

ORDINANCE NO.

AN ORDINANCE AMENDING THE ZONING MAP FOR THE PROPERTY
LOCATED AT 700, 800 EAST MIDDLEFIELD ROAD AND 1101 MAUDE AVENUE
FROM THE ML (LIMITED INDUSTRIAL) ZONING DISTRICT
TO THE P (PLANNED COMMUNITY) ZONING DISTRICT

THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW DOES HEREBY
ORDAIN AS FOLLOWS:

Section 1. Council Findings. An application was received from LinkedIn Corporation for a Zoning Map Amendment for the property located at 700, 800 East Middlefield Road and 1101 Maude Avenue to change the zoning from the ML (Limited Industrial) Zoning District to the P (Planned Community) Zoning District.

On November 7, 2018, the Environmental Planning Commission held a duly noticed public hearing and reviewed all project materials, staff reports, public testimony, and environmental review on said zoning map amendment and adopted a resolution recommending City Council approval of the zoning map amendment.

The City Council, at a duly noticed public hearing on November 27, 2018, independently studied, analyzed, and considered the adequacy of the EIR, Statement of Overriding Considerations, and Mitigation Monitoring or Reporting Program and certified the EIR, adopted the Statement of Overriding Considerations, and Mitigation Monitoring or Reporting Program, and approved the Project.

The proposed amendment is consistent with the High-Intensity Office Land Use Designation of the General Plan of the City of Mountain View based upon the following findings made pursuant to Section 36.52.60 of the City Code:

a. The Zoning Map Amendment and project are consistent with the General Plan because the project implements the goals and policies of the East Whisman Change Area and the High-Intensity Office Land Use Designation, including providing appropriate building setbacks from the public right-of-way; innovative architecture which responds to the project site surroundings; the implementation of bird-friendly building and design strategies; all parking provided within parking structures or below the buildings; and an office use which is compatible with the surrounding uses, provides high-intensity office use development near multiple transit uses; and provides convenient vehicular, bicycle, and pedestrian access with the adjacent public street system; and

b. The Zoning Map Amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the City as the resulting P District and the proposed project promote development that is of desirable character, and the project will be consistent with the goals and policies included in the General Plan, and the design of the proposed buildings and office use are compatible with the surrounding office developments; and

c. The site is physically suitable for the requested zoning designation and anticipated land use development, including new office buildings, associated parking structures, and on-site amenities, as an environmental analysis has been completed which has identified any upgrades or improvements needed to utilities, infrastructure, or the project site to accommodate the increased development, and the use and development are consistent with other office development in the area in terms of building massing, scale, and the building locations; and

d. The Zoning Map Amendment is in compliance with the provisions of the California Environmental Quality Act (CEQA) because an Environmental Impact Report (EIR) has been prepared and circulated for public comment for the required 45 days, which ended July 16, 2018. Staff received seven comment letters on the Draft EIR and has provided a response to these comments in the Final EIR document. All significant impacts of the project have been mitigated to less than significant with the incorporation of mitigation measures and standard City conditions of approval, with the exception of five significant and unavoidable intersection impacts for which a Statement of Overriding Considerations and Mitigation, Monitoring, and Reporting Program will be adopted; and

e. The following Zoning Map Amendment is in conformity with the procedures set forth in Chapter 36, Article XVI, Division 13, of the Mountain View City Code whereby the City may amend the City's Zoning Map.

Section 2. Zoning Change. The Zoning Map of the City of Mountain View is hereby amended to indicate as follows: the property identified as 700 East Middlefield Road, 800 East Middlefield Road, and 1101 West Maude Avenue with Assessor Parcel No. 165-38-001, 165-38-006, and 165-38-007 is hereby rezoned from the ML (Limited Industrial) Zoning District to the P (Planned Community) Zoning District, all as more specifically shown in Exhibit A, attached hereto and incorporated by reference herein.

Section 3. P District Standards. The project site shall comply with the following P District standards:

1. Any development proposal within this P District shall require a Planned Community Permit and comply with the standard findings of approval which include, but are not limited to, compliance of the 2030 General Plan and any applicable section

of the Zoning Ordinance. This document does not limit in any manner the authority of the City to place conditions of approval on subsequent development applications in this district.

2. Uses—Permitted and conditionally permitted uses identified in Chapter 36, Article VI, Division 2 (Land Uses) for the ML (Limited Industrial) District. Office use (ground floor, Building 1): The allowed uses for the 3,000 square foot ground-floor space of Building 1 at the corner of Bernardo Avenue and Middlefield Road facing the retail plaza are retail uses.

