-served basis until all of the funding was expended.

This option allows the nonprofit developers to compete with market-rate developers in terms of quickly executing options to purchase. Rather than wait until the next competitive NOFA is released, which could be one year or two years away, the nonprofit developer can quickly approach the City to apply for funding. This approach may be appropriate given the current housing market.

Analysis

Table 1 provides a summary of how neighboring cities award local housing funds. Two of the four cities announced funding availability through a NOFA. None of the cities use a competitive process.

Table 1: Summary of Cities’ Processes to Award Local Housing Funds

	Palo Alto	Sunnyvale	Santa Clara	San Jose
NOFA Process	No NOFA Process Developers apply and funding is awarded on a first-come, first-served basis.	Yes Funding is made available when an adequate amount has accumulated.	Yes Funds are awarded in the same cycle as CDBG/HOME funds.	No NOFA Process Developers apply and funding is awarded on a first-come, first-served basis.

A first-come, first-served NOFA option has the potential to be about a year shorter than the previous competitive NOFA process. It would replace the NOFA Ad Hoc Committee with a staff/Council committee, which would expedite the review process. It is unlikely that the Development Review process can be condensed since the NOFA project only took about a year to go through the process.

First-Come, First-Served NOFA Option

There are a number of pros and cons with this approach.

Pros:

- Nonprofit developers can quickly react in a highly competitive real estate market.
- Development process could move quickly with projects going to City Council throughout the year instead of waiting three years for the next competitive NOFA release.

Cons:

- Not a competitive process; developers may not be challenged to produce a top-quality project.
- Quality projects may apply after all the funding has been committed.

Program Options

If the City Council is interested in pursuing the first-come, first-served NOFA process for funding, Council could consider the following program options:

- The following projects could be eligible for application:
 - New construction or acquisition-rehabilitation serving the following:
 - Families.
 - Seniors.
 - Apartments serving seniors, developmentally disabled, family, and individuals.

- Mixed-income housing.
- Staff will evaluate the project feasibility and work with the developer to ensure the applicant has site control (executed option to purchase).
- A committee could screen the applications to determine whether the project should go to the City Council for a funding reservation. The subcommittee could be comprised of the City Manager, Community Development Director, Administrative and Neighborhood Services Manager, and two Councilmembers appointed by the Mayor.
- The NOFA could be ongoing. Once the initial funds are used, another NOFA could be issued when there is a sufficient housing fund balance.

City Purchase of Small, Existing Multi-Family Developments

Description

Several Councilmembers have suggested the City purchase small apartment complexes for use as affordable rentals. One of the ideas raised was that the purchased apartments could be mixed-income rentals where the market-rate units could subsidize the very low-income units. Under this option, the City would purchase the apartments and then find a nonprofit developer to assume ownership of the apartments, undertake any needed rehabilitation of the units, and assume ongoing management. The first step would be for the City to secure an option to purchase the apartment and then hold neighborhood meetings prior to Council action on a final purchase. If the Council is interested in the City owning and managing the apartments, this requires additional study to assess the feasibility of the City acting as a public housing agency.

Analysis

Staff surveyed the cities of Palo Alto, Sunnyvale, Santa Clara, and San Jose on whether they have purchased small, multi-family apartments for affordable housing. Of the five cities surveyed, only the City of San Jose has purchased apartments for affordable housing. The remaining four cities provided funding to affordable housing developers for purchase and rehabilitation of properties.

San Jose purchased two foreclosed fourplexes with Neighborhood Stabilization funding from the Department of Housing and Urban Development with the intent to resell them to nonprofits. The Neighborhood Stabilization Program (NSP) was established by HUD

for the purpose of stabilizing communities that have suffered from foreclosures and abandonment. To date, the City of San Jose has been unable to resell the apartment complexes to a nonprofit developer and continues to own the units.

In 1989 and 1991, the City of Campbell funded acquisition/rehabilitation of small rental properties through a combination of funding sources to revitalize a high-crime area. Campbell provided funding to MidPen Housing Corporation's nonprofit affiliates to purchase 17 existing fourplexes on Sharmon Palms Lane in Campbell. After extensive rehabilitation, the 60 units continue to serve extremely low-income residents. The acquisition and rehabilitation was funded through State programs, low-income housing tax credits, CDBG, and conventional financing and MidPen manages these units.

Most cities do not purchase apartments for affordable housing for several reasons. There is a high level of risk involved. There are potential liabilities with problem tenants, potential loss in property value, and inability to find nonprofit developers interested in the project. Also, the City would be entirely responsible for the relocation of existing tenants. There is also the risk that the City securing a purchase option on an apartment could create anxiety in neighborhoods because they feel that there has not been a transparent process with neighborhood input.

City purchase of small apartments could save time if the neighborhood supports the change, the apartment needs minimal rehabilitation, and the City is able to quickly find an affordable housing developer willing to own and manage a small apartment. This option also could take longer than the first-come, first-served NOFA process to generate the same number of units because of the work required to purchase, do relocation, and hold neighborhood meetings for each small apartment. The time line for purchasing small apartments depends on the following factors:

- How long it takes the City to find properties, do inspections, evaluate their feasibility for affordable housing, negotiate price, and secure a purchase option;
- How long the request for proposal (RFP) process takes to find a developer;
- Time needed to prepare a relocation plan and relocate existing tenants;
- The number of neighborhood and Council meetings required; and
- The extent of the rehabilitation required to meet current codes.

There may be ways to expedite the process for purchasing small apartments and this will be analyzed further in the work plan if Council wants to pursue this option.

A recent check of online sources for multiple-family properties found only five apartments for sale, including one apartment with five units and four apartments each with four units. The asking price per unit for the fourplexes ranged from \$250,000 to \$475,000, with an average of \$412,500 per unit. The asking price for the five-unit apartment resulted in a \$379,000 per-unit cost. In addition to this base price per unit, the City's cost would also include relocation and rehabilitation costs, which could be significant. All of the buildings are over 50 years old and likely to need some rehabilitation. The City's cost for the Franklin Street Family Apartments was \$246,000 per unit. The primary reason the new Franklin Street units required substantially less City subsidy than would be required for these small apartments is that tax credit funding paid about one-half the project and per-unit costs.

The asking prices for all five apartments total \$8,495,000, plus there would be substantial relocation costs and possible rehabilitation costs. Buying these apartments would produce 21 units. In comparison, the City subsidy for the Franklin Street Family Apartments was \$12,547,000 and this produced 51 units. The two recent NOFA projects had City subsidies of \$9,000,000 for 49 units and \$3,452,000 for 27 units.

City Purchase of Small, Existing Multi-Family Developments Option

Pros:

- City purchase of units could make market-rate units more affordable and could also upgrade the living conditions in some units.
- City acquisition could upgrade and improve neighborhoods.
- City acquisition of existing rental units may be easier than finding sites for new construction in the current construction market.

Cons:

- The property acquisition would not result in a net increase of new units and it may displace existing low- or very low-income tenants needing relocation assistance.
- City would incur administrative costs to manage the units and conduct relocation in the interim until a nonprofit assumes ownership and management.
- Liability may be incurred with City holding the properties.

- City will not be able to conduct neighborhood meetings until after the City has entered into an option to purchase agreement.
- Neighbors may think the City was not transparent in the process of acquisition and conversion to affordable housing.
- An on-site resident manager is required at a threshold of 16 units.
- City will be paying the full cost to produce affordable households instead of leveraging outside funding to share the cost.

Program Options

If the City Council is interested in purchasing small apartments, staff could return with a detailed work plan on what it would take to implement this program.

If the Council is primarily interested in encouraging the acquisition/rehabilitation of small apartments, another approach would be to issue a NOFA specifically for this kind of project. Developers would then be responsible for finding and securing the properties. This approach would be less complicated and could have a simple work plan addressing such issues as apartment size limits and any neighborhood area within the City that should have priority.

Mixed-Income Developments

Description

Another area of affordable housing development that the City Council expressed interest in at the July 2, 2013 Study Session was mixed-income developments. This would be a rental project where a certain percentage of the units were affordable and the rest market rate.

Analysis

Typically, mixed-income developments are the result of inclusionary policies where affordable units are integrated and no City subsidy is required. As a result of the *Palmer* decision, the City can no longer require BMR units in rental projects. However, some developers continue to voluntarily provide some BMR units in lieu of paying the Housing Impact Fee. Some mixed-income projects are on the same site, but with separate parcels for the affordable and market-rate units, which makes the project easier to finance.

In September 2010, City staff consulted with Seifel Consulting to study the feasibility of constructing a mixed-income development in the City of Mountain View. Seifel Consulting reviewed four mixed-income developments in San Jose and East Palo Alto and compared the subsidies required to develop these complexes to the Franklin Street Family Apartments. The feasibility assessment showed that the City subsidy for Franklin Street Family Apartments was \$251,000 per unit, while the City subsidy would be a much higher \$491,000 per unit for a mixed-income project, providing 20 percent of the units as affordable. A mixed-income development will not compete well for 9 percent tax credit financing and would probably require the 4 percent tax credits, which results in a higher City subsidy.

