

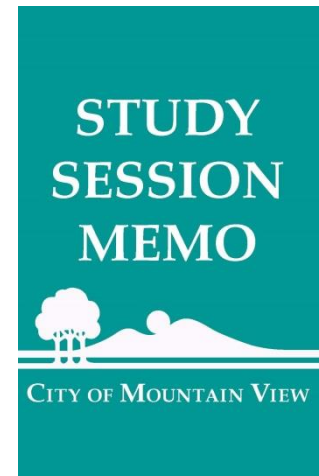
**DATE:** May 2, 2017

**TO:** Honorable Mayor and City Council

**FROM:** Lindsay Hagan, Senior Planner  
Terry Blount, Assistant Community  
Development Director/Planning Manager  
Randal Tsuda, Community Development  
Director

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

**TITLE:** **LinkedIn Campus Redevelopment – 700 and  
800 East Middlefield Road and 1100 West  
Maude Avenue**



## PURPOSE

For City Council to provide input on a proposed office development at 700 and 800 East Middlefield Road, and 1100 West Maude Avenue.

## 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 1- and 2-story office buildings.

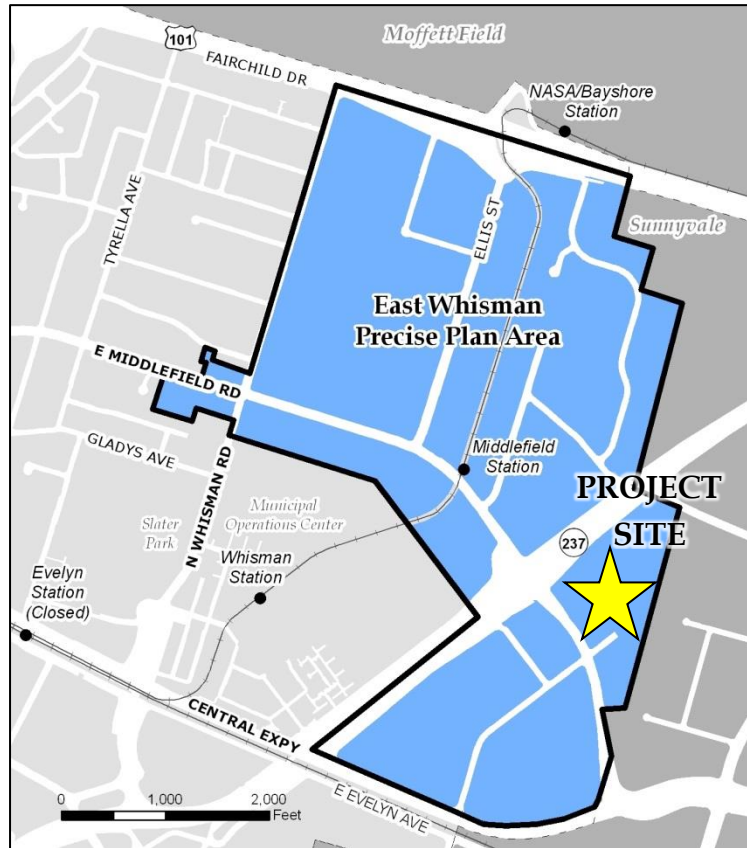
Site access is available from three public streets, including three driveways along East Middlefield Road and the terminus of North Bernardo Avenue (the main site entrance), one driveway on the State Route 237 (SR-237) Frontage Road, and two driveways on West Maude Avenue.



**Project Site Location**

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 site, in Mountain View, are office uses. The eastern project boundary is shared with 2- and 3-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. The 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 plan areas 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 1/4-mile of the Valley Transportation Authority's (VTA) Middlefield Light Rail Station (see Attachment 1 – City Council Report Dated June 19, 2012).

