CITY OF MOUNTAIN VIEW

ENVIRONMENTAL PLANNING COMMISSION
STAFF REPORT
APRIL 19, 2017

5. STUDY SESSION

5.1 Study Session to Discuss a Proposed Zoning Map Amendment and a Planned Community Permit to Construct Three, New 6-Story Office Buildings, Two, New 6-Level Parking Garages, and Retention of Three Existing Two-Story Office Buildings at 700 & 800 East Middlefield Road and 1100 West Maude Avenue

RECOMMENDATION

That the Environmental Planning Commission (EPC) provide input on a proposed office development at 700 & 800 East Middlefield Road, and 1100 West Maude Avenue.

PUBLIC NOTIFICATION

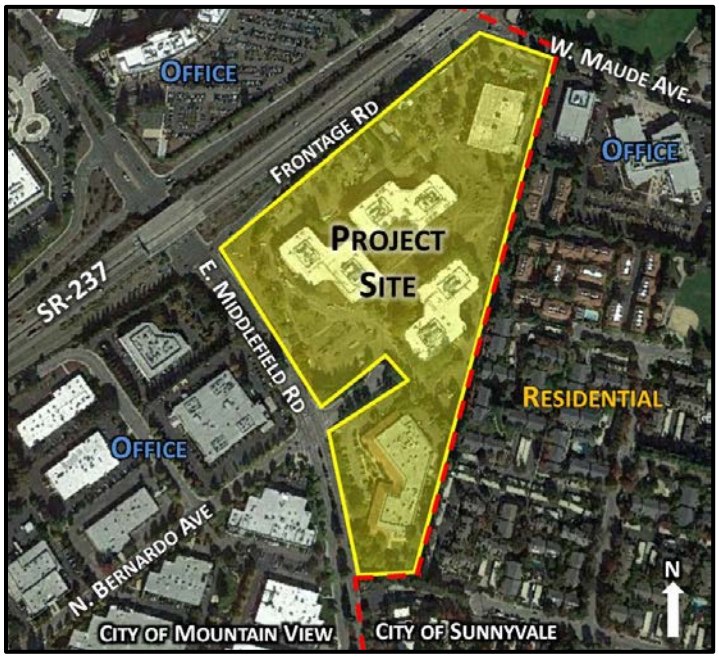
The Commission's agenda is advertised on Channel 26, and the agenda and this report appear on the City's website. All property owners and tenants within a 500' radius in the City of Mountain View and Sunnyvale, as well as other interested stakeholders, were notified of this meeting. Any interested party can join the email notification list for future meetings at the City's project webpage: www.mountainview.gov/linkedincampus.

BACKGROUND

Project Site

The 28.7-acre project site is located on the eastern edge of the Mountain View city limit, adjacent to the City of Sunnyvale. The site is comprised of three parcels – 700 East Middlefield Road, 800 East Middlefield Road, and 1100 West Maude Avenue – and currently contains five, one- and two-story office buildings (see map on following page).

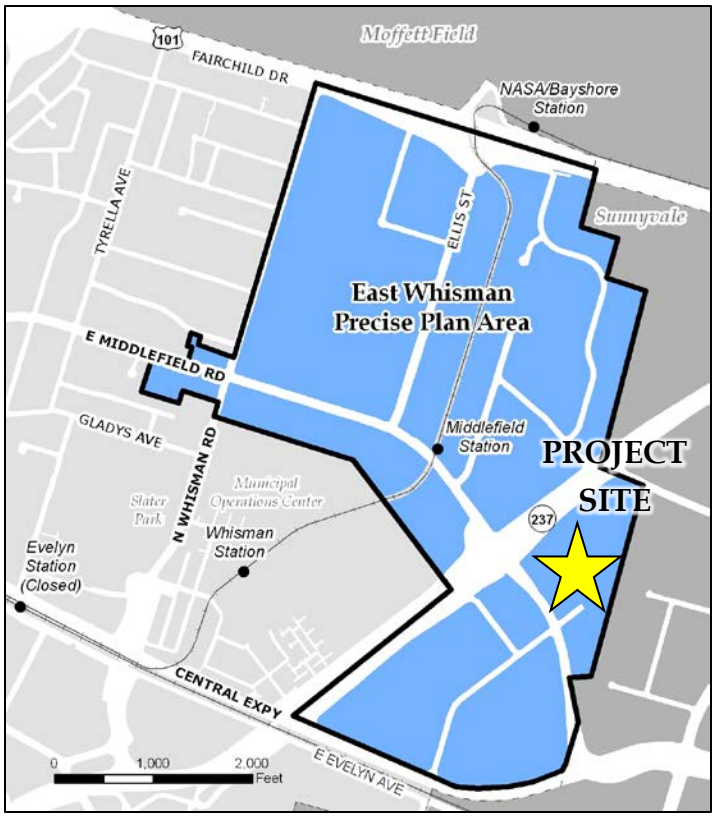
The site is accessible from three public streets, including three driveways on East Middlefield Road and the terminus of North Bernardo Avenue (the main site entrance), one driveway on the State Route 237 (SR-237) Frontage Road, and two driveways on West Maude Avenue.



Project Site Location

To the north of the project site, along Maude Avenue in Sunnyvale, are office uses and the Sunnyvale Golf Course. To the west and south of the project site, in Mountain View, are office uses. The eastern project boundary is shared with two- and three-story apartments and condominiums in Sunnyvale, located approximately 10′ to 75′ from the shared property line.

The project site is south of the Moffett Airfield within the Santa Clara County Airport Land Use Commission's (ALUC's) Moffett Field Comprehensive Land Use Plan (CLUP) area. This site is also located within the boundaries of the East Whisman Precise Plan (see adjacent map). Further discussion on the relationship of this project to these plans occurs later in this report.