Staff contacted four nonprofit affordable housing developers—First Community Housing, Eden Housing, MidPen Housing, and Charities Housing—regarding mixed-income developments. The developers stated that financing is the largest obstacle to overcome when attempting to develop mixed-income housing. Two of the four developers stated that the rate of return must be high enough on the market-rate units for investors to participate. All four advised staff that market-rate units do not have a high enough margin of return on the investment to offset the subsidized rents.

Mixed Income Project Option

Pros:

- Affordable units are integrated in the market-rate developments.
- Creates economic diversity in communities.

Cons:

- City per-unit subsidy increases with mixed-income development.
- Nonprofit affordable housing developers would rather develop 100 percent affordable units and may not be interested in mixed-income developments.
- There are no incentives for market-rate developers to construct mixed-income developments.

Program Options

If the City Council is interested in pursuing the mixed-income option, Council could consider the following options:

- Continue to encourage for-profit developers to voluntarily include BMR units in their market-rate developments;
- Make mixed-income projects a priority for NOFA funding; and
- Issue a NOFA that is only for mixed-income projects.

Rental Voucher Program

Description

Several Councilmembers were interested in starting a new housing program that uses housing funds to subsidize rents for lower-income households.

Analysis

Currently, voucher programs do exist through the HUD Housing Choices Section 8 Voucher program and Tenant-Based Rental Assistance (TBRA) program funded through the HUD HOME program (see Attachment 2 for more detailed information on existing voucher programs). However, severe Federal cuts have impacted both the Housing Choices program and the amounts of funding cities receive through the HOME program.

According to RealFacts, the average rental rate for a two-bedroom, two-bathroom apartment in Mountain View is \$2,970 a month, nearly an 11 percent increase over last year. Staff has received feedback from the Community Services Agency (CSA) that with rising rents, many lower-income households that have made Mountain View their home for many years are moving out of the City to find more affordable rentals. To assist with emergencies, CSA provides emergency rental assistance to Mountain View residents.

The City provides \$36,000 per year to CSA for emergency rental subsidies to low-income households who are unexpectedly displaced or cannot pay their rent due to unforeseen circumstances. The City's funding is supplemental to other sources, such as FEMA and United Way, which are used before City funding. Demand for rental assistance and the per-household average amount have increased over the past two

fiscal years. In Fiscal Year 2010-11, overall, CSA assisted 42 households spending \$28,667 at an average of about \$700 per household. In Fiscal Year 2012-13, CSA assisted 103 households at a cost of \$115,988. The average per-household assistance was roughly \$1,100. The City has also received increased phone calls from residents seeking rent control as a mechanism to control rising rents.

Voucher programs are typically administered by agencies with expertise and the ability to conduct a housing quality standards inspection, verify income eligibility, and conduct a rent reasonableness test. Staff has met with Abode Services to learn about their programs to manage rental voucher programs for Sunnyvale and San Jose. These programs are primarily focused on very low-income households who are at risk or transitioning from homelessness.

The difference between the average rent for a two-bedroom apartment in Mountain View (\$2,970) and the amount a low-income family of four can afford (\$1,266¹) results in a direct rental subsidy of approximately \$1,704 per unit plus administrative costs (10 percent would equal an additional \$170). With an estimated 5 percent annual inflation rate, the City would be paying nearly \$976,000 per housing unit for the 25-year period. This would be far more expensive than the \$251,000 City per-unit subsidy for an affordable unit for a 55-year period at the Franklin Street Family Apartments.

With the exception of the Section 8 program, most rental voucher programs are created with a time line to limit the expense of housing one family for a lengthy period of time. Some voucher programs have a two-year time period for the rental voucher program. As shown in Table 2, three local agencies in Santa Clara County (Santa Clara, Sunnyvale, and San Jose) have implemented a TBRA voucher program with HOME funding. Staff is not aware of any cities in Santa Clara County that have used local affordable housing funds for a voucher or rental assistance program. San Jose has discovered that at the end of the two-year voucher period, many families are still unable to afford market-rate rents and continue to need long-term assistance. Losing the vouchers can result in the tenants having to move into unstable living environments or a return to homelessness. Sunnyvale has had to deal with the dilemma that many of its TBRA voucher recipients are unable to find housing in Sunnyvale and need to be housed in San Jose or East Bay communities. All three communities target extremely low- to very low-income populations, two programs target the homeless population, and none of the cities target low income.

¹ BMR rent for a two-bedroom, two-bath BMR rental in the City of Mountain View as calculated for a four-person household at 50 percent area median income (AMI).

Table 2: Summary of Cities with Rental Voucher Programs

Program Details	Palo Alto	Sunnyvale	Santa Clara	San Jose
Rental Voucher Program.	No.	Yes.	Yes, for security deposits only.	Yes.
Funding Source(s).	N/A.	HOME funds.	HOME funds.	HOME funds.
Target Income Groups and Household Types.	N/A.	0-50% AMI persons or at-risk households enrolled in job search and case management programs.	0-30% AMI persons who were formerly homeless and are enrolled in a case management program.	0-60% AMI persons transitioning from homelessness.
Duration of Voucher Assistance.	N/A.	Two years.	None. Security deposit assistance is given once.	One year with discretionary extensions considered on a case-by-case basis.
Program Administration.	N/A.	Abode Services for the rent subsidies and the Downtown Streets Team for the case management.	Housing Trust of Santa Clara County.	Abode Services.
Administrative Cost.	N/A.	10% of the agreement amount and some additional funding for start-up costs.	10% of agreement amount.	\$85,000 to \$90,000 per year.

TBRA and Section 8 voucher programs continue to struggle with locating property owners willing to participate in the voucher programs because of the rising market-rate rents. The current low-vacancy rates, high-market-rate rents, and the required paperwork with a voucher program discourage Mountain View property owners from accepting vouchers.

There may not be as much paperwork required if local housing funds were used for rent subsidies instead of Federal funds. The program could be smaller in scale and rather than a voucher that covers the difference between the market-rate and affordable rents, the rent subsidies could cover only part of this difference. There would still be significant administrative work, such as verifying incomes and eligibility, inspecting the units, annual recertification, and ensuring that the subsidies are being used for rent and not other purposes. The details, policies, and options for this kind of rent subsidy program would need to come back to the Council as part of a work plan to implement the program.

Some Councilmembers inquired if the City could require rental property owners to accept rental vouchers. Currently, the voucher program is a Federal program. Federal law does not authorize cities to mandate property owners participate in the Federal voucher program nor does it compel property owners to participate in the program. However, the City could offer incentives for apartment owners who accept vouchers under the Federal program.

Rental Voucher Option

Pros:

- TBRA program could be combined with existing programs like InnVision's transitional shelter.
- Vouchers or rent subsidies can make rental units more affordable to Mountain View residents.
- Funds can be distributed to low-income renters quickly.

Cons:

- Administrative burden to landlord when participating in a Federally funded voucher program.

- Rent cap in a TBRA voucher program can be a deterrent to landlord participation when the rental market is tight and market rents are high, so Mountain View landlords are unlikely to participate.
- Inability to leverage funding with other programs so City pays entire cost.
- Funds do not result in capital improvements that provide long-term affordable housing.
- Larger subsidy required from the City.
- Rental subsidies do not produce new affordable units.

Program Options

If this is a program the City Council wants to implement, staff could prepare a work plan with more program details, including anticipated resources needed for implementation. The Council could consider the following options for a rental voucher program:

- Use HOME funds for a TBRA program.
- Introduce the program as a pilot program to be reevaluated in two years.
- Target very low- and extremely low-income households.
- Combine the voucher or rental assistance program with existing programs like InnVision's Graduate House located on Alice Avenue in Mountain View. The Graduate House is a transitional shelter that allows men and women to transition from a homeless shelter to more permanent housing and voucher could help their transition.
- Allow the vouchers to be used in neighboring cities where less competitive rental markets exist and a higher likelihood of property owners accepting the vouchers exists.
- Set a time limit for voucher funding.
- Use local housing funds to partially subsidize rents.

- Use local housing funds to provide first and last month rental assistance instead of a rent buy-down, which would require less administration and be easier for landlords.

Other Options and Information

Several Councilmembers raised additional options and issues at the July 2013 Study Session. Below is additional information on a reserve fund for NOFAs, homebuyers programs available to Mountain View residents, regional approaches to affordable housing, and a follow-up on “best practices” for affordable housing projects.

Reserve Funding for Opportunity Projects

At the July 2 Study Session, Councilmembers also discussed the possibility of reserving funding in case an exceptional project was proposed and most or all of the NOFA funding had been committed. Staff believes it is a good idea to set aside a reserve that can be used on quality projects that warrant additional funding.

Twenty percent (20%) of the total available funding could be kept in reserve to fund high-quality projects when there is not enough remaining in the initial NOFA release. This amounts to \$3.1 million of the \$15.5 million balance, which is rounded to \$3.0 million in the recommendation.