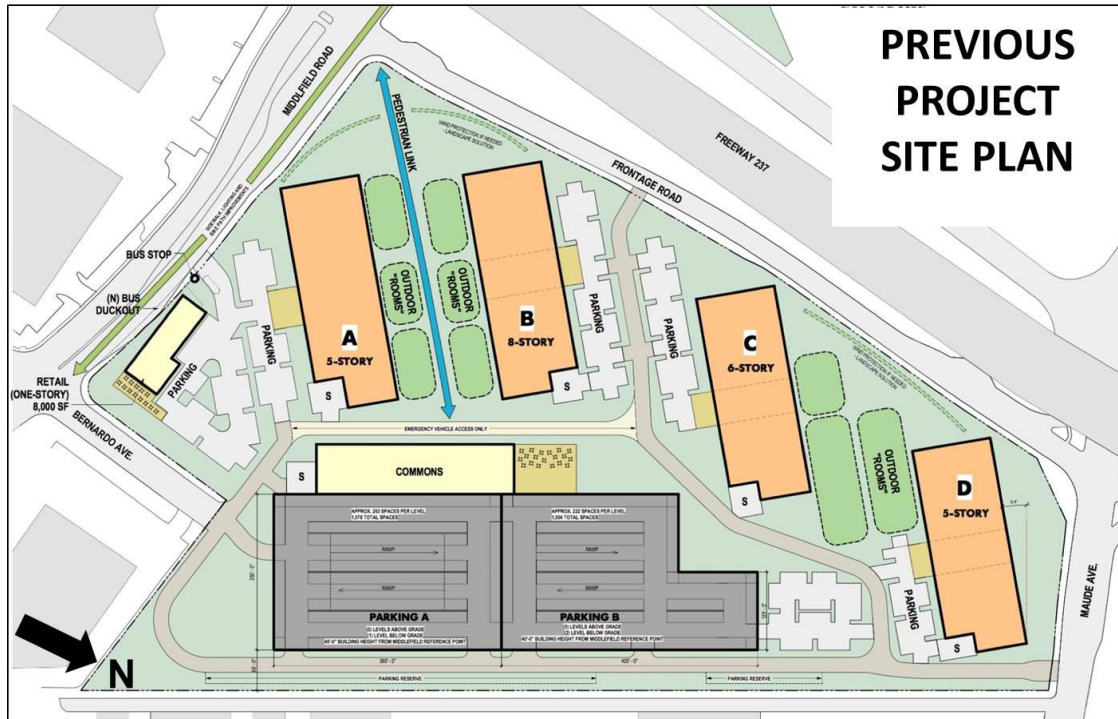
Multiple Council Study Sessions (February 12 and 26, March 28, and May 28, 2013) were held to discuss various aspects of the proposed project design, as well as Council expectations for projects requesting up to 1.0 FAR in East Whisman. The Council Study

Sessions on February 12, 26, and May 28 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 Attachment 2 – City Council Report Dated May 28, 2013.

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 in review at the time: 625 Clyde Avenue (TMG Partners – Samsung) and 700 East Middlefield Road (RREEF) (see Attachment 3 – City Council Report Dated March 28, 2013). As part of this discussion, 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 has since been folded into the office allocation to be studied in the East Whisman Precise Plan EIR.)

The RREEF project design presented to Council in May 2013 included (see site plan on following page):