East Whisman Precise Plan Area

Previous Gatekeeper Project

On June 19, 2012, the City Council authorized a Gatekeeper from RREEF, an international real estate investment management group, to rezone a 24-acre site from the ML (Limited Industrial) district to a P (Planned Community) district to allow an office development up to 1.0 FAR consistent with the East Whisman Change Area of the 2030 General Plan. The request included two parcels – 700 East Middlefield Road and 1100 West Maude Avenue – which are located within one-half mile of the Valley Transportation Authority's (VTA) Middlefield light rail station (see Exhibit 1 – City Council Staff Report dated June 19, 2012).

Multiple Council Study Sessions (February 12 & 26, March 28, and May 28, 2013) were held to discuss various aspects of the proposed project design, as well as Council expectations for projects requesting up to 1.0 FAR in East Whisman. The Council Study Sessions on February 12th, 26th, and May 28th focused on the RREEF project design, including: site design, building heights, parking, pedestrian/bicycle access to nearby transit, open space design, retail, and appropriate green building standards. A summary of Council's direction on the RREEF project is located in Exhibit 2 – City Council Staff Report dated May 28, 2013.

Additionally, as part of the discussion on expectations for office development in East Whisman, Council authorized RREEF to fund the environmental study of an additional 1.5 million square feet of net new office development beyond the 2030 General Plan EIR allocation for East Whisman in order to consider additional office growth beyond the proposed project. (This authorization to study 1.5 million square feet of office area has been folded into the office allocation to be studied in the East Whisman Precise Plan Environmental Impact Report (EIR).)

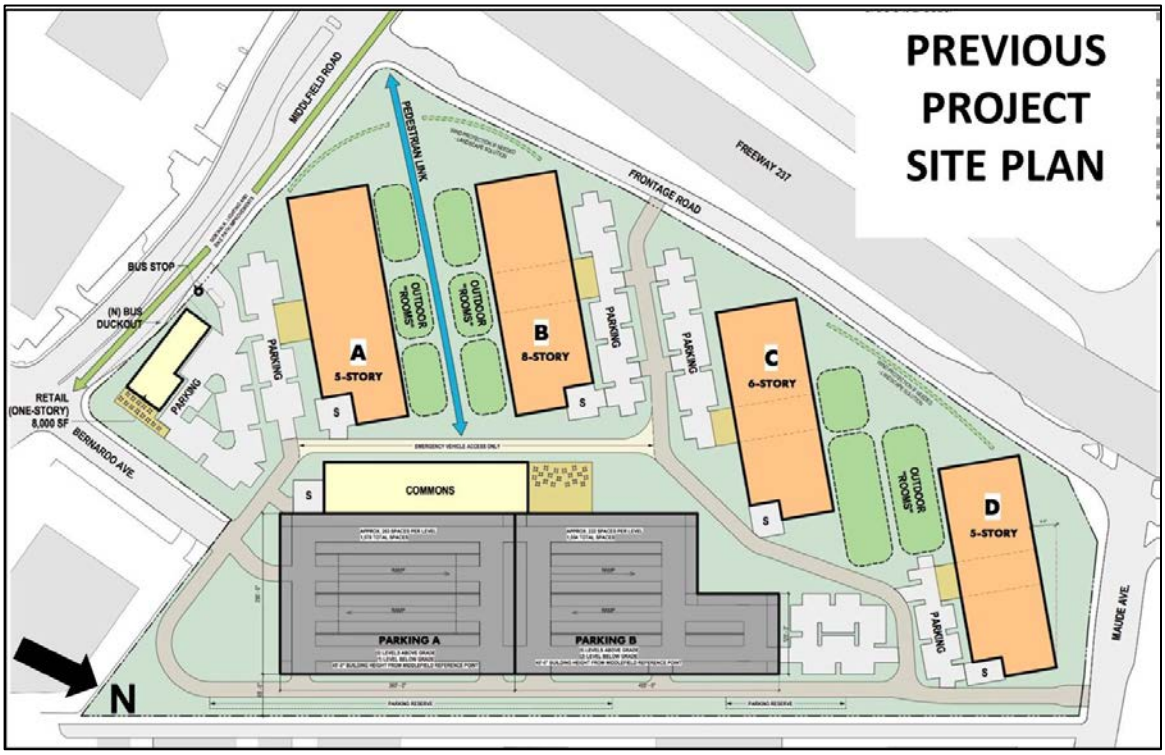
While the original RREEF project proposed taller buildings (six to eight stories), the revised project design presented to Council in May 2013 included (see site plan on following page):

- Two, five-story office buildings (Buildings A and D);
- One, six-story office building (Building C);
- One, eight-story office building (Building B);

- One, six-level parking structure with one-level below grade (Parking A) attached to one, seven-level parking structure with two-levels below grade (Parking B) and an attached two-story, 25,000 square foot amenity building;

- A one-story, 8,000 square foot retail building and surface parking lot at North Bernardo Avenue and East Middlefield Road; and

- Removal of up to 132 Heritage trees.



The Council Study Session held on March 28, 2013 focused on identifying Council expectations for high-intensity office projects in East Whisman, based on current projects under review: 625 Clyde Avenue (TMG Partners - Samsung) and 700 East Middlefield Road (RREEF). See Exhibit 3 – City Council Staff Report dated March 28, 2013 – for details.

From these Study Sessions, Council's feedback included concerns with the scale of the RREEF project and direction to reduce the project size (e.g. square footage). Following the Study Sessions, Google Inc. purchased the two properties from RREEF, in addition to the adjacent property at 800 East Middlefield Road, with the intention of renovating and occupying the sites.