Homebuyer Programs

The creation of a homebuyer assistance program was the subject of a brief discussion at the July 2013 Study Session. The City currently contributes \$150,000 in BMR funds annually to the Housing Trust Silicon Valley. The Housing Trust Silicon Valley provides homebuyer assistance to those purchasing homes in Mountain View. Since the program inception in 2001, 35 Mountain View homebuyers have been assisted through the Trust’s Closing Cost Assistance and Mortgage Assistance Programs. Eligible Mountain View homebuyers may only apply for one of the two programs. The program has been relatively successful with the Housing Trust providing the loan administration and program monitoring, and it may be a duplication of efforts for Mountain View to attempt to create a similar homebuyer program. City staff works with the Trust to hold workshops on their homebuyer programs in Mountain View. Table 3 is a summary of both Housing Trust Silicon Valley programs available to moderate-income Mountain View residents.

Table 3: Housing Trust Silicon Valley Homebuyer Assistance Loans

	Mortgage Assistance (MAP)	Closing Cost Assistance
Maximum Loan Amount	17% of the purchase price up to \$85,000.	5% of the purchase price up to \$20,000.
Interest Rate	Equal to or 1% above the first loan.	3%.
Term	30 years.	30 years.
Monthly Payments	Yes.	No.
Areas Available	Santa Clara County.	Eligible areas of Santa Clara County (includes Mountain View).
First-Time Buyer	Yes.	Yes.
8-Hour Homebuyer Class Required	Yes.	Yes.
Income Limit	Moderate.	Moderate.
Preapproval Available	Yes.	Yes.

Regional Approaches to Affordable Housing

Existing State Housing Element Laws discourage regional projects unless cities within the county have become a Regional Housing Needs Assessments (RHNA) subregion. Currently, in Santa Clara County, the city in which the units are constructed would take credit for the production of the affordable units while those cities contributing monetarily would see no production credit. The cumulative effect of this could result in the funding cities being tasked with creating more affordable units because of poor production credit.

The City has in the past made significant investments in regional projects with CDBG or HOME funding. Some examples of these investments are the Maitri transitional shelter for victims of domestic violence in Cupertino, the Stoney Pines affordable apartments in

Sunnyvale, the Boccardo Regional Reception Center in San Jose, the Sobrato Family Living Center for the homeless in San Jose, and the Homesafe Santa Clara cohousing project in Santa Clara. Over the past few years, regional funding of projects has declined with the decrease in Federal and State funding. As regional funding opportunities become available, staff will continue to approach the Council with opportunities to participate. Also, the NOFA process will not preclude a regional project from applying for funding.

“Best Practices” for Affordable Housing Projects

The Council requested additional information on whether the recent affordable projects funded by the City are in line with other similar affordable housing projects. It is difficult to compare affordable housing projects because of the differing land costs, unit sizes, and amenities. However, the California Tax Credit Allocation Committee (TCAC) released the trends of the 2013 first round application cycle which indicated that the average total development cost was \$19,800,000 with the average per-unit cost coming in at \$356,583. These are average costs for applications received throughout California, including rural areas where land and construction costs are much lower than in the Bay Area. The average per-unit cost based on the total project cost for a Bay Area development would be closer to \$450,000. These averages are in line with the two most recent developments approved by the City of Mountain View. The project cost per unit is \$389,641 for the 27-unit First Community project and \$355,036 for the 49-unit ROEM/Eden Housing project. The cost per unit for these projects is lower than average because they are small studios. Later this year, the State of California is set to release a study on affordable housing costs. This will provide more information for staff to use in evaluating project costs.

FISCAL IMPACT

Adoption of the first-come, first-served NOFA and reservation of \$15.5 million in BMR, Housing Impact Fees, and Rental Impact Fees for the NOFA and the opportunity fund would not impact the General Fund since the funding sources are earmarked for affordable housing.

CONCLUSION

At the July 2, 2013 Study Session, the City Council requested that staff explore different options for new housing programs and look at refining the NOFA process to make it more efficient. After extensive research, it appears that the most feasible option is to implement a first-come, first-served NOFA process. Staff is also recommending that a reserve fund for opportunity projects and a staff subcommittee to review funding

applications be created as part of this NOFA process. If the Council would like to pursue other options, staff can prepare a detailed work plan for Council consideration.

Next Steps

The next steps, if the Council accepts the staff recommendation and is interested in starting a new first-come, first-served NOFA process, would be:

1. Staff will issue a NOFA describing the first-come, first-served process, the amount of funding available, and any preferred groups or projects; and
2. The Mayor appoints two Councilmembers to the committee to review applications.

If the Council would like to pursue other options, either in addition to or as a replacement for the NOFA process, staff will prepare a work plan to implement the option(s) and return to Council for consideration and funding.

ALTERNATIVES

1. Direct staff to prepare a work plan to implement a rental voucher program.
2. Direct staff to prepare a work plan for the City purchase of small, multi-family complexes.
3. Modify the recommended NOFA process to:
 - Exclusively target mixed-income projects.
 - Exclusively target acquisition and rehabilitation of small apartments.
 - Focus only on projects for certain groups, such as senior or family projects.
 - Other modifications.
4. Direct staff to pursue other options as described by the Council.

PUBLIC NOTICING

The meeting agenda and Council report have been posted on the City's website and announced on Channel 26 cable television. Notices have been sent to affordable housing advocates and developers, market-rate developers, and other interested parties.

Prepared by:

Vera Gil
Project Manager – Affordable Housing

Reviewed by:

Linda Lauzze
Administrative and Neighborhood
Services Manager

Approved by:

Randal Tsuda
Community Development Director

Daniel H. Rich
City Manager

VG/5/CAM
894-10-29-13CR-E

Attachments: 1. [July 2, 2013 Housing Option Staff Report](#)
2. Section 8 Voucher Memo from August 17, 2011

CITY OF MOUNTAIN VIEW
MEMORANDUM

DATE: August 17, 2011

TO: City Council

FROM: Randal Tsuda, Community Development Director
Linda Lauzze, Administrative and Neighborhood Services Manager
Regina Adams, Senior Planner

SUBJECT: OVERVIEW OF THE SECTION 8 VOUCHER PROGRAM

Background/General Information

At the July 5, 2011 City Council meeting, the Council requested information on the Section 8 housing voucher program, which is provided in this memo. The Section 8 Housing Choice Voucher (Section 8) Program is a nationwide rental voucher program that provides rental subsidies for extremely low and very low-income households. The Department of Housing and Urban Development (HUD) funds the Section 8 Program and contracts with local housing authorities to administer it on a local level. In Santa Clara County, the Housing Authority of the County of Santa Clara (HACSC) administers the Section 8 Program.

Under the program, Section 8 tenants may rent a unit anywhere in Santa Clara County, provided that the owner of the unit agrees to rent limits and periodic unit inspections. The HACSC determines the monthly rental subsidy and pays it directly to the apartment owner on behalf of the Section 8 tenant household. The HACSC maintains about 17,000 Section 8 Vouchers for Santa Clara County, including 376 Mountain View vouchers. As the vouchers become available due to ineligibility of a household or program violations, they are given to households on HACSC's wait list. The typical length of time that a household receives Section 8 Voucher assistance in the County ranges between 7 to 10 years. However, there is no limit to the number of years households can use their vouchers, if they remain eligible.

The majority of Section 8 Voucher households in Santa Clara County, 12,181 (73 percent), rent in San Jose. The 376 Section 8 tenants residing in Mountain View represent about 2 percent of the total number of vouchers in Santa Clara County. Northern Santa Clara County cities (Palo Alto, Mountain View, Los Altos and Sunnyvale) collectively have 1,216 (7 percent) of the Section 8 tenants residing in their

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cities. As of July 25, 2011, the numbers of Section 8 Voucher households in northern County cities are as follows:

- Palo Alto—219 (1 percent)
- Mountain View—376 (2 percent)
- Los Altos—1 (<1 percent)
- Sunnyvale—620 (4 percent)

For Section 8 households, finding property owners who are willing to rent to them is crucial. Apartment owner participation in the voucher program is voluntary and the program is less successful when there is low participation and few available units. A number of factors affect owner participation rates such as low vacancy rates and high market-rate rents that exceed what Section 8 tenants can afford or are allowed to pay. In high-cost rental areas and during economic upturns when rents rise rapidly, there are fewer apartments available to voucher holders. At those times, the HACSC performs extensive owner outreach and education to increase or retain the number of participating apartment owners.

If Section 8 tenants need or want to move due to rent increases or other factors, the voucher moves with them. This portability feature is helpful when rental demand is high and fewer owners tend to participate in the program. Because the subsidies are linked to the tenant households and do not result in the creation of affordable units, Section 8 Vouchers cannot be included in the Housing Element's affordable unit count.

