Google Gatekeeper Request

East Whisman

City of Mountain View | 2016

Contents

Point of Contact

Ryan Trinidade
Google - Project Executive
ryantrinidade@google.com
650.471.4058

1600 Amphitheatre Parkway
Mountain View, California 94043
www.google.com

21 October 2016

Mr. Randy Tsuda
Community Development Director
City of Mountain View
500 Castro St
Mountain View, CA, 94041

Re: Gatekeeper Request - East Whisman - 500 Logue

Dear Randy:

It is with excitement that this letter is being submitted by Google as a Gatekeeper request for 500 Logue, an office and residential development along with associated parking and retail uses in the East Whisman Change Area. Google is excited by the prospect of growing in East Whisman and helping to catalyze a dynamic transit-integrated, mixed-use neighborhood. A specific description and map of the site is included in the Appendix for reference.

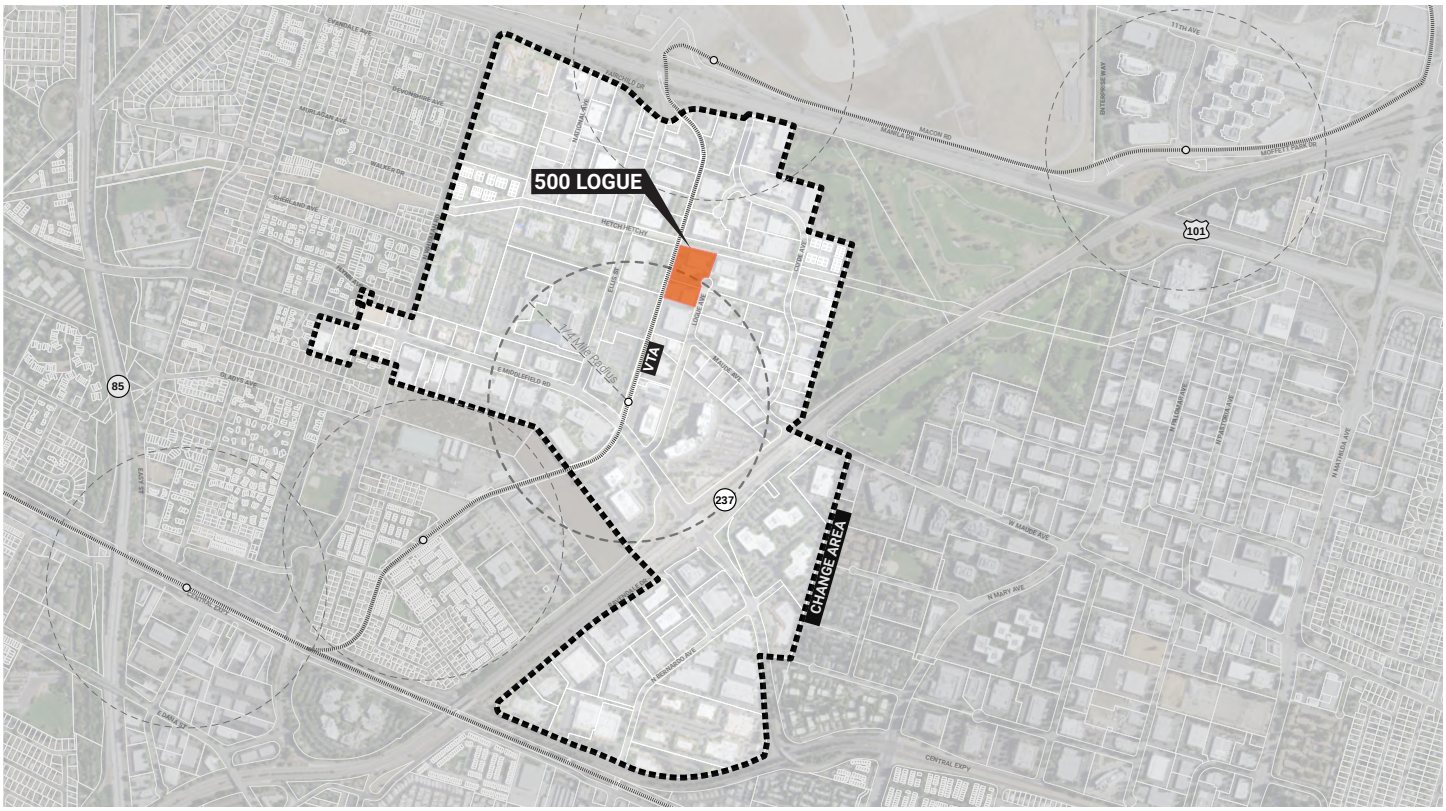
Understanding that mixed-use, transit-oriented development (TOD) is a desired land use for the City of Mountain View, particularly within proximity to Santa Clara Valley Transit Authority (VTA) light rail stations, Google proposes a development to prototype such a model of sustainable, transit-oriented development. 500 Logue proposes an FAR model that responds to the City of Mountain View's desire to address the jobs-to-housing imbalance and leverage TOD strategies. In support of increasing VTA ridership, we also foresee an opportunity to increase densities within a quarter-mile buffer of VTA light rail stations to support existing transit infrastructure and minimize single-occupancy vehicle (SOV) usage impacts on the local and regional roadway network.