3. Floor Area Ratio (FAR)—0.35 maximum baseline. Proposals for 0.35 FAR projects shall comply with the following: (1) development standards in Chapter 36, Article VI, Division 4 (Limited Industrial (ML) Zoning District Standards) and Chapter 36, Article VI, Division 3 (Standards for Specific Land Uses); (2) the minimum vehicle trip reduction measures required by the adopted Greenhouse Gas Reduction Program; and (3) all other applicable City policies and regulations. As described in the 2030 General Plan East Whisman Change Area, the FAR can be allowed up to 1.0 maximum, subject to highly sustainable design, aggressive Transportation Demand Management (TDM) measures, and mobility-related off-site improvements. FAR does not include any above-grade parking structures.

4. Access—Safe and efficient pedestrian, bicycle, and vehicular access; pedestrian routes throughout the interior and perimeter of the site. Vehicle access should be from Bernardo Avenue, Frontage Road, and Maude Avenue. There shall be clear pedestrian and bicycle access points and connections into the P District.

5. Building Heights—Six (6) stories and up to ninety feet (90') for buildings; seven (7) stories (one (1) subterranean and six (6) above grade) and up to seventy-two feet (72') for structured parking. Additional height beyond these limits up to 12' is allowed for architectural details (turrets, etc.), HVAC and telecommunications or utility components, solar panels, rooftop amenities, and similar components. These height limits are measured to adjacent grade.

6. Office Vehicle Parking—The maximum allowed parking is 1 space for every 370 square feet of gross floor area (equivalent to a 23 percent reduction from the minimum Zoning Ordinance requirement of 1 space for every 300 square feet of gross floor office area). The reduction is necessary because the project is required to reduce vehicle trips to the site; therefore, standard parking requirements do not apply. Designated parking spaces for carpools and electric vehicles and a loading zone for shuttles shall be provided in convenient locations, subject to the review and approval by the Zoning Administrator and, if located in the public right-of-way, by the City Engineer.

7. Bicycle Parking—The minimum number of bicycle parking spaces required is 1 space for every 3,000 square feet of gross floor area (equivalent to 10 percent of the standard number of required auto parking spaces, which is double that required by the Zoning Ordinance). More bicycle parking is required because the project is required to reduce vehicle trips to the site and bicycles provide an alternative mode of transportation to achieve this. Bicycle parking spaces shall be conveniently located within the building or within close proximity to main building entrances.

8. Transportation Demand Management (TDM)—The project shall maintain a TDM program for the life of the project which will achieve a twenty-two percent (22%) reduction in net new peak-hour vehicle trips from the average vehicle trip rates per square foot established by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition (2012), for a general office building land use (ITE Land Use Code 710), which results in a trip cap of 977 a.m. peak-hour trips and 968 p.m. peak-hour trips generated by occupants of all the buildings on-site (including existing building to remain on-site). The applicant shall prepare an annual TDM report and submit it to the City to document the effectiveness of the TDM program in achieving the goal of thirty percent (30%) peak-hour trip reduction by employees within the project for the seven-year term of the Development Agreement (DA) and trip reduction target as required by the East Whisman Precise Plan beyond the DA term. The specific TDM measures to be used in the program can be any combination of measures which achieve the required peak-hour trip reduction and trip-cap numbers.

9. Green Building—The project shall be designed to achieve a minimum LEED Platinum standard, based on the standards in place at the time of building permit issuance. Measures must include strong water and energy conservation (or generation) elements.

10. Site Layout—Projects shall orient buildings and large open areas along public streets. Specific setbacks and designs shall be considered on a case-by-case basis through the development review process.

11. Development Standards—Development Standards not discussed in the P District Standards, including, but not limited to, setbacks, landscaping, and lot coverage, shall be consistent with the approved project plans dated October 26, 2018.

12. Minor revisions to the approved plans may be reviewed and approved by the Zoning Administrator. Major revisions to the approved plans, as determined by the Zoning Administrator, shall require a public hearing in accordance with Chapter 36, Article XVI, Division 16 (Applications, Hearings and Appeals), which can be referred to the City Council.