Application Period and Wait List

The HACSC maintains a wait list whereby applicants are selected as Section 8 Vouchers become available. Priority is given to families displaced by a Federally declared disaster and the chronically homeless. When the number of persons on the wait list drops below a certain threshold, the HACSC holds an application period to place new households on the wait list. Applications for the wait list are only accepted during the application period. The last time the application period was open was in 2006. It was open for one day and the HACSC received 55,000 applications. The next application period where eligible households can be placed on the wait list may occur within the next two to three years, but the actual timetable is uncertain. The HACSC periodically reviews and updates the wait list, purging households who have moved out of the County or those with invalid addresses. As of July 2011, there are about 27,000 households on the wait list, and it is currently closed. Of the 27,000, 351 are Mountain View households. Due to the limited number of tenant households that leave the program, the wait list period for applicants tends to last five or more years.

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Tenant Eligibility

Eligibility for the Section 8 Program is based on household income. Households whose incomes do not exceed the limits noted in the table below would be eligible to apply during the application period.

Section 8 Income Limits Effective June 21, 2011								
	1 Person	2 Persons	3 Persons	4 Persons	5 Persons	6 Persons	7 Persons	8 Persons
50% of Area Median Income (Very Low)	\$36,300	\$41,450	\$46,650	\$51,800	\$55,950	\$60,100	\$64,250	\$68,400

Once a household is deemed eligible, the HACSC assigns a Payment Standard that is used to calculate the voucher subsidy. The Payment Standard is derived from the Fair-Market Rents established by HUD and is based on the bedroom size eligibility of the tenant household. The Payment Standard currently in effect for Santa Clara County Section 8 tenants is noted below.

Voucher Payment Standards Effective March 1, 2011								
Studio	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR	Single Room Occupancy (SRO)	Mobile Home Space Rents
\$1,135	\$1,315	\$1,581	\$2,274	\$2,503	\$2,878	\$3,253	\$851	\$632

Household composition, not necessarily the number of persons in a household, determine the Payment Standard used. A married couple with no children would be evaluated under a one-bedroom payment standard, while a family of three persons consisting of an adult and two brothers under the age of 18 would be evaluated under a two-, but not three-bedroom standard.

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Section 8 Voucher Subsidy

The amount of the monthly Section 8 Voucher subsidy is calculated by subtracting the affordable rent for that unit (30 percent of the monthly adjusted household income)¹ from the applicable rent standard (Payment Standard). For example, a Section 8 household eligible for a two-bedroom unit with a monthly adjusted income of \$1,970 and an affordable rent of \$591 would receive a subsidy of \$990 toward the rent, using the Housing Authority's 1,581 two-bedroom Payment Standard.² If the actual rent for the unit is \$1,700 per month, then the tenant would also pay the portion of the actual rent that exceeds the \$1,581 Payment Standard. A tenant's rent portion may go up to, but not exceed, 40 percent of the tenant household's monthly adjusted income. More detailed information on the subsidy calculation is provided in Exhibit A.

Administration

About 120 HACSC personnel administer the Section 8 Voucher Program for Santa Clara County to manage approximately 17,000 vouchers. On a proportional basis, the equivalent of 2.6 employees would be needed to administer the 376 Mountain View vouchers.

Administration of the Section 8 Voucher Program consists of both policy development and program management components and includes the following tasks:

- Section 8 Administration Plan—The HACSC must update the Plan and implement Section 8 policy changes as they are dictated by HUD.
- Owner Outreach and Education—These tasks are performed to encourage owners to participate in the program, particularly in consistently high-cost rental markets such as Palo Alto and Los Gatos, where there are significantly less Section 8 tenant households than in other similarly sized cities.

¹ The monthly adjusted income is calculated by subtracting allowable deductions from the annual gross income, then dividing the balance by 12: $(\$31,100 - \$7,460)/12 = \$1,970$. The example assumed a household with two adults and two children under 18, earning \$31,100, which is the HUD income limit for an Extremely Low Income household with four persons. Typical allowable deductions for a household with children were used: \$480 per child under 18 years of age (\$960 for two children); \$1,500 for out-of-pocket medical expenses; and \$5,000 for childcare expenses, totaling \$7,460.

² The \$990 subsidy is calculated by subtracting the affordable rent (30 percent of the \$1,970 monthly adjusted income which is \$591) from the two-bedroom Voucher Payment Standard of \$1,581: $\$1,581 - (\$1,970 \times 0.30) = \$990$.

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- Lease Initiation and Oversight—Owners must agree to enter into a Housing Assistance Payment (HAP) contract with the HACSC and tenant household. The HAP is akin to a lease agreement. The HACSC is responsible for developing all HAP agreements and in assisting tenant households with lease negotiations.
- Eligibility Determination—HACSC staff evaluates and verifies the information in each Section 8 application before prospective tenant households are placed on the wait list.
- Administration of the Application Period—The HACSC heavily advertises in English and several other languages, the availability of the applications and reviews them for eligibility and accuracy before placing applicants on the wait list.
- Maintenance of the Wait List—HACSC staff must monitor the wait list, periodically verifying and amending applicant information and coding the applications based on HACSC priorities for granting the vouchers.
- Periodic Income Certification—Every two years and every time a tenant's household income changes, HACSC staff reviews and verifies the incomes of the tenant household, making adjustments to tenants' rent portions, as appropriate.
- Unit Inspections—Inspections are performed in response to complaints and every two years for compliance with HUD's Housing Quality Standards, which are minimum habitability standards. Units must satisfy these standards in order to house a Section 8 tenant.

Conclusion

Section 8 Vouchers provide subsidies that enable extremely low and very low income households to rent apartments that would not otherwise be affordable. The Housing Authority pays the Section 8 subsidies directly to the tenants' landlords. The Section 8 vouchers offer tenants flexibility in choosing a unit and are portable. If households with Section 8 vouchers cannot find a unit to rent or need to move for other reasons, they may relocate and take their voucher assistance to a different city or area. In Mountain View, there are 376 existing Section 8 households and 351 on the wait list. The wait list is rarely open to new applicants and households typically wait five or more years to receive a voucher.

The Section 8 Voucher Program is dependent upon apartment owner participation, which is voluntary. The apartment owners must agree to rent limits and compliance with habitability standards. The number of households that can use vouchers in a community is limited by the number of apartment owners who participate in the program. High-cost rental areas and areas with low vacancy rates tend to have lower

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owner participation and fewer available apartments. Future funding of the Section 8 Voucher Program, like many Federal programs, is uncertain, and reduced funding could severely limit the number of vouchers available in the future.

Prepared by:

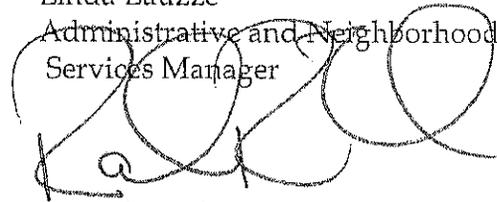


Regina Adams
Senior Planner

Approved by:



Linda Lauzze
Administrative and Neighborhood
Services Manager



Randal Tsuda
Community Development Director



Daniel H. Rich
City Manager

RA/7/CDD
893-08-01-11M-E-1^

Exhibit: A. Voucher Subsidy Sample Calculation

EXHIBIT A**Voucher Subsidy Sample Calculation**

Example: A family of two adults with two children under 18 years of age earning 30% of the Area Median Income is eligible for a two-bedroom unit and seeks to rent a two-bedroom unit costing \$1,700.

Annual household income = \$31,100¹

Allowable deductions:

- \$480 for each child under 18 = \$960
- Out of pocket medical costs (if over 3% of household income) = \$1,500
- Eligible child care expenses = \$5,000

Housing Authority of the County of Santa Clara								
Voucher Payment Standards								
Effective MARCH 1, 2011								
Studio	1 BR	2 BR	3 BR	4 BR	5 BR	6 BR	Single Room Occupancy (SRO)	Mobile Home Space Rents
\$1,135	\$1,315	\$1,581	\$2,274	\$2,503	\$2,878	\$3,253	\$851	\$632

Monthly Adjusted Income:

1. \$31,100 annual income – allowable deductions (\$960 + \$1,500+\$5,000) = **\$23,640**
2. \$23,640/12 = **\$1,970**

Subsidy Calculation – Payment Standard minus 30% of monthly adjusted income

1. \$1,970 x 0.30 = **\$591**
2. \$1,581 - \$591 = **\$990**; this is the maximum amount of subsidy that the Housing Authority will pay.

¹ The maximum income limit for an Extremely Low Income family of 4 persons in Santa Clara County is \$31,100.

Tenant Rent Portion

1. $\$1,700$ monthly rent² - $\$990$ monthly subsidy = **$\$710$** ; this is what the tenant household would pay toward their rent.
2. Check to ensure that the tenant rent portion does not exceed 40% of the monthly adjusted income. $\$1,970$ monthly adjusted income \times 0.40 = **$\$788$** ; the $\$710$ tenant rent portion is less than $\$788$, so the tenant may lease this unit.