500 Logue is a 169,475 square foot, or 3.89 acre, site located 0.15 mile from VTA's Middlefield Station, that currently contains three single-story structures totalling 53,423 square feet surrounded by parking lots and achieves a 0.31 FAR. Due to its proximity to light rail, and in support of TOD, we propose to redevelop the site up to a total FAR of 3.0, consisting of predominantly new residential development with supportive retail to achieve the City's mixed-use goals, incentivized by additional increased office development to meet Google's development needs. Our proposal for 500 Logue consists of new residential square footage of 305,055 s.f. (1.8 FAR), or roughly 330 units, and office square footage of 203,370 s.f. (1.2 FAR), for a net new development equaling 455,002 s.f. The proposed project will also incorporate associated uses that are intended to complement the community, such as retail and/or other amenities. In order to benefit the community as a whole, fifteen (15) percent of the residential units will be designated as affordable, contributing to a diverse and equitable community.

We are also including a number of public benefit projects (outlined in the Appendix) that are intended to support the City of Mountain View's larger community goals. Google is committed to highly sustainable office and residential buildings that achieve LEED Platinum certification, or better.

With this submittal, we request the allocation of staff time to begin the entitlement process and implementation of the project outlined above. We are excited to embark on this project and look forward to working with City staff and the City Council to help make it a reality.

1600 Amphitheatre Parkway
Mountain View, California 94043
www.google.com



Gatekeeper Request Site

Existing Conditions

The 500 Logue site currently contains three single-story office structures surrounded primarily by surface parking lots. Most entrances are oriented toward internal courtyards and highly-reflective glazing faces the street and surrounding parking lots.

Site landscaping consists primarily of landscape buffers between the sidewalk and building facades along Logue Avenue. Existing landscaping on the site predominantly consists of water intensive lawns, non-native trees, and other plant materials that have little to no connection to local ecology. Sidewalks exist along most of the adjacent streets without a landscape buffer to provide a protective barrier between travel lanes and the pedestrian zone.

Site connectivity is hindered by several elements. The light rail tracks bisect the East Whisman Change Area, creating a hard edge to the site and preventing east/west connectivity. The east side of the light rail line is further disconnected from the station by its lack of a continuous north/south pedestrian and bike route with direct access to the station. The Hetch Hetchy

Existing Site

easement produces a similar barrier to connectivity between the northern and southern areas of the East Whisman Change Area, but also offers a significant opportunity for future east/west connectivity through the district. Additionally, Logue Avenue ends in a cul-de-sac directly adjacent to the site. These elements combine to hinder connections nearby as well as those throughout the East Whisman Change Area.

1600 Amphitheatre Parkway
Mountain View, California 94043
www.google.com

Project Goals

Google's overarching vision for East Whisman is to transform the current suburban office park into a vibrant, beautiful, and well-functioning mixed-use community. This project aspires to pilot transit-oriented, mixed-use development. It is Google's hope that 500 Logue is the first step towards achieving this vision for East Whisman as articulated in the Goals and Policies of the General Plan. As Google continues to grow, we aspire to create a place that is more sustainable and resilient than what currently exists.

The public realm should be accommodating and enjoyable. This includes comfortable and safe sidewalks, pathways, and open spaces designed and appointed to facilitate a vibrant public life and access to biophilic experiences. 500 Logue will prioritize the public realm through the provision of high-quality public spaces and features.