Google Tenant Improvements and Land Swap

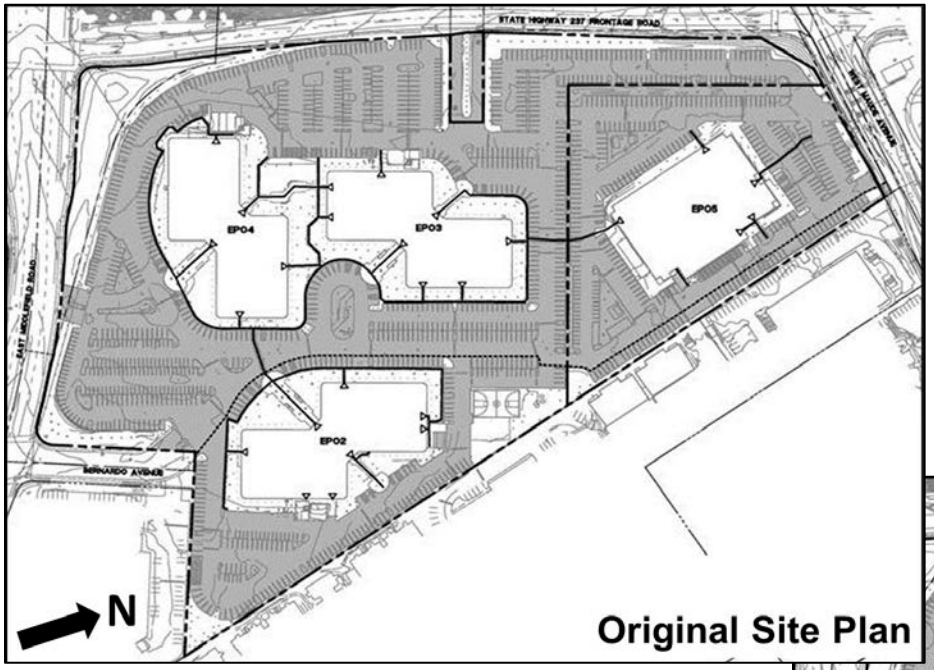
In December 2015, Google received Zoning Administrator approval for a Conditional Use Permit, Development Review Permit, and a Heritage Tree Removal Permit to remove 248 surface parking spaces and remove 44 Heritage trees to create a landscaped courtyard with a basketball court and complete façade modifications to three existing office buildings. Building permits were issued and construction began in mid-2016.

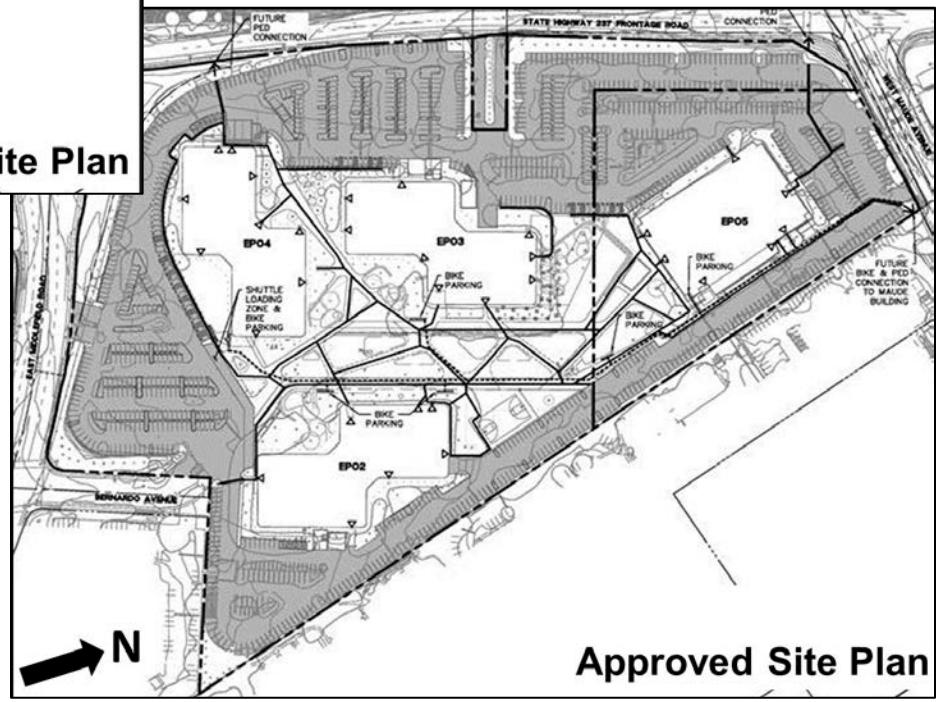
In summer 2016, Google and LinkedIn executed a real estate transaction resulting in both parties swapping multiple land holdings:

- LinkedIn obtained 700 & 800 East Middlefield Road, and 1100 West Maude Avenue (*the project site*), as well as multiple buildings along Maude Avenue in Sunnyvale within one-half mile of the project site; and

- Google obtained properties in North Bayshore near their headquarters, including LinkedIn's leased buildings on Stierlin Court, and the proposed Shoreline Commons mixed-use development authorized by Council as part of the North Bayshore Bonus FAR projects in 2015 (no formal application has been submitted to pursue this project).

When LinkedIn obtained ownership of the project site from Google, construction of the improvements had already begun; thus, LinkedIn is completing the improvements with plans to occupy the three existing two-story office buildings by summer 2017, along with the existing buildings at 800 East Middlefield Road and 1100 West Maude Avenue, if needed.