² $\$1,700$ was selected to demonstrate how the market rent factors into the unit consideration for a Section 8 Voucher household. The 2011 second-quarter average rent in Mountain View was $\$1,812$, based on information from a July 21, 2011 San Jose Mercury News article, "Bay Area rents are on the rise". If the $\$1,812$ average rent were used in the example above, the tenant rent portion would exceed the 40% cap by $\$34$. The owner would have to agree to reduce the rent by $\$34$ or else the tenant would have to find a lower-priced unit.



DATE: October 29, 2013

CATEGORY: Unfinished Business

DEPT.: City Manager's Office

TITLE: **Migration to CalPERS Health Program for International Association of Firefighters (IAFF), Local 1965, Unrepresented Fire Management/Professional, and Fire Chief**

RECOMMENDATION

1. Adopt A RESOLUTION ELECTING TO BE SUBJECT TO PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT AND FIXING THE EMPLOYER'S CONTRIBUTION AT AN AMOUNT EQUAL TO OR GREATER THAN THAT PRESCRIBED BY GOVERNMENT CODE SECTION 22892(b), to be read in title only, further reading waived (Attachment 1 to the Council report).
2. Adopt A RESOLUTION AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE TO AMEND THE MEMORANDUM OF UNDERSTANDING BETWEEN THE INTERNATIONAL ASSOCIATION OF FIREFIGHTERS (IAFF), LOCAL 1965, AND THE CITY OF JULY 1, 2012 THROUGH JUNE 30, 2015, to be read in title only, further reading waived (Attachments 2 and 3 to the Council report).
3. Adopt A RESOLUTION AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE TO AMEND THE COMPENSATION RESOLUTION FOR UNREPRESENTED SWORN FIRE MANAGERS/PROFESSIONAL AND FIRE CHIEF, to be read in title only, further reading waived (Attachment 4 to the Council report).

BACKGROUND

The City of Mountain View currently contracts for health insurance benefits for active and retired employees. Benefit levels and cost sharing are generally negotiated between the City and employee bargaining units, and have changed over time as health-care costs have increased significantly. Eligible employees have access to health benefits in retirement through the City's Retirees' Health Program.

In negotiating new labor contracts in 2012, the City agreed to study changes to health benefits for sworn Fire and Police employees with the intent of allowing these employees to join the CalPERS health benefit program administered under the Public Employees Medical Hospital Care Act (PEMHCA) if the study determined to be cost-effective based on an analysis of short-term and long-term City costs. The study was conducted jointly between the Mountain View Professional Firefighters (MVFF), International Association of Firefighters (IAFF) Local 1965, and the City of Mountain View by a labor management committee (Committee) which hired an actuarial consultant, Bickmore, to advise the Committee.

On October 8, 2013, staff presented the results of the study to Council. The study estimated an overall annual savings to the City of \$177,000 to \$202,000 if only sworn Fire employees migrate to PEMHCA. In the side letter provided as Attachment 3, MVFF has agreed to continue ongoing contributions of 1.2 percent of salary toward the Retiree's Health Trust, premium cost-sharing formulas for current employees and retirees, and repayment by employees if the City experiences overall costs solely as a result of the migration.

Under State law, all employees who are members of CalPERS in the same retirement contract are required to migrate to PEMHCA. Therefore, since unrepresented sworn Fire Managers/Professional and the Fire Chief are part of the sworn Fire retirement contract with CalPERS, they will also migrate to PEMHCA under the same conditions as MVFF as outlined in Attachment 4.

ANALYSIS

The impacts to the City and to employees and retirees associated with the migration to CalPERS for health benefits were documented in the Council report for the October 8, 2013 Council meeting. As presented on October 8, 2013, the City and MVFF jointly studied the feasibility of sworn employees migrating to PEMHCA. Based on numerous actuarial assumptions and assumptions regarding enrollment decisions by employees and retirees, the study concluded the migration of sworn Fire employees would result in overall savings to the City of Mountain View. MVFF has endorsed the migration to PEMHCA. Unrepresented sworn Fire employees and retirees will also migrate to PEMHCA in accordance with State law. The Council is required to take three actions to effect this change: approve a resolution contracting with CalPERS for health benefits; direct the City Manager to execute the side letter to the MVFF Memorandum of Understanding regarding health benefits; and approve a resolution governing the migration to PEMHCA for unrepresented sworn Fire employees. The migration to PEMHCA will be effective March 1, 2014.

FISCAL IMPACT

The fiscal impact to the City was described in detail in the Council report for the October 8, 2013 Council meeting. On an annual basis, the overall net impact to the City is estimated to be a savings of \$177,000 to \$202,000. The financial impact for Fiscal Year 2013-14 would be prorated for the remainder of the fiscal year (March 1 to June 30, 2014) and is estimated at \$59,000 to \$67,000.

PUBLIC NOTICING – Agenda posting.

Prepared by:

Melissa Stevenson Dile
Assistant City Manager

Sue C. Rush
Human Resources Manager

Approved by:

Daniel H. Rich
City Manager

MSD-SCR/5/CAM
032-10-29-13CR-E

- Attachments:
1. Resolution Electing to be Subject to Public Employees' Medical and Hospital Care Act and Fixing the Employer's Contribution at an Amount Equal to or Greater Than That Prescribed by Government Code Section 22892(b)
 2. IAFF Resolution Authorizing Execution of Side Letter
 3. Side Letter Regarding Migration to CalPERS Health Program (PEMHCA)
 4. Unrepresented Sworn Fire Managers/Professional and Fire Chief Resolution

Attachment 1

**RESOLUTION ELECTING TO BE SUBJECT TO
PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT
AND FIXING THE EMPLOYER'S CONTRIBUTION AT AN AMOUNT EQUAL TO OR
GREATER THAN THAT PRESCRIBED BY GOVERNMENT CODE SECTION 22892(b)**

- WHEREAS, (1) Government Code Section 22922(a) provides the benefits of the Public Employees' Medical and Hospital Care Act to employees and annuitants of local agencies contracting with the Public Employees' Retirement System on proper application by a local agency; and
- WHEREAS, (2) Section 22892(a) of the Act provides that a local contracting agency shall fix the amount of the employer's contribution; and
- WHEREAS, (3) The City of Mountain View, hereinafter referred to as Public Agency, is a local agency contracting with the Public Employees' Retirement System; and
- WHEREAS, (4) The Public Agency desires to obtain for the members of International Association of Firefighters (IAFF), Local 1965, Unrepresented Sworn Fire Managers/Professional and Fire Chief, who are employees and annuitants of the agency, the benefit of the Act and to accept the liabilities and obligations of an employer under the Act and Regulations; now, therefore, be it
- RESOLVED, (a) That the Public Agency elects, and it does hereby elect, to be subject to the provisions of the Act; and be it further
- RESOLVED, (b) That the employer's monthly contribution for each employee or annuitant shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members, in a health benefits plan or plans up to a maximum of:

Party Rate	Contribution
1	100% of the third highest Bay Area Single Basic premium
2	92% of third highest Bay Area Two-Party Basic premium, or 92% of the premium, whichever is less
3	92% of third highest Bay Area Family Basic premium, or 92% of the premium, whichever is less
4	100% of the average of all Bay Area Supplemental Party Rate 4 premiums
5	92% of the average of all Bay Area Supplemental Party Rate 5 premiums, or 92% of the premium, whichever is less
6	92% of the average of all Bay Area Supplemental Party Rate 6 premiums, or 92% of the premium, whichever is less
7	92% of the average of all Bay Area Combination Party Rate 7 premiums, or 92% of the premium, whichever is less
8	92% of the average of all Bay Area Combination Party Rate 8 premiums, or 92% of the premium, whichever is less
9	92% of the average of all Bay Area Combination Party Rate 9 premiums, or 92% of the premium, whichever is less

10	92% of the average of all Bay Area Combination Party Rate 10 premiums, or 92% of the premium, whichever is less
11	92% of the average of all Bay Area Combination Party Rate 11 premiums, or 92% of the premium, whichever is less
12	92% of the average of all Bay Area Combination Party Rate 12 premiums, or 92% of the premium, whichever is less

Contingent upon the Public Agency providing written notification to CalPERS each year by November 1 designating the health plan premium to be used for Party Rate 1-3 contributions that will be effective January 1 of the following calendar year, or if no notification is received by said date, the current health plan designations will remain in effect;
Plus administrative fees and Contingency Reserve Fund assessments;
and be it further

RESOLVED, (c) That City of Mountain View has fully complied with any and all applicable provisions of Government Code Section 7507 in electing the benefits set forth above; and be it further

RESOLVED, (d) That the participation of the employees and annuitants of City of Mountain View shall be subject to determination of its status as an “agency or instrumentality of the state or political subdivision of a State” that is eligible to participate in a governmental plan within the meaning of Section 414(d) of the Internal Revenue Code, upon publication of final Regulations pursuant to such Section. If it is determined that City of Mountain View would not qualify as an agency or instrumentality of the state or political subdivision of a State under such final Regulations, CalPERS may be obligated, and reserves the right to terminate the health coverage of all participants of the employer.