A well-functioning community is one that is well connected, both locally and regionally. We want to enhance connectivity by building upon East Whisman's existing infrastructure and complement it with additional supporting infrastructure that will ease user accessibility and mobility.

Mobility & Access

VTA
VTA is working to provide the best possible light rail service to area residents, employees, and visitors. In an effort to raise revenue, VTA desires higher density, mixed-use development near its stations. Google is proposing development that is transit-supportive, by increasing the intensity of existing uses and adding a moderate intensity of residential uses that are accessible to VTA light rail. Additionally, our focus on improving group travel opportunities includes our effort to contribute to the effectiveness of the VTA Mountain View to Winchester light rail line by making it easier for employees and residents to utilize VTA. Google is proposing to bundle transit passes for all employees and residents. We will also continue to support VTA's efforts to increase rail and bus frequency to East Whisman.

Transit-Oriented Development (TOD)
The proposed development will be designed as a transit-oriented concept. Thus, buildings and entrance orientations, pathways and movements through the site, and many small details will add up to encourage and facilitate the use of the VTA Middlefield light rail station, which is approximately a five-minute walk away.

Parking
While we envision a multimodal development that will ultimately balance commute mode share and greatly increase active travel opportunities, we also understand that it will take some time to transition. Parking will be distributed in a manner that is progressive and encourages active and group travel options. We propose the following parking ratios:

Proposed Parking Ratios	
Office	**2.0 stalls per 1,000 SF**
Residential	**0.5 stalls per 1 unit**
Car Share	**1.0 stalls per 20 residential units**
Retail / Amenities	**1.0 stalls per 1,000 SF**

Google is committed to implementing parking policies that are consistent with the City of Mountain View's desire for unbundled and shared-parking where possible. Proximity to light rail along with comfortable and safe pedestrian and bicycle access throughout the campus and district are just a couple of options meant to discourage auto use and encourage an active populace.

1600 Amphitheatre Parkway
Mountain View, California 94043
www.google.com

Existing accessibility to VTA Middlefield Station

Process

Google has prepared this Gatekeeper request with the intention of working with Staff to prepare a development concept that proposes form and densities that are consistent with the City's intended aim to create mixed-use, residential neighborhoods.

We look forward to working with staff to create a more sustainable and resilient East Whisman.

Sincerely,

Mark Golan
Vice President
Real Estate and Workplace Services, Northern California
Google