Google Tenant Improvements

700 E. Middlefield Rd & 1100 W. Maude Ave

ANALYSIS

Project Description

LinkedIn Corporation, the project applicant, is proposing to construct a multi-building office campus to establish a new headquarters at the project site. The project is proceeding under RREEF's previous Gatekeeper authorization as it exceeds the current maximum FAR of 0.35 in the ML District and is proceeding in the development review process prior to completion of the East Whisman Precise Plan. The project includes (see site plan on following page and Exhibit 4 – Informal Project Plans):

- retaining three existing two-story office buildings (EP02, EP03, EP04) and a landscaped courtyard with a basketball court (*currently under renovation*);

- removing all surface parking lots;

- constructing three new six-story office buildings, with two buildings located along the SR-237 Frontage Road (Buildings 2 and 3) and one building located at the main entrance at Middlefield Road and Bernardo Avenue (Building 1) with an approximate 3,000 square foot ground-floor retail space along Middlefield Road;

- constructing two, two-level pedestrian bridges connecting new buildings (Buildings 2 and 3) to existing buildings (EP03 and EP04);

- constructing two new six-level parking structures (with one level of below-grade parking in each structure) along the eastern portion of the site with direct access from a new perimeter drive aisle, connecting to Maude Avenue (Parking 2) and Middlefield Road (Parking 1), with approximately 2,900 total parking spaces;

- constructing new bicycle and pedestrian improvements along all street frontages, including a proposed two-way bicycle track along the SR-237 Frontage Road, and new pedestrian/bicycle paths throughout the campus;

- creating a public-oriented, open space along Middlefield Road and a recreational area along Maude Avenue, as well as new landscaping throughout the site, increasing open area from 36 percent to 54 percent; and

- removing approximately 75 Heritage trees.

In total, the project includes constructing up to approximately 612,000 net new square feet of office area resulting in a total campus build-out of approximately 1,078,000 square feet at an FAR of 0.86. This project is proposing slightly less net new square footage than the previous RREEF project, but is located on a larger project site resulting in a lower FAR (see comparison chart below).

PROJECT DATA	RREEF PROJECT PROPOSAL	LINKEDIN PROJECT PROPOSAL
Existing		
Total Site Area (in acres)	24	28.7
Existing Building Sq. Ft.	425,500	462,100
Retaining (in sq. ft.)	0	315,200
Proposed		
Proposed New Sq. Ft.	620,000	612,000
Proposed Total Sq. Ft.	1.045 million	1.078 million
Proposed Total FAR	1.0	0.86

Trees

The project site currently contains approximately 700 trees, of which 270 are Heritage trees (or 38 percent). Based on the informal plans, the project proposes to remove approximately 180 trees (or 25 percent of total trees), 75 of which are Heritage trees. As the project goes through the development review process, staff will work with the applicant to determine the viability of tree preservation and relocation on site. While the site does have many trees in good health, there are a number of trees with questionable health and structural integrity that may not be suitable for retention based on the City Arborists' initial site walk.

As part of the project, the applicant has committed to planting new trees at a minimum ratio of three new trees for every one Heritage tree removed, totaling 225 new tree replacements. Since the project proposes to increase open area by over 50 percent, there is increased opportunity to plant additional trees.

Green Building and Sustainable Design

The current improvements under construction at the project site (from Google's tenant improvements) include multiple green building and sustainable design features that will be maintained as part of the project site, including:

- dual-plumbing in the three buildings to be retained with future connection to recycled water when available;
- a reclaimed HVAC condensation system, which will be used to irrigate landscaping and provide water to other landscape features (e.g. bird baths);
- water-efficient landscaping; and
- energy-efficient building systems and fixtures (e.g. lighting, HVAC, etc.).

In addition to these existing features, LinkedIn proposes to design the project to LEED Platinum certified with the following features:

- dual-plumbing in the three new office buildings with future connection to recycled water when available;
- photovoltaic panels located on the rooftop of the parking garages;
- potential green roof elements on the balconies of the new office buildings;

- utilizing solar daylighting and narrow building floor plates to allow for greater natural light into the office space;

- energy-efficient building systems (e.g. lighting, HVAC, etc.);

- electric vehicle (EV) charging for 10 percent of the parking spaces on site; and

- water-efficient landscaping.

Project Phasing and Development Agreement

LinkedIn proposes to construct the project in three phases over approximately four years with anticipated completion in 2022 (if approved by Council in 2018), while maintaining occupancy of the three existing office buildings in the middle of the site. Because the applicant is proposing to construct the project beyond the two-year entitlement period, LinkedIn is requesting a Development Agreement to be executed with the City.

A Development Agreement is a voluntary contract between a property owner and the City that outlines obligations for both parties within a set time frame tied to a specific project proposal and property(ies). The terms of the agreement are negotiated between both parties and require review by the Zoning Administrator and approval by the City Council. The agreement provides assurances to the applicant that the multi-phase project can proceed subject to the City's regulations, including fees, at time of project approval, regardless of changes to the City's regulations over time. In exchange, the City is assured the applicant will provide infrastructure, improvements, and public benefits at designated times. Previous Development Agreements for new office developments in the East Whisman area have included provisions for improvements, such as off-street pedestrian and bicycle improvements, undergrounding of utilities, and public access easements through private property. The City's requirements for Development Agreements can be found in Chapter 36, Division 4 of the City Code (see Exhibit 5).

Project Constraints

The project site has various constraints that impact the proposed site design and redevelopment potential. These factors include:

- **Airport Height, Noise, and Turning Safety Zone Limitations**. The project site is subject to the height, noise, and development restrictions of the

ALUC's Moffett Field CLUP. For height, the project site has a restriction of 182' above mean sea level. For noise, the project site is located in the 65 or less CNEL (Community Noise Equivalent Level) noise contour area, where office uses are acceptable. In addition to height and noise, the CLUP also identifies turning safety zones for aircraft runway approach and departures. If located within the turning safety zone, a development is restricted to density (200 people per acre) and open area (20 percent of the site) requirements. While the proposed project appears just outside of this safety zone, the project requires review by the ALUC through a separate application process (done concurrently with the City's review process), which will confirm compliance with the Moffett Field CLUP.

- **Maintaining Existing Buildings**. Due to the extent and expense of improvements completed on the three existing office buildings on-site, it is not financially feasible for LinkedIn to demolish the buildings. Therefore, the design of the project focuses placement of the new buildings and parking structures around the three existing buildings (see Sheet A05 in Exhibit 4).