RESOLVED, (e) That the executive body appoint and direct, and it does hereby appoint and direct, City Manager or designee to file with the Board of Administration of the Public Employees' Retirement System a verified copy of this Resolution, and to perform on behalf of said Public Agency all functions required of it under the Act and Regulations of the Board of Administration; and be it further

RESOLVED, (f) That coverage under the Act be effective on March 1, 2014.

Adopted at a regular/special meeting of the City Council of the City of Mountain View at Mountain View, California this 29th day of October 2013.

Signed: _____
Mayor

Attest: _____
City Clerk

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2013

A RESOLUTION AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE
TO AMEND THE MEMORANDUM OF UNDERSTANDING BETWEEN
THE INTERNATIONAL ASSOCIATION OF FIREFIGHTERS (IAFF),
LOCAL 1965, AND THE CITY OF JULY 1, 2012 THROUGH JUNE 30, 2015

WHEREAS, the City of Mountain View ("City") and the International Association of Firefighters ("IAFF") are parties to a Memorandum of Understanding for the period of July 1, 2012 through June 30, 2015 ("MOU"); and

WHEREAS, the City and IAFF agreed to study the migration of IAFF to the CalPERS health system provided under the Public Employees Medical and Hospital Care Act ("PEMHCA") (Government Code Section 22750, *et seq.*); and

WHEREAS, the City and IAFF have completed the study of the migration of IAFF to PEMHCA and desire to move forward with the migration; and

WHEREAS, the provisions in the MOU need to be updated to include the understanding of the City and IAFF regarding the roles and responsibilities of each of the parties with respect to the migration of IAFF to PEMHCA; and

WHEREAS, the affected provisions in the current MOU that are being modified to address the pending migration to PEMHCA are set forth in the attached side letter agreement;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Mountain View authorizes the City Manager to execute the side letter agreement modifying those provisions of the MOU related to the migration of IAFF to PEMHCA as set forth in the agreed-upon side letter agreement.

MVFF Side Letter Regarding Migration to CalPERS Health Program (PEMHCA)

Note: The following language replaces Section 6.00 of the Fiscal Year 2012-15 MVFF MOU, which addresses insurance benefits.

6.00 INSURANCE

6.01 Medical

6.01.1 Transition to PEMHCA

Following a study jointly conducted by the MVFF and City of Mountain View (City), the parties have agreed that all represented sworn members will migrate to the CalPERS health system provided under the Public Employees Medical and Hospital Care Act ("PEMHCA") (Government Code Section 22750, *et seq.*). This migration will apply to unrepresented sworn Fire employees and retired sworn Fire employees as well. The anticipated migration date is March 2014.

All represented sworn members will be covered by an equal contribution resolution which will apply to current and future represented sworn members, unrepresented sworn Fire personnel, and retired sworn Fire personnel.

6.01.2 Cost Sharing

The migration to PEMHCA is the result of an extensive study jointly conducted by MVFF and the City between July 2012 and September 2013. The study made numerous assumptions, as identified in the August 26, 2013 final Bickmore report and the Assessment of Total Financial Impact of Migrating Active and Retired Sworn Employees to PEMHCA, dated September 6, 2013. Based on these assumptions and the ongoing contribution of 1.2 percent of salary toward the Retirees' Health Trust (see Section 6.03 below), MVFF and the City expect that the migration to PEMHCA alone will not increase overall costs to the City in the short or long term, compared to continuation of medical benefits through City-contracted insurance, and may provide net savings to the City. The net impact to the City was calculated in the study by considering the Annual Required Contribution (ARC) for retirees' health benefits for sworn employees; City costs for health premiums for active sworn employees; estimated new City costs for health

premiums related solely to having a smaller group of insured individuals; City costs for vision for active sworn employees in Kaiser; and the value of sworn employee contributions toward the Retirees' Health Trust. These same factors will be used to determine the net impact of migration to PEMHCA as further discussed in Section 6.01.3.

6.01.3 Reconciliation of Anticipated Savings to Actual Experience Following Migration

In Fiscal Year 2015-16, the City will evaluate whether the net savings anticipated in the Fiscal Year 2012-13 study have been realized. This study will use the same financial factors as identified in Section 6.01.2. If a net savings was not realized and instead net costs increased, this study will isolate the source of the increased costs to determine whether the migration to PEMHCA was a factor. In order to maintain consistency between the 2013 and 2015 studies, the City and MVFF agree it would be ideal for the 2015 study to be conducted by Bickmore, the firm which provided actuarial and consulting services for the 2013 study. The City will attempt to engage Bickmore for the 2015 study. Should Bickmore no longer be in business or unable to conduct the study, the City retains the right to choose the actuarial firm to conduct the 2015 study and, in that situation, would direct the firm to use the actuarial assumptions used in the 2013 study and further described below.

Based on the City's experience at the time of the study and advice of the consultant jointly hired by the City and MVFF, the Fiscal Year 2012-13 study made numerous assumptions in three main areas; key examples are provided here for illustration with the comprehensive list of assumptions provided in the study documents:

- The initial migration to PEMHCA (such as the health plans selected by employees and retirees, the level of dependent coverage, and enrollment by retirees eligible for health coverage under PEMHCA but not eligible for the City Retiree Health Program);
- The impact to City health plan premiums associated with having a smaller number of insured individuals, City costs for vision for active sworn employees in Kaiser, and the value of

sworn employee contributions toward the Retirees' Health Trust; and

- Actuarial assumptions to project events and costs over time, as reflected in the ARC (Discount Rate, Mortality Rates, Termination Rates, Service Retirement Rates, Disability Retirement Rates, Medicare Eligibility, Healthcare Trend, Participation Rates, Spouse Coverage, Dependent Coverage).

For the purpose of determining whether the City incurred net increased costs as a result of the migration to PEMHCA rather than obtaining net savings, the Fiscal Year 2015-16 study will compare the actual experience in migrating to PEMHCA to the assumptions made in the Fiscal Year 2012-13 study as follows:

- It will determine whether the initial migration to PEMHCA occurred as expected, specifically the health plans selected by employees and retirees, the level of dependent coverage, and enrollment by retirees eligible for health coverage under PEMHCA but not eligible for the City Retiree Health Program;
- It will clearly demonstrate the extent to which City health plan premiums changed solely as a result of having a smaller number of insured individuals, actual City costs for vision for active sworn employees in Kaiser, and the value of sworn employee contributions toward the Retirees' Health Trust; and
- It will determine whether the ARC changed as expected in the Fiscal Year 2012-13 study, by conducting a retiree health valuation as of July 1, 2015. It is understood that retiree health valuations conducted by the City in the future may use different actuarial assumptions than used in the Fiscal Year 2012-13 study based on the City's actual experience following migration, but for the purposes of the Fiscal Year 2015-16 study to assess the impact of migrating to PEMHCA, the same numerical actuarial assumptions related to Discount Rate, Mortality Rates, Termination Rates, Service Retirement Rates, Disability Retirement Rates, Medicare Eligibility, Healthcare Trend, Participation Rates, Spouse Coverage, and Dependent Coverage will be used as were used in the Fiscal Year 2012-13 study. The Fiscal Year 2015-16 study will also exclude the implicit subsidy liability, as was the case in the Fiscal Year 2012-13 study.

If both sworn Police and Fire employees migrate to PEMHCA, the study will identify the results for the two employee groups separately; if only sworn Fire employees migrate to PEMHCA, the study will only assess results for sworn Fire employees. Any costs associated with this evaluation will be borne solely by the City.

MVFF and the City further agree that if the Fiscal Year 2015-16 study illustrates that the migration to PEMHCA resulted in higher net costs to the City in calendar years 2014 and/or 2015, rather than net savings, the parties will meet and confer over ways to pay for the higher costs. MVFF and the City agree to meet as quickly as possible to resolve this issue. If, within 60 days of the Fiscal Year 2015-16 study results being provided to MVFF, the parties are not able to agree on a method to pay for the increased costs in calendar years 2014 and/or 2015, the represented sworn members' 1.2 percent salary contribution toward the Retirees' Health Trust will increase up to a maximum of 2 percent in order to pay the cost over a five-year period, an approach to cost repayment which may be subsequently modified by mutual agreement between MVFF and the City. Unrepresented sworn managers would have the same obligation to repay costs experienced by the City in calendar years 2014 and/or 2015.

6.01.4 City Contributions Towards Medical Premiums

Following migration to PEMHCA, initial City contributions for medical insurance premiums are established as follows:

- *For single-level coverage:* The City will pay the full premium for single coverage for full-time regular employees and eligible retirees for any plan, up to, but not exceeding, the single-coverage premium for the "Maximum" plan. The employee or retiree will pay the additional cost of any plan which has a higher monthly cost than the Maximum plan.
- *Dependent-level coverage:* The City will pay 92 percent of the total premium for the employee and his or her dependents, up to, but not exceeding, 92 percent of the two-party or family premium for the Maximum plan, respectively. The employee or retiree will pay the remaining premium, which will be at least 8 percent of the two-party or family premium; more if

the plan selected has a higher premium than the Maximum plan.