attachments: Project Information

1600 Amphitheatre Parkway
Mountain View, California 94043
www.google.com

Project Information

1600 Amphitheatre Parkway
Mountain View, California 94043
www.google.com

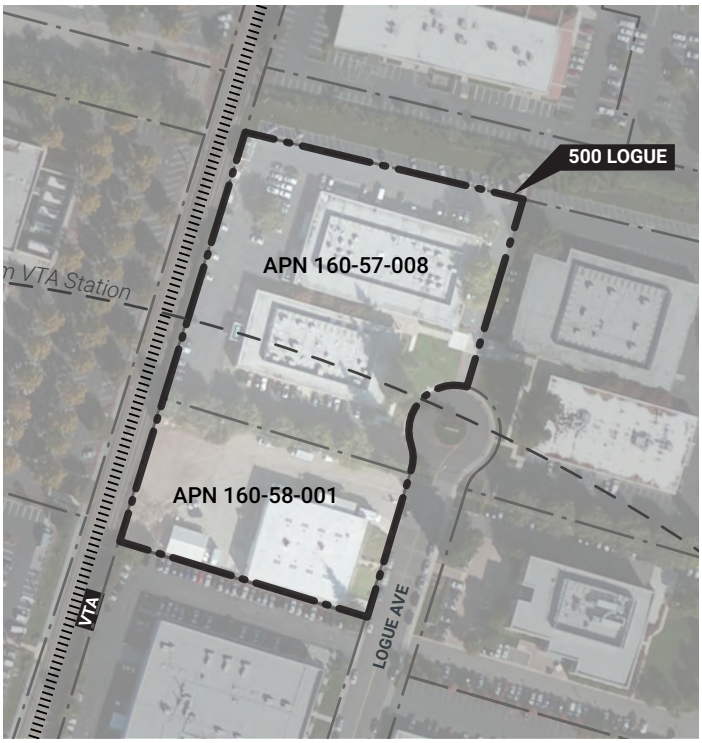
Gatekeeper Site

Overview

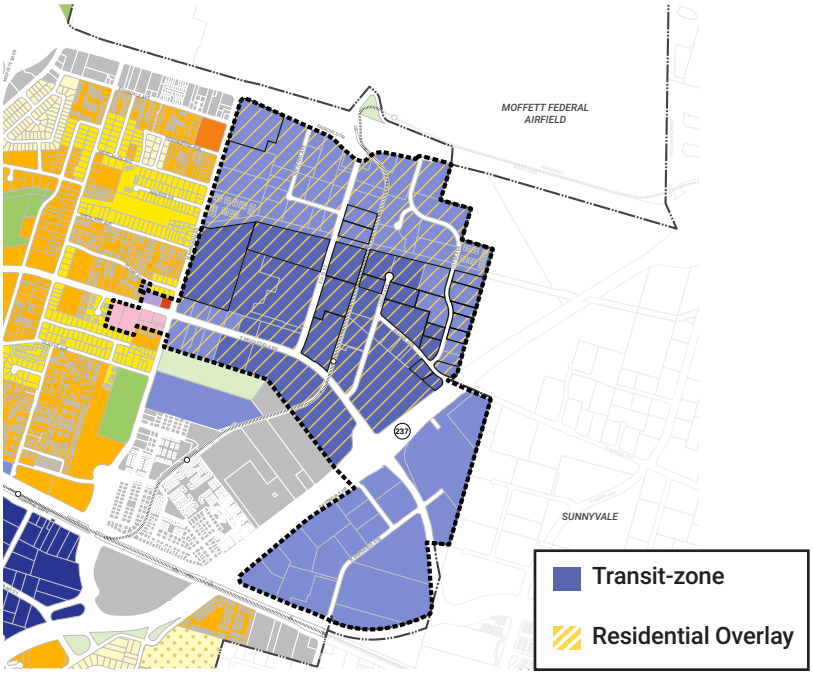
500 Logue is a 169,475 s.f., 3.89-acre, parcel located south of the Hetch Hetchy Trail between Logue Avenue and the VTA railroad. The site is comprised of 440 Logue [APN 160-58-001] and a portion of 500 Logue [APN 160-57-008]. It is currently an isolated site in that it is located at the end of Logue Avenue and abuts an inactive segment of the Hetch Hetchy trail. Logue Avenue ends in a cul-de-sac directly adjacent to the site. 500 Logue is on the periphery of a quarter-mile radius of the VTA Middlefield light rail station.

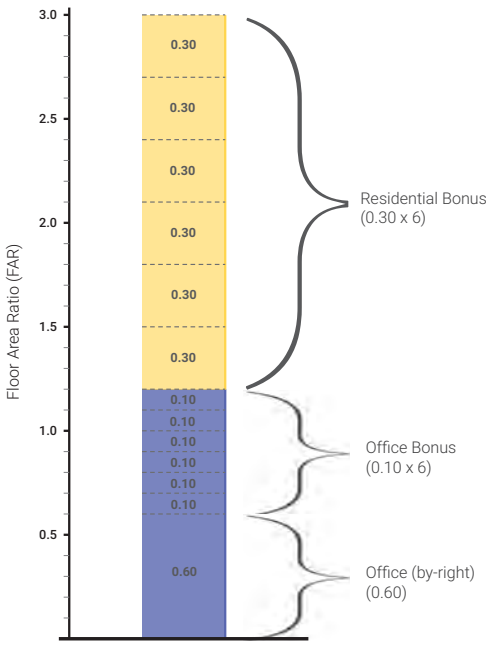
Project Specifics

The project concept is based upon a proposed TOD-based FAR framework. We are proposing a base by-right FAR of 0.60 for office uses. This value is near the existing FAR values within the existing transit zones and is comparable to recently approved and constructed office projects in the Change Area.