- **Continuous Operations**. Due to business needs, LinkedIn must maintain occupancy of the three existing buildings throughout construction of the proposed project. Therefore, the design of the project must allow continuous operations of the central campus, including maintaining site access.

- **Unique Shape and Multi-Street Frontages**. The project site is a unique shape with curved property lines and varied public street frontages on three sides. These site features create site design challenges as there is no "back-of-house" to the property. Additionally, two-way street access is available on Middlefield Road and Maude Avenue only, with one-way street access along the SR-237 Frontage Road (northbound only). Therefore, placement of the parking structures is best served along the two main vehicle entry points, at Maude Avenue and Middlefield Road, which places them near existing residential properties.

<u>Project Analysis</u>

Gatekeeper Modification

The previous Gatekeeper authorization for RREEF's proposal included two of the three current project parcels – 700 East Middlefield Road and 1100 West Maude

Avenue. LinkedIn's project includes a modification to the Gatekeeper request to expand the project site to include 800 East Middlefield Road. Staff does not feel the expanded project site results in more staff time or resources than would be needed for the prior authorization and thus, is comfortable proceeding with the project review.

While the Gatekeeper authorization is required to rezone the project site from the ML District to a P District, the long-term intent is for the project site to have the same zoning designation as the East Whisman Precise Plan.

General Plan and East Whisman Precise Plan

General Plan

The project site is located in the Moffett/Whisman Planning Area of the 2030 General Plan, more specifically within the East Whisman Change Area. This area is envisioned to contain new mixed-use, transit-oriented development of high-quality and sustainable design, which includes improved mobility and neighborhood amenities for residents and workers.

Aligning with the current General Plan vision, the proposed project is consistent with the General Plan Land Use Designation of High-Intensity Office, which allows office development up to 1.0 FAR and up to 8 stories in height for transit-oriented projects with highly-sustainable design. No General Plan Amendment is proposed with this project.

The project aligns with the following East Whisman Change Area policies (see Exhibit 6 – East Whisman Change Area Goals and Policies):

- *LUD 19.1: Land Use and Transportation*. Encourage greater land use intensity and transit-oriented developments within a half-mile of light rail transit stations.

- *LUD 19.2: Highly Sustainable Development*. Provide incentives to encourage new or significantly rehabilitated development to include innovative measures for highly sustainable development.

- *LUD 19.3: Connectivity Improvements*. Support smaller blocks, bicycle and pedestrian improvements and connections throughout the area.

- *LUD 19.4: Transportation Demand Management (TDM) strategies*. Require development to include and carry out Transportation Demand Management strategies.

- *LUD 19.6: Residential Transitions*. Require development to provide sensitive transitions to adjacent residential uses.

East Whisman Precise Plan

As previously stated, the project site is located within the boundaries of the East Whisman Precise Plan. Representatives for LinkedIn have participated in the Precise Plan visioning process, including attendance at Community Workshops and public meetings.

While the Precise Plan is currently in development, staff is utilizing initial direction from the visioning process (which resulted from community and decision maker input) as a starting point to review this project, including:

- Locate higher-intensity office development (up to six stories) adjacent to freeways (US 101 and SR-237);

- Increase public open space in the area;

- Encourage open and accessible office campuses;

- Increase retail and mixed-use development in the plan area;

- Improve pedestrian and bicycle connectivity throughout the plan area, particularly to the VTA Stations and Sunnyvale; and

- Contribute or advance the development of housing in the plan area.

It is the expectation of staff that the project be consistent with the East Whisman Precise Plan, making the review of this project an iterative process. This includes requiring the applicant to provide: a community benefit package, pedestrian and bicycle improvements, incorporate higher green building standards and sustainable design, and potentially contribute a Precise Plan impact fee (which may relate to transportation and utility infrastructure improvements needed in the area).

Project Discussion

Affordable Housing

Under the City's Affordable Housing Ordinance, all new commercial development is required to pay a Housing Impact Fee based on net new square footage constructed. The ordinance permits alternative compliance through constructing units and/or contributing land for affordable housing. Based on the current fee, the project is anticipated to contribute $15.5 million dollars.

LinkedIn is interested in contributing to the development of affordable housing in the City by direct contribution, whether through land purchase, direct contribution to a proposed project, or partnering on a development with an affordable housing developer (all of these with City oversight).

The City has primarily received impact fees from new development, which are made available for affordable housing developers for projects authorized by City Council. However, in the last two years, the City has seen proposals for alternative contributions to affordable housing, including providing land (proposed in The Sobrato Organization's North Bayshore mixed-use project) and providing land and private construction of affordable housing (proposed at 777 West Middlefield Road by FortBay). As this project proceeds through the development review process, LinkedIn is interested in studying alternative ways to utilize their housing impact fee contribution toward direct implementation of affordable housing in the City.

> **QUESTION 1: Should the applicant (and staff) study direct contribution alternatives for the project to meet the City's Affordable Housing Ordinance requirements?**

Building Heights and Setbacks from Residential Properties

The proposed project includes an increase in building heights up to six stories (or approximately 100′) for new office buildings and up to five-levels (or approximately 50′ to 60′) for new parking structures over the existing one- and two-story building heights (currently 25′ to 40′). The proposed building heights align with heights discussed as part of the East Whisman Precise Plan visioning process for higher-intensity office. Additionally, these increased heights allow for smaller building/structure footprints and greater open space on site.

QUESTION 2A: Are six-story building and five-level parking structure heights appropriate for the project?