- The “Maximum plan” for active employees and pre-Medicare retirees will be the plan with the third-highest Bay Area Region Basic plan rates (Kaiser in 2014). For Medicare-eligible retirees, the “Maximum plan” will be the average of all Bay Area Region “Supplement to Medicare” or “Combination” rates, depending on the plan selected by the retiree.

Party Rate	Contribution
1	100% of the third highest Bay Area Single Basic premium
2	92% of third highest Bay Area Two-Party Basic premium, or 92% of the premium, whichever is less
3	92% of third highest Bay Area Family Basic premium, or 92% of the premium, whichever is less
4	100% of the average of all Bay Area Supplemental Party Rate 4 premiums
5	92% of the average of all Bay Area Supplemental Party Rate 5 premiums, or 92% of the premium, whichever is less
6	92% of the average of all Bay Area Supplemental Party Rate 6 premiums, or 92% of the premium, whichever is less
7	92% of the average of all Bay Area Combination Party Rate 7 premiums, or 92% of the premium, whichever is less
8	92% of the average of all Bay Area Combination Party Rate 8 premiums, or 92% of the premium, whichever is less
9	92% of the average of all Bay Area Combination Party Rate 9 premiums, or 92% of the premium, whichever is less
10	92% of the average of all Bay Area Combination Party Rate 10 premiums, or 92% of the premium, whichever is less
11	92% of the average of all Bay Area Combination Party Rate 11 premiums, or 92% of the premium, whichever is less
12	92% of the average of all Bay Area Combination Party Rate 12 premiums, or 92% of the premium, whichever is less

6.01.5 PORAC Membership Fee

The parties agree that represented sworn members who choose health insurance plans offered by PORAC through CalPERS will pay the membership fee associated with PORAC plans, and that the City will not pay PORAC membership fees.

6.02 Dental

Effective the first pay period ending July 2007, employees will contribute 12 percent of the portion of premium for dental benefits attributable to dependent coverage. The City will pay 100 percent of the employee-only premium.

Contact the Human Resources Division for current dental premium rates.

6.03 Retirees' Medical

With the migration to PEMHCA, all represented sworn members, unrepresented sworn Fire personnel, and sworn Fire retirees who meet the requirements established by PEMHCA will be eligible to receive retirees' health benefits provided under PEMHCA and will no longer be eligible to receive retirees' health benefits under the City's Retirees' Health Insurance Program. Any represented sworn members, unrepresented sworn Fire personnel, and sworn Fire retirees who do not meet the requirements established by PEMHCA will not be eligible to receive benefits under the City's Retirees' Health Insurance Program.

Members will have the option of participating in the Retirement Health Savings Account without any employer contributions subject to subsequent requirements and restrictions in IRS rulings, regulations, and opinions.

In consideration for allowing represented sworn members to migrate to PEMHCA, beginning with the first pay period in Fiscal Year 2012-13, all represented and unrepresented sworn members shall contribute 1.2 percent of salary toward the retiree health cost share. Should sworn POA members and sworn Police employees also migrate to PEMHCA, they too shall contribute 1.2 percent of salary toward the City's Retirees' Health Trust. If the migration to PEMHCA is successful, and for as long as all sworn members remain with PEMHCA, all members shall continue

contributing 1.2 percent of salary, on an ongoing basis, toward the City's Retirees' Health Trust to pay for or smooth future cost increases related to retirees' health. The Retirees' Health Trust will be administered by CalPERS. This contribution will be accomplished through a salary deduction and the City will make the deduction on a pretax basis to the extent permitted under State and Federal law. The City makes no representation as to the taxable nature of this deduction. The City and each employee shall retain liability for their respective tax obligations. The 1.2 percent retiree health contribution is in addition to the CalPERS pension cost share addressed in Section 7.01. The 1.2 percent retiree health contribution is an ongoing contribution separate from any increased contribution which may occur as a result of the provisions set forth in Section 6.01.3.

6.04 Disability Insurance (LTD)

Effective the first pay period ending July 2007, the City shall contribute to the Union \$35 per month per represented employee. The Union shall place the \$35 per month per employee into a separate account.

6.05 Vision Care

The City will provide full coverage for covered services and/or materials when members go to participating ophthalmologist, optometrist, or optician of Medical Eye Services of California or other negotiated plan. Benefits are limited if members go to a nonparticipating care provider. See brochure provided by the City for details.

The vision plan shall provide for a comprehensive examination and one (1) pair of lenses and a standard frame (or contact lenses in lieu of lenses and frames) in any consecutive 12 months. Allowances for services under this plan are outlined in the plan brochure or by contacting the Human Resources Division.

6.06 Life and Accidental Death and Dismemberment Insurance

Effective November 1, 1998, the City shall pay the premium for all permanent employees for life insurance coverage equal to \$50,000 or five times the employee's annual salary to a maximum of Six Hundred Thousand Dollars (\$600,000), at the employee's option. Included in this insurance is Accidental Death and Dismemberment (AD&D) coverage. See Group Insurance Summary Plan for information regarding

dismemberment benefits. This benefit may be continued at the employee's cost after separation.

6.07 Job-Related Physician Visits

The City has prearranged qualified medical facilities to provide quality and prompt medical care to injured employees. If, after 30 days of care by an employer-directed physician, a member is for any reason dissatisfied, s/he may select your own doctor. Members may request this change by contacting Risk Management or the City's claims administrator.

In lieu of an employer-directed physician, State law allows members the right to see their personal physician immediately following an accident. Members are required to make this request in writing and have it on file with the Risk Manager before the date of the injury. For this purpose, "personal physician" is defined as a doctor or chiropractor (not both) who, before the injury, directed the medical treatment of the employee and maintains the employee's medical records. The member's personal physician must be within a reasonable geographical area and must be willing to abide by the specific requirements set forth by State law for health-care providers who wish to care for individuals injured on the job.

If the member's personal physician is not immediately available, the member should not wait until his/her physician is available but go immediately for treatment at a designated facility.

6.08 Employee Assistance Program

The City will provide an assistance program to employees and their immediate families. This licensed counseling service provides assistance and referrals for marriage and family problems, alcohol and drug dependency, depression, crisis/emergency counseling, and other concerns. All counseling services are confidential. Counseling sessions are free for the first five visits per year; employees begin paying towards the cost thereafter.

6.09 Section 125 – Flexible Benefit Plan

Effective January 1, 1999, the following Qualified Benefits are available to represented members under the City's Flexible Benefit Plan: Premium Contribution Plan, Medical Expense Reimbursement Plan, and Dependent Care Assistance Plan.

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2013

A RESOLUTION AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE
TO AMEND THE COMPENSATION RESOLUTION FOR UNREPRESENTED
SWORN FIRE MANAGERS/PROFESSIONAL AND FIRE CHIEF

WHEREAS, on July 10, 2012, the City Council of the City of Mountain View adopted Resolution No. 17719 for compensation for unrepresented employees including Fire Managers/Professional and Fire Chief;

BE IT RESOLVED that the City Council of the City of Mountain View hereby amends or approves the additional terms for Fire Managers/Professional and the Fire Chief as follows:

- *Medical*

Following a study jointly conducted by the MVFF and City of Mountain View (City), the parties have agreed that all represented sworn members will migrate to the CalPERS health system provided under the Public Employees Medical and Hospital Care Act ("PEMHCA") (Government Code Section 22750, *et seq.*). This migration will apply to unrepresented Fire Managers/Professional and Fire Chief. The anticipated migration date is March 2014.

Unrepresented Fire Managers/Professional and Fire Chief will be covered by an equal contribution resolution which will apply to current and future represented sworn MVFF members, unrepresented sworn Fire personnel, and retired sworn Fire personnel.

- *Medical Cost Sharing*

The migration to PEMHCA is the result of an extensive study jointly conducted by MVFF and the City between July 2012 and September 2013. The study made numerous assumptions, as identified in the August 26, 2013 final Bickmore report and the Assessment of Total Financial Impact of Migrating Active and Retired Sworn Employees to PEMHCA, dated September 6, 2013. Based on these assumptions and the ongoing contribution of 1.2 percent of salary toward the Retirees' Health Trust, MVFF and the City expect that the migration to PEMHCA alone will not increase overall costs to the City in the short or long term, compared to continuation of medical benefits through City-contracted insurance, and may

provide net savings to the City. The net impact to the City was calculated in the study by considering the Annual Required Contribution (ARC) for retirees' health benefits for sworn employees; City costs for health premiums for active sworn employees; estimated new City costs for health premiums related solely to having a smaller group of insured individuals; City costs for vision for active sworn employees in Kaiser; and the value of sworn employee contributions toward the Retirees' Health Trust. These same factors will be used to determine the net impact of migration to PEMHCA as further discussed in the Reconciliation of Anticipated Savings to Actual Experience Following Migration Section of this resolution.