500 Logue - Project Site





Proposed Change Area zoning and maximum floor-area-ratio (FAR) concept

1600 Amphitheatre Parkway
Mountain View, California 94043
www.google.com

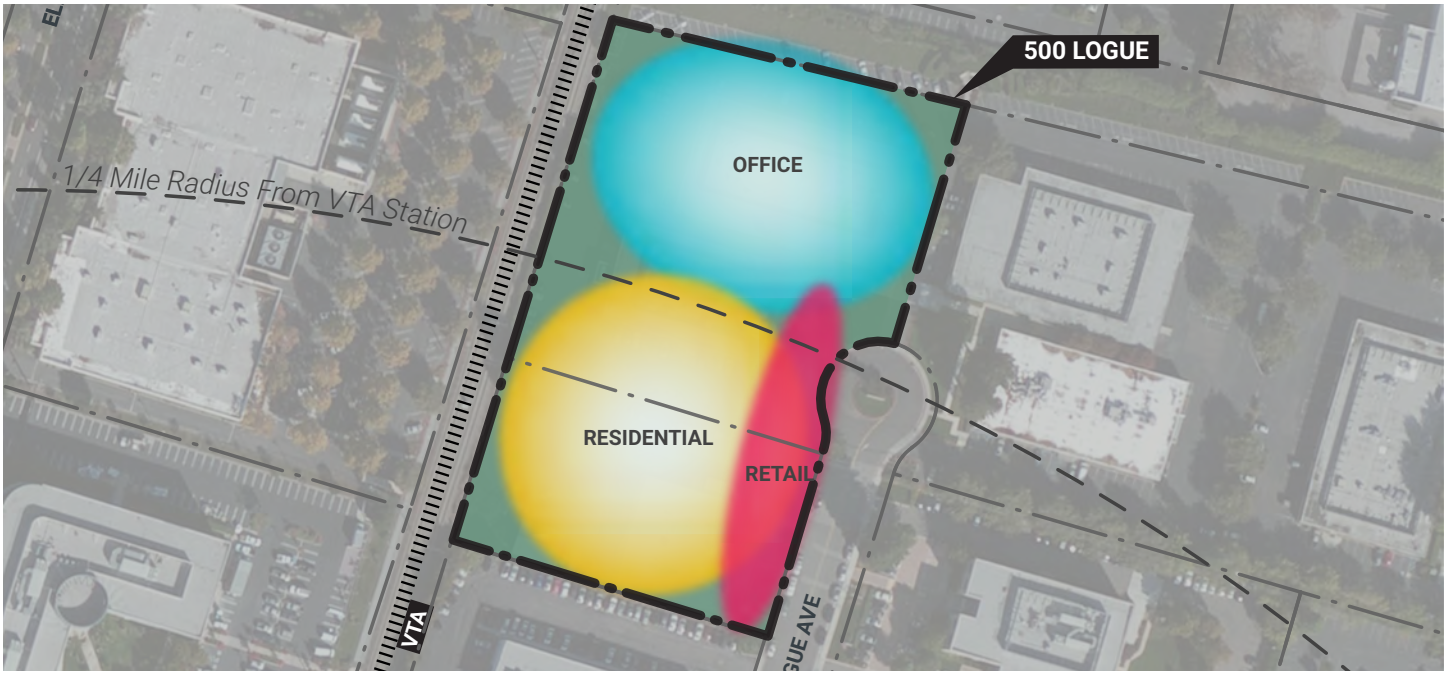
500 Logue - Project Information	
Parcels	160-58-001 160-57-008
Lot Area [ac]	3.89
Lot Area [sf]	169,475
Office [sf]	203,370
Residential [sf]	305,055
FAR (total)	3.00
Parking [sf]	198,027

In order to incentivize residential, Google is proposing a bonus program that allows 0.10 of additional office FAR for every 0.3 FAR of residential development provided. Within the transit zone, this allows for an additional bonus FAR of 0.60 and 1.80 for residential. Maximum allowable FAR would be 1.20 for office 1.80 for residential for a total of 3.0 FAR within the TOD zone.

The 500 Logue proposal envisions residential development nearer to the Middlefield light rail station and office uses near the Hetch Hetchy Trail. Retail uses will be accessible from Logue Avenue and central open space. Buildings will be articulated around well-designed and appointed public space.