The current office buildings along the eastern portion of the project site are approximately 65′ from the shared property line with residential buildings. While one of the office buildings will remain (EP02), the new parking structures are proposed to be setback 57′ (Parking 1) and 62′ (Parking 2) from the property line and the new office building (Building 1) is proposed to be 70′ from the property line. Thus, the new building and parking structures along the eastern project edge will have similar setbacks, or greater, than the current buildings.

More specifically, the parking structures are close to a 1:1 height-to-setback ratio (or 45 degree height setback as required in the El Camino Real Precise Plan) – with one foot in height increase for every one foot setback from the property line. The residential buildings in Sunnyvale have a range of setbacks from the property line of approximately 10′ (for a portion of units along the northeast edge near Parking 2) to 75′. Staff believes a minimum parking structure setback of 1:1 height-to-setback ratio may be appropriate for the project site (with photovoltaic panels given a height exception as they are a sustainable feature of the project).

Additionally, the nearest proposed office building (Building 1) to the eastern property line is located approximately 145′ from the face of the nearest residential building in Sunnyvale. The City of Sunnyvale zoning requires a 100′ setback between industrial buildings (which includes office uses) and residential property lines. While staff is sensitive to the adjacent city regulations, the intent of the setback is to provide adequate separation between buildings and uses. Thus, staff is suggesting the 100′ setback be carried out between building faces for this project, instead of property lines, due to the unique shape and dimensions of the project site. If supported by EPC, this will allow the project to be consistent with the intent of the City of Sunnyvale's setback requirement.

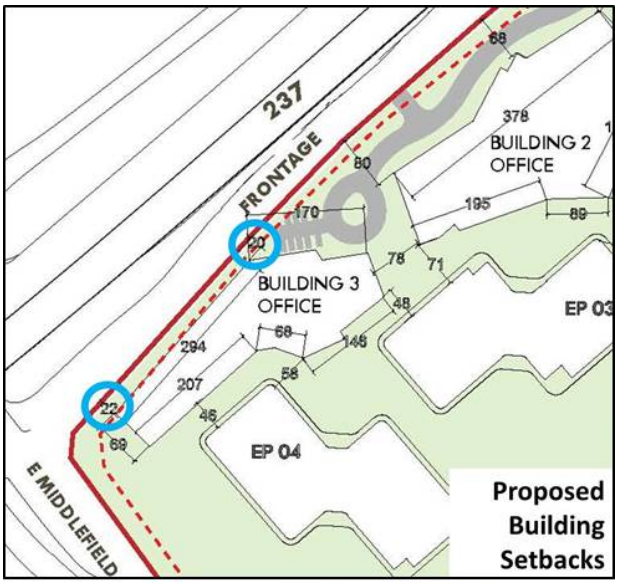
QUESTION 2B: Is a 1:1 height-to-setback ratio for parking structures along a shared residential property line and a minimum 100′ building-to-building setback between office and residential buildings appropriate for the project?

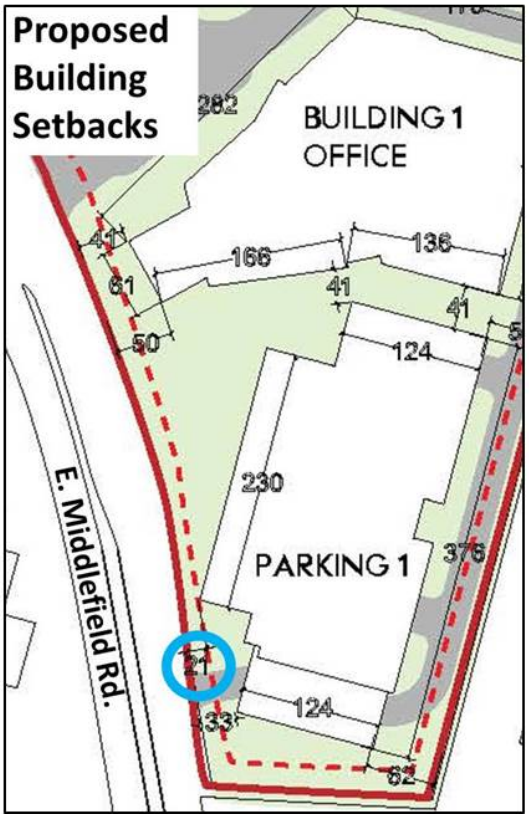
Building Street Setbacks

The existing office building setbacks from the adjacent public streets vary from approximately 150′ to 200′ to Maude Avenue and Middlefield Road, respectively. While staff supports locating buildings closer to the street to improve street

presence, staff is concerned with the proposed proximity of Building 3 (at 20′) to the SR-237 Frontage Road and Parking 1 (at 21′) to Middlefield Road (see graphics below and Sheet A36 of Exhibit 4).

As part of the project development, the City will request new separated sidewalks and bike improvements along all three street frontages, which may require placing a portion of these improvements on the project site with public access easements. With these improvements, the building and parking structure may be less than 20′ from the back of sidewalk along both street frontages. Staff would like the applicant to study alternative site designs that pull back the building and parking structures from the street, which may include reshaping the building/structure footprints and/or pulling Building 3 closer to adjacent buildings (while still meeting building and fire codes). If supported by EPC, city staff would work with the applicant to review alternative designs through the development review process, in coordination with the City's Development Review Committee (DRC).





QUESTION 3: Should the applicant consider alternative designs for Building 3 and Parking 1 to increase setbacks from the public streets?

Parking

The applicant is proposing a parking ratio of 2.7 spaces per 1,000 square feet of office area, resulting in a total of 2,913 spaces. This ratio is consistent with office parking requirements in the North Bayshore Precise Plan. Overall, this parking ratio is an 18 percent reduction (or 647 less spaces) over the City's standard parking ratio of 1 parking space per 300 square feet of office (or 3.3 spaces per 1,000 square feet). Staff is supportive of a reduced parking ratio as the project site is near transit and the applicant will be required to provide a TDM program achieving a trip reduction target of 20 percent or higher, depending on the TDM target set for the East Whisman Precise Plan area. Current TDM programs for recent Gatekeeper office developments in East Whisman have required a 20 percent trip reduction (e.g. 600 National Avenue, 625 Clyde Avenue, and 580 Clyde Avenue). While the TDM target and the office parking ratios have yet to be determined for the East Whisman Precise Plan, as a Gatekeeper project, the EPC and City Council can request the applicant to look at greater parking reductions than currently proposed or required in the North Bayshore Precise Plan.