- *Reconciliation of Anticipated Savings to Actual Experience Following Migration*

In Fiscal Year 2015-16, the City will evaluate whether the net savings anticipated in the Fiscal Year 2012-13 study have been realized. This study will use the same financial factors as identified in the Medical Cost Sharing Section of this resolution. If a net savings was not realized and instead net costs increased, this study will isolate the source of the increased costs to determine whether the migration to PEMHCA was a factor. In order to maintain consistency between the 2013 and 2015 studies, the City agrees it would be ideal for the 2015 study to be conducted by Bickmore, the firm which provided actuarial and consulting services for the 2013 study. The City will attempt to engage Bickmore for the 2015 study. Should Bickmore no longer be in business or unable to conduct the study, the City retains the right to choose the actuarial firm to conduct the 2015 study and, in that situation, would direct the firm to use the actuarial assumptions used in the 2013 study and further described below.

Based on the City's experience at the time of the study and advice of the consultant jointly hired by the City and MVFF, the Fiscal Year 2012-13 study made numerous assumptions in three main areas; key examples are provided here for illustration with the comprehensive list of assumptions provided in the study documents:

- The initial migration to PEMHCA (such as the health plans selected by employees and retirees, the level of dependent coverage, and enrollment by retirees eligible for health coverage under PEMHCA but not eligible for the City Retiree Health Program);
- The impact to City health plan premiums associated with having a smaller number of insured individuals, City costs for vision for active sworn employees in Kaiser, and the value of sworn employee contributions toward the Retirees' Health Trust; and

- Actuarial assumptions to project events and costs over time, as reflected in the ARC (Discount Rate, Mortality Rates, Termination Rates, Service Retirement Rates, Disability Retirement Rates, Medicare Eligibility, Healthcare Trend, Participation Rates, Spouse Coverage, Dependent Coverage).

For the purpose of determining whether the City incurred net increased costs as a result of the migration to PEMHCA rather than obtaining net savings, the Fiscal Year 2015-16 study will compare the actual experience in migrating to PEMHCA to the assumptions made in the Fiscal Year 2012-13 study as follows:

- It will determine whether the initial migration to PEMHCA occurred as expected, specifically the health plans selected by employees and retirees, the level of dependent coverage, and enrollment by retirees eligible for health coverage under PEMHCA but not eligible for the City Retiree Health Program);
- It will clearly demonstrate the extent to which City health plan premiums changed solely as a result of having a smaller number of insured individuals, actual City costs for vision for active sworn employees in Kaiser, and the value of sworn employee contributions toward the Retirees' Health Trust; and
- It will determine whether the ARC changed as expected in the Fiscal Year 2012-13 study by conducting a retiree health valuation as of July 1, 2015. It is understood that retiree health valuations conducted by the City in the future may use different actuarial assumptions than used in the Fiscal Year 2012-13 study based on the City's actual experience following migration, but for the purposes of the Fiscal Year 2015-16 study to assess the impact of migrating to PEMHCA, the same numerical actuarial assumptions related to Discount Rate, Mortality Rates, Termination Rates, Service Retirement Rates, Disability Retirement Rates, Medicare Eligibility, Healthcare Trend, Participation Rates, Spouse Coverage, and Dependent Coverage will be used as were used in the Fiscal Year 2012-13 study. The Fiscal Year 2015-16 study will also exclude the implicit subsidy liability, as was the case in the Fiscal Year 2012-13 study.

If both sworn Police and Fire employees migrate to PEMHCA, the study will identify the results for the two employee groups separately; if only sworn Fire employees migrate to PEMHCA, the study will only assess results for sworn Fire employees. Any costs associated with this evaluation will be borne solely by the City.

If the Fiscal Year 2015-16 study illustrates that the migration to PEMHCA resulted in higher net costs to the City in calendar years 2014 and/or 2015 rather than net savings, the City and MVFF will meet and confer over ways to pay for the higher costs. The terms of the repayment agreement with MVFF will apply to unrepresented Fire Managers/Professional and Fire Chief as well. Unless alternate terms of repayment are established with MVFF, unrepresented Fire Managers/Professional and Fire Chief's 1.2 percent salary contribution toward the Retirees' Health Trust will increase up to a maximum of 2.0 percent in order to pay the cost over a five-year period, an approach to cost repayment which may be subsequently modified by mutual agreement between Unrepresented Fire Managers/Professional, Fire Chief, and the City.

- *City Contributions Towards Medical Premiums*

Following migration to PEMHCA, initial City contributions for medical insurance premiums are established as follows:

- *For single-level coverage:* The City will pay the full premium for single coverage for full-time regular employees and eligible retirees for any plan, up to, but not exceeding, the single-coverage premium for the "Maximum" plan. The employee or retiree will pay the additional cost of any plan which has a higher monthly cost than the Maximum plan.
- *Dependent-level coverage:* The City will pay 92.0 percent of the total premium for the employee and his or her dependents, up to, but not exceeding, 92.0 percent of the two-party or family premium for the Maximum plan, respectively. The employee or retiree will pay the remaining premium, which will be at least 8.0 percent of the two-party or family premium; more if the plan selected has a higher premium than the Maximum plan.
- The "Maximum plan" for active employees and pre-Medicare retirees will be the plan with the third-highest Bay Area Region Basic plan rates (Kaiser in 2014). For Medicare-eligible retirees, the "Maximum plan" will be the average of all Bay Area Region "Supplement to Medicare" or "Combination" rates, depending on the plan selected by the retiree.

Active employees, active employees and their dependents, and retirees not eligible for Medicare participate in PEMHCA “Basic” Plans:

Party Rate	Enrollment	Employer Contribution
Basic Party Rate 1 – Single	Active or Retiree in Basic	Up to 100% of Third-Highest Bay Area Region Basic Premium
Basic Party Rate 2 – Two-Party	Active or Retiree in Basic, 1 Dependent	Up to 92% of Third-Highest Bay Area Region Two-Party Basic Premium
Basic Party Rate 3 – Family	Active or Retiree in Basic, 1+ Dependents	Up to 92% of Third-Highest Bay Area Region Family Basic Premium

Retirees who are Medicare eligible and their dependents who are Medicare eligible participate in PEMHCA “Supplement to Medicare” (SM) Plans:

Party Rate	Enrollment	Employer Contribution
Supplemental Party Rate 4	Retiree in SM	Up to 100% of the Average of All Bay Area Region Supplement to Medicare Premiums
Supplemental Party Rate 5	Retiree in SM and 1 Dependent in SM	Up to 92% of the Average of All Bay Area Region Supplement to Medicare Premiums
Supplemental Party Rate 6	Retiree in SM and 1+ Dependents in SM	Up to 92% of the Average of All Bay Area Region Supplement to Medicare Premiums

Retirees who are Medicare eligible and who have Dependents who are in Basic plans participate in the following PEMHCA “Combination” Plans:

Party Rate	Enrollment	Employer Contribution
Combination Rate 7	Retiree in SM and 1 Dependent in Basic	Up to 92% of the Average of All Bay Area Region Combination Rate 7 Premiums
Combination Rate 8	Retiree in SM and 2+ Dependents in Basic	Up to 92% of the Average of All Bay Area Region Combination Rate 8 Premiums
Combination Rate 9	Retiree in SM, 1 Dependent in SM, and 1+ Dependents in Basic	Up to 92% of the Average of All Bay Area Region Combination Rate 9 Premiums

Retirees who are in Basic plans and who have Dependents who are in SM plans participate in the following PEMHCA “Combination” Plans:

Party Rate	Enrollment	Employer Contribution
Combination Rate 10	Retiree in Basic and 1 Dependent in SM	Up to 92% of the Average of All Bay Area Region Combination Rate 10 Premiums
Combination Rate 11	Retiree in Basic, and 2+ Dependents in SM	Up to 92% of the Average of All Bay Area Region Combination Rate 11 Premiums
Combination Rate 12	Retiree in Basic, 1 Dependent in Basic, and 1+ Dependents in SM	Up to 92% of the Average of All Bay Area Region Combination Rate 12 Premiums

- *PORAC Membership Fee*

The parties agree that unrepresented Fire Managers/Fire Professional and Fire Chief who choose health insurance plans offered by PORAC through CalPERS will pay the membership fee associated with PORAC plans, and that the City will not pay PORAC membership fees.

- *Retirees' Medical*

With the migration to PEMHCA, unrepresented Fire Managers/Professional and Fire Chief will be eligible to receive retirees' health benefits provided under PEMHCA and will no longer be eligible to receive retirees' health benefits under the City's Retirees' Health Insurance Program. Any unrepresented Fire Manager/Professional and Fire Chief retirees who do not meet the requirements established by PEMHCA will not be eligible to receive benefits under the City's Retirees' Health Insurance Program.

Unrepresented Fire Managers/Professional and Fire Chief will have the option of participating in the Retirement Health Savings Account without any employer contributions subject to subsequent requirements and restrictions in IRS rulings, regulations, and opinions.

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