We are proposing to include significant open space and connections through the site. Pedestrian and bicycle connections are critical to the overall success of the area. We see this site as a key to creating a link between the east and west sides of the VTA light rail line. Thus, we are proposing to extend a pedestrian and bicycle path, or Green Connector, across the rail tracks. We are also proposing to extend Logue to the Hetch Hetchy trail in a way that maintains a connection through the site and generates human-scale development sites.

The architectural and landscape character for this project is still in development. It is being designed as a part of a larger, cohesive “family” of architecture being proposed by Google. The buildings projects will pursue a minimum of LEED Platinum certification. We look forward to working with CIty Staff as our design continues to evolve.



Proposed Site Program Diagram

1600 Amphitheatre Parkway
Mountain View, California 94043
www.google.com

Community Benefit Projects

500 Logue includes a list of potential, associated projects that Google believes will have significant community benefit. The projects fall under three categories: community, mobility, and open space.

Community

Community benefits involve those projects that are intended to generate a vibrant, equitable, and dynamic area.

Mobility

Mobility-related community benefits include those projects intended to enhance both active travel in the area and optimize existing infrastructure by promoting group travel & transit.

Open Space

Open space benefits include projects intended to enhance existing publicly accessible open space and create new open spaces for area users to enjoy.

Projects

Residential uses (15% affordable housing)
Community

Fiscal impact analysis
Community

Signal improvements at VTA station and Middlefield Road
Mobility

Public retail
Community

Bike/pedestrian connections to light rail station
Mobility

Light rail crossing at Green Connector
Mobility

City-wide public park fees
Open Space

Publicly-accessible park space in the heart of Middelfield Station
Open Space

Church & Latham ped/bike improvements
Mobility

Hetch Hetchy study
Mobility

Steven's Creek Trail expansion
Mobility

1600 Amphitheatre Parkway
Mountain View, California 94043
www.google.com

TDM Plan Summary

Google has a history of helping employees to reduce their single-occupancy vehicle trips by moving to other forms of commuting. From the start, Google has invested in transportation options, including transit, shuttle bus, vanpool, pedal assist electric-bike (e-bike), and self-powered commuting (bicycle, walking, etc).

As a company, we focus on the long-term, and our approach to reducing automobile trips is no different. Reducing our impact on the community where we live and work means prioritizing walking and cycling, and minimizing the space set aside for vehicles, including both parking and roads. We aim to continuously improve upon our achievements.

Maintaining or reducing the number of single occupant vehicle trips into, out of and within the campus is about providing realistic transportation alternatives that can meet the various travel needs of our employee population. Our TDM approach is designed with the understanding that the choice to drive or take an alternative form of transportation goes well beyond simply the commute to and from work. The need to travel to a business meeting off-campus, the need to grab lunch across town, or the potential need to rush home to tend to a sick child all factor into transportation choice.

TDM Program Components for 500 Logue

- Establish trip reduction goals relative to ITE trip generation rates.
- Demonstrate capacity to meet trip reduction goals through TDM measures.

Baseline TDM Programs
TDM coordinator
Priority parking for carpool, vanpool, clean-fuel & electric vehicles
Exceed City requirements for bicycle parking
Secure, sheltered bike parking with showering/ changing facilities
Guaranteed Ride Home program
Matching rideshare services (Pogo (RideAmigos) for recurring commutes and Waze Rider for flexible carpooling)
Marketing/information for alternative commute options

1600 Amphitheatre Parkway
Mountain View, California 94043
www.google.com

Optional TDM Programs
Employer Commuter shuttle service
Flexible work schedule program
Parking management program
Subsidized or free vanpools or carpools
Subsidized or free transit passes (bundled in rent for residential)
Zipcar or other car-sharing services
Parking unbundled from rent for residential
On-site bike repair facilities
Bike sharing (either G-Bikes or sponsoring GoBike station)
Financial incentives for bikes
Bike buddy program (Ride Amigos)
E-Bike on-ramp program, with subsidized bikes at off-ramp
Car sharing (e-fleet & residential carshare)
On-site amenities, services & retail
Fund VTA service frequency study
Community benefit investments in bicycle & pedestrian network

Implementation Mechanism, Monitoring, and Evaluation
TDM programs shall be active by 75% occupancy & contact information for TDM coordinator provided to City
Responsibility for monitoring & evaluating programs
Work with the CIty of Mountain View to measure trip-reduction
Agreement for submittal of annual status reports by TDM coordinator