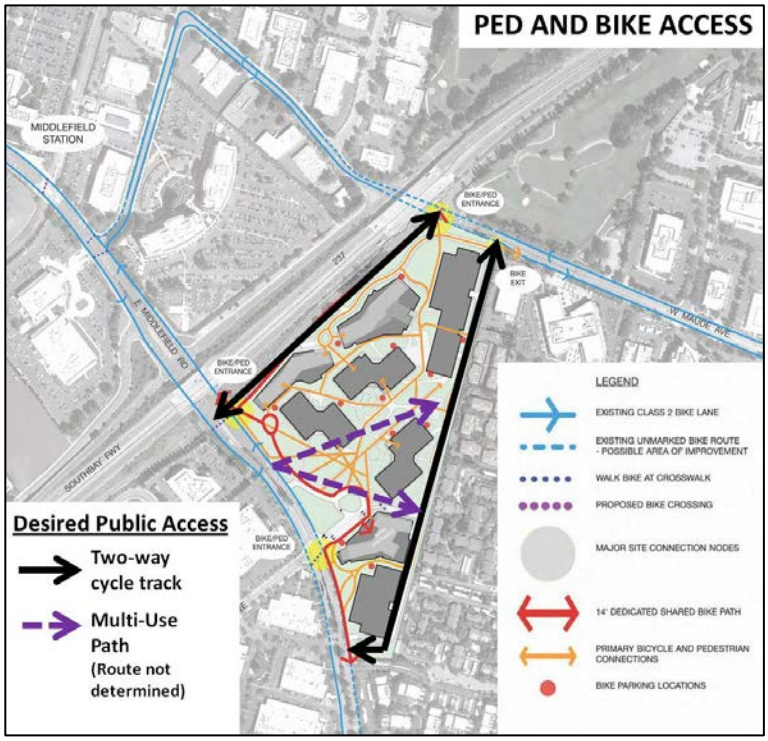
> **QUESTION 4: Is a parking ratio of 2.7 spaces per 1,000 square feet of office area appropriate for this project, or should an alternative parking ratio be considered?**

Pedestrian and Bicycle Improvements

In line with previous Transit-Overlay Zoned (or ML-T) projects in the East Whisman area, new development is expected to implement pedestrian and bicycle improvements in and around the project site to improve connectivity to public transit and adjacent areas. The East Whisman Precise Plan anticipates maintaining and expanding pedestrian and bicycle improvement requirements for new development, based on Precise Plan goals, policies, and area-wide circulation needs.

For this project, Planning and Public Works staff have identified key pedestrian and bicycle improvements on and adjacent to the project site, which would improve: (1) access to the site from the VTA light rail, (2) public circulation around the perimeter of the site, and (3) increase regional connections into Sunnyvale. These improvements include (see marked-up graphic on following page):

- **Cycle Tracks (shown in black)** – Provide buffered/separated two-way bicycle tracks connecting Middlefield Road and Maude Avenue along the project frontage at the SR-237 Frontage Road with a separated sidewalk, and along the east side of the new perimeter driveway aisle (with a public access easement);



Potential Pedestrian/Bicycle Circulation Improvements

- **On-Street Bike Lanes (shown in blue)** – Upgrade on-street bike lanes along the project frontage on Middlefield Road to a potential buffered on-street bike lane per the City's 2015 Bike Transportation Plan Update, with a new separated sidewalk; and include new on-street bike lanes and separated sidewalks along Maude Avenue consistent with the City of Sunnyvale's bike improvements; and

- **On-Site Multi-Use Path (shown in purple)** – Provide a multi-use public path(s) for pedestrian and bicyclists through the project site allowing connection from both Bernardo Avenue (which could connect with a planned undercrossing in Sunnyvale at Evelyn Avenue/Central Expressway), and the Middlefield Road/VTA station to Maude Avenue in Sunnyvale. The exact locations of the path(s) are not identified at this time, but would require public access easements.

Separate from these improvements, LinkedIn is interested in studying connections into adjacent private properties, particularly from the project site to nearby LinkedIn offices in Sunnyvale.

QUESTION 5: Are staff-identified pedestrian-bicycle improvements for the project appropriate, or are alternative improvements/connections desired?

Community and Public Benefits

The East Whisman Precise Plan is anticipated to have a similar community benefit program as seen in recently-adopted Precise Plans in the City. The typical requirement is for a project to provide community benefits for the portion of Bonus FAR requested above an established baseline FAR for a given development. The baseline has yet to be established in the East Whisman Precise Plan, but staff anticipates returning to EPC and City Council in May and June 2017 to discuss potential zoning and Bonus FAR structures for the Precise Plan.

In addition to providing a community benefit package for the Bonus FAR, the project's Development Agreement will also include community-oriented improvements (or public benefits). These are not considered "community benefits" as defined in Precise Plans, but can be thought of in a similar fashion as the improvements often impact a larger audience than the project users.