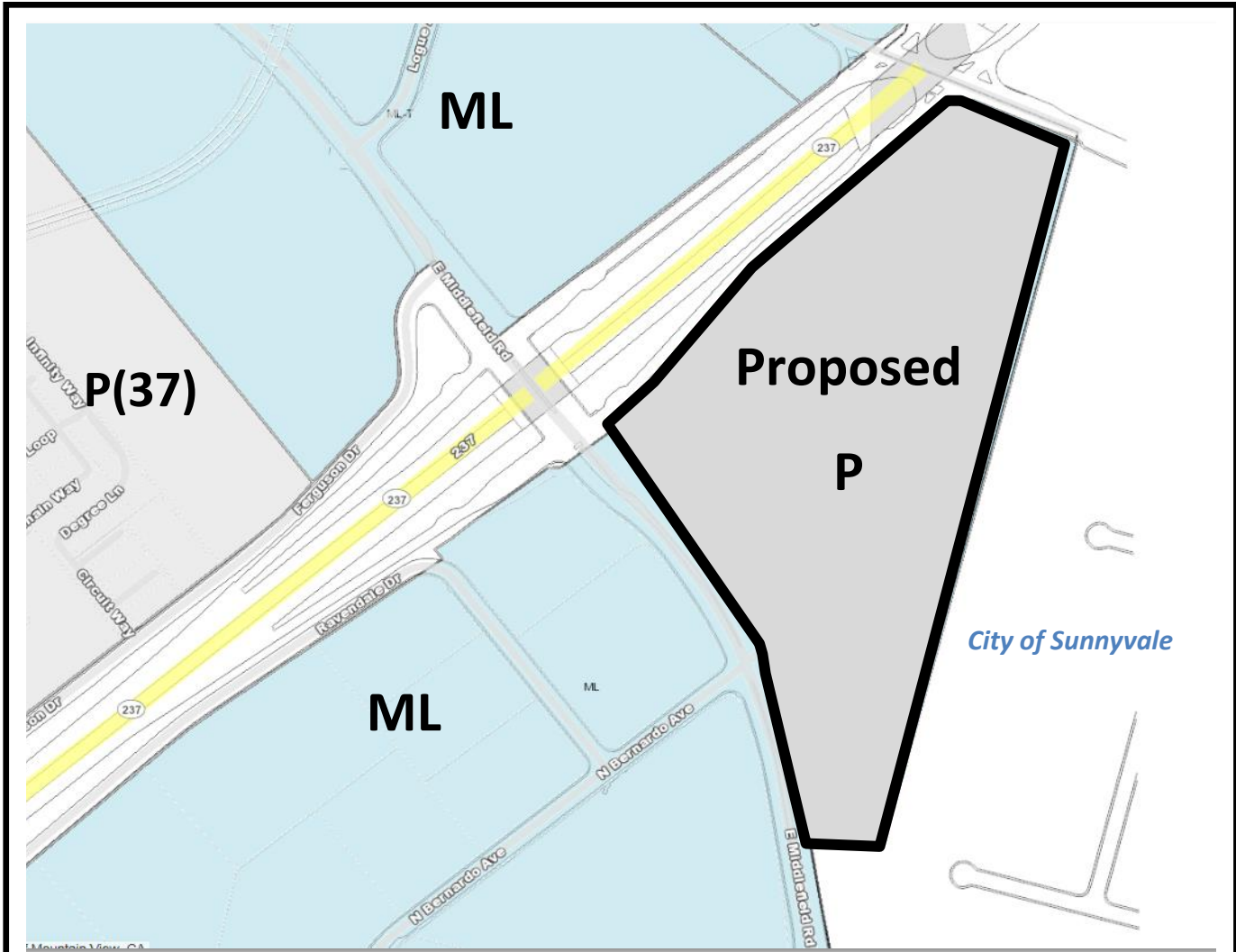
Section 4. The provisions of this ordinance shall be effective thirty (30) days from and after the date of its adoption.


Section 5. If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be unconstitutional, such decision shall not affect the validity of the other remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each section, subsection, sentence, clause, or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared unconstitutional.

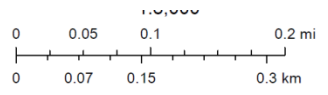
Section 6. Pursuant to Section 522 of the Mountain View City Charter, it is ordered that copies of the foregoing proposed ordinance be posted at least two (2) days prior to its adoption in three (3) prominent places in the City and that a single publication be made to the official newspaper of the City of a notice setting forth the title of the ordinance, the date of its introduction, and a list of the places where copies of the proposed ordinance are posted.

DP/2/ORD
807-12-11-18o

Exhibit: A. Zoning Map



 Community Development Department
CITY OF MOUNTAIN VIEW
(650) 903-6306 Mountain View, CA 94043 Santa Clara County



Proposed Rezoning: 700, 800 E Middlefield Road and 1101 Maude Avenue