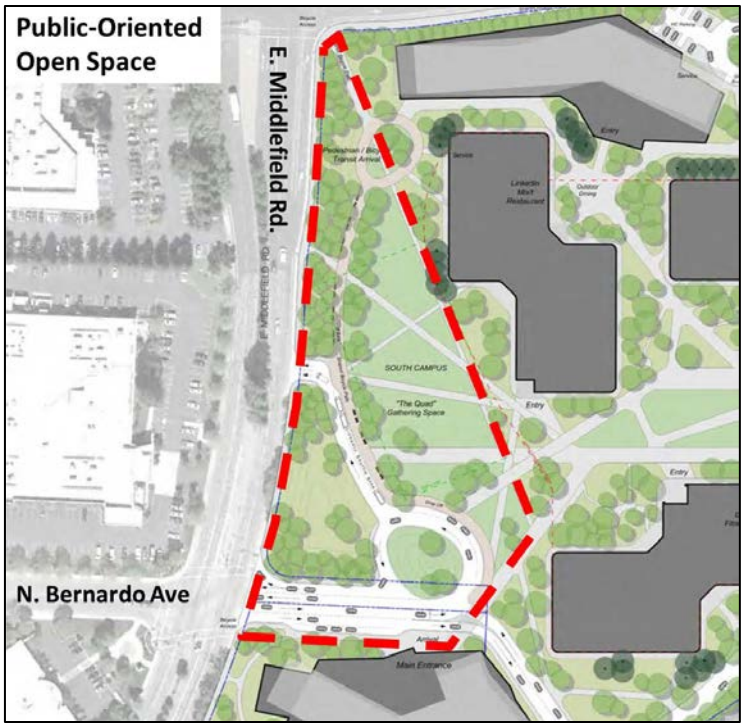
At this point in the Precise Plan process, staff has identified three ideas that may be appropriate to consider as community or public benefits for the project:

- **Maude Avenue SR-237 Underpass** – Fund the study, design, and/or construction of major pedestrian and bicycle improvements along Maude Avenue to improve access, safety, and visibility across the multi-road intersection of Maude Avenue, the SR-237 ramps, and SR-237 Frontage Roads (northbound and southbound). This work would improve the regional connection of the Maude Avenue Bike Corridor in Sunnyvale to the East Whisman Precise Plan area in Mountain View and would improve safety of transit access to the project site. The scale or cost of these improvements is not known at this time, but may require redesigning the intersection, new striping and crossings, new pedestrian finishes (e.g. lighting, pavement, etc.), and signal modifications.

- **Bernardo Avenue Crossing** – Fund the study, design, and/or construction of pedestrian and bicycle crossing improvements across Central Expressway, in coordination with a planned undercrossing in the City of Sunnyvale under the UPPR/Caltrain tracks to South Bernardo Avenue. This work would improve the regional connection of the Evelyn Avenue Bike Corridor between the cities of Sunnyvale and Mountain View, in addition to being a more direct link to the Mountain View and Sunnyvale Transit Centers from the East Whisman Precise Plan area. These improvements could also include installation of bike improvements along North Bernardo Avenue in Mountain View to the main project site

entrance. The scale or cost of these improvements is not known at this time as the design of the Sunnyvale Bernardo Undercrossing has not been completed (more information is anticipated to be available over the next 6 months).

- **Open Space** – The project includes a large four to five acre open area along Middlefield Road, where the existing office buildings are setback 200′ to 300′. The applicant has identified this as the main campus open area that could be used for various social functions and activities, as well as shuttle loading and unloading.



Since the East Whisman Precise Plan is studying office uses south of SR-237 (including the project site), the likelihood of obtaining a new public open space with no new residential land use in the area is low. With an alternative design, staff could see this space potentially serving both the private needs of the campus and a public function for event programming (e.g. farmers markets, food truck events, etc.) in the new East Whisman neighborhood, including a potential location for public transit stops for the Mountain View Transportation Management Association (MVTMA), the City's Community Shuttle, and/or VTA buses. By formalizing the space as a privately-owned, publicly-programmable space it would add an open area south of SR-237 in the East Whisman Precise Plan that may not otherwise be achievable. The details of how this private-public space and partnership would operate, the legal framework, and design of the space are not known at this time.

Based on these identified improvements, staff is seeking EPC prioritization on potential community benefits to consider for the project, as either part of the

project's Bonus FAR community benefit(s) and/or as part of the Development Agreement public benefit(s).

QUESTION 6: What is EPC's prioritization of the community benefits identified for the project, or does EPC have other suggestions for community benefits?

NEXT STEPS

Following feedback from the EPC at this Study Session, the project is tentatively scheduled for a City Council Study Session on May 2, 2017, where Council will review the proposed project and EPC's comments. After the Council Study Session, the project will begin the development and environmental review process, which will also include design review. An Environmental Impact Report (EIR) is anticipated to be prepared for the project.

CONCLUSION

Staff requests feedback on the following questions, and any other project-related comments:

1. Should the applicant (and staff) study direct contribution alternatives for the project to meet the City's Affordable Housing Ordinance requirements?

2. A. Are six-story building and five-level parking structure heights appropriate for the project?

   B. Is a 1:1 height-to-setback ratio for parking structures along a shared residential property line and a minimum 100' building-to-building setback between office and residential buildings appropriate for the project?

3. Should the applicant consider alternative designs for Building 3 and Parking 1 to increase setbacks from the public streets?

4. Is a parking ratio of 2.7 spaces per 1,000 square feet of office area appropriate for this project, or should an alternative parking ratio be considered?

5. Are staff-identified pedestrian-bicycle improvements for the project appropriate, or are alternative improvements/connections desired?

6. What is EPC's prioritization of the community benefits identified for the project, or does EPC have other suggestions for community benefits?

Prepared by:

Lindsay Hagan
Senior Planner

Approved by:

Terry Blount
Assistant Community Development Director/Planning Manager

Exhibits:
1. City Council Staff Report dated June 19, 2012
2. City Council Staff Report dated May 28, 2013
3. City Council Staff Report dated March 28, 2013
4. Informal Project Plans
5. Chapter 36, Division 14 of City Code (Development Agreement)
6. East Whisman Change Area Goals and Policies (2030 General Plan)