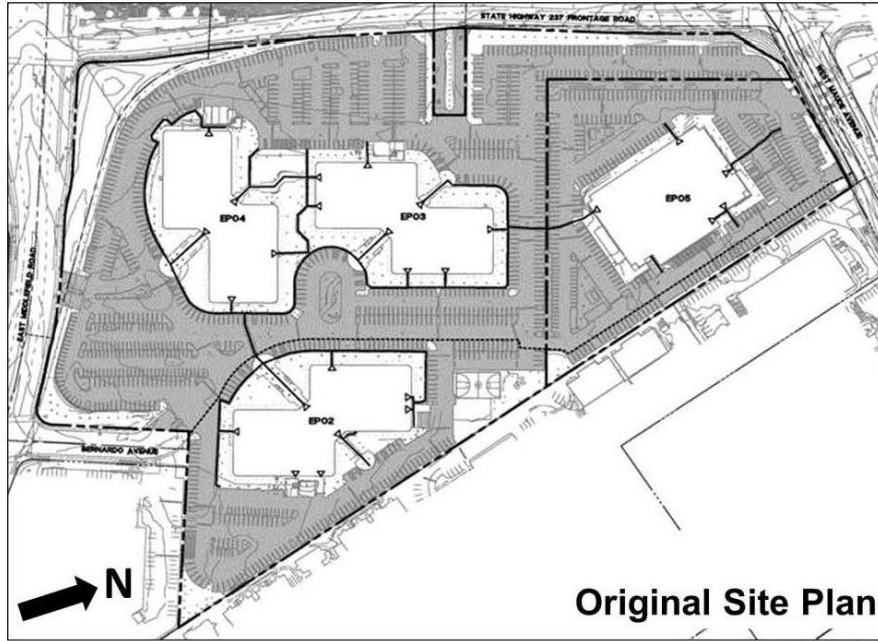
- Two 5-story office buildings (Buildings A and D);
- One 6-story office building (Building C);
- One 8-story office building (Building B);
- One 6-level parking structure with one level below grade (Parking A) and one 7-level parking structure with two levels below grade (Parking B) and an attached 2-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.



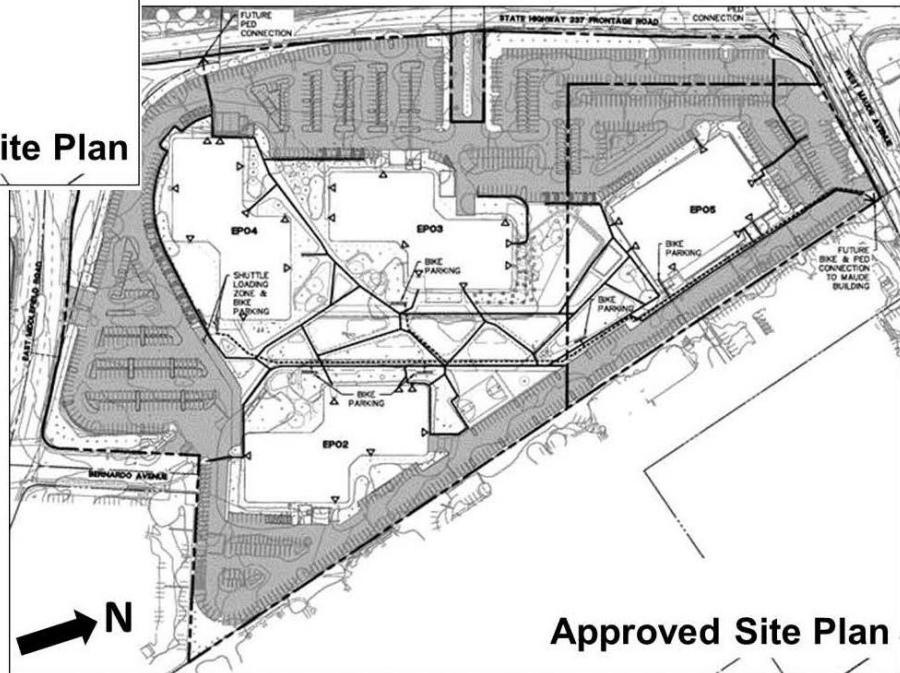
From these Study Sessions, Council’s primary feedback included concerns with the scale of the RREEF project and direction to reduce the project size (e.g., square footage and building heights). Following the Study Sessions, Google Inc. (Google) purchased the properties from RREEF, in addition to the adjacent property at 800 East Middlefield Road, with plans to renovate the sites for occupancy.

### 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 parking spaces and 44 Heritage trees to create a landscaped courtyard with a basketball court and complete facade modifications to three existing office buildings. Building permits were issued and construction began in Mid-2016.



Original Site Plan



Approved Site Plan

**Google Tenant Improvements**  
700 E. Middlefield Rd &  
1100 W. Maude Ave

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

- *LinkedIn* obtained 700 and 800 East Middlefield Road, and 1100 West Maude Avenue (the project site), as well as multiple buildings along Maude Avenue in Sunnyvale within a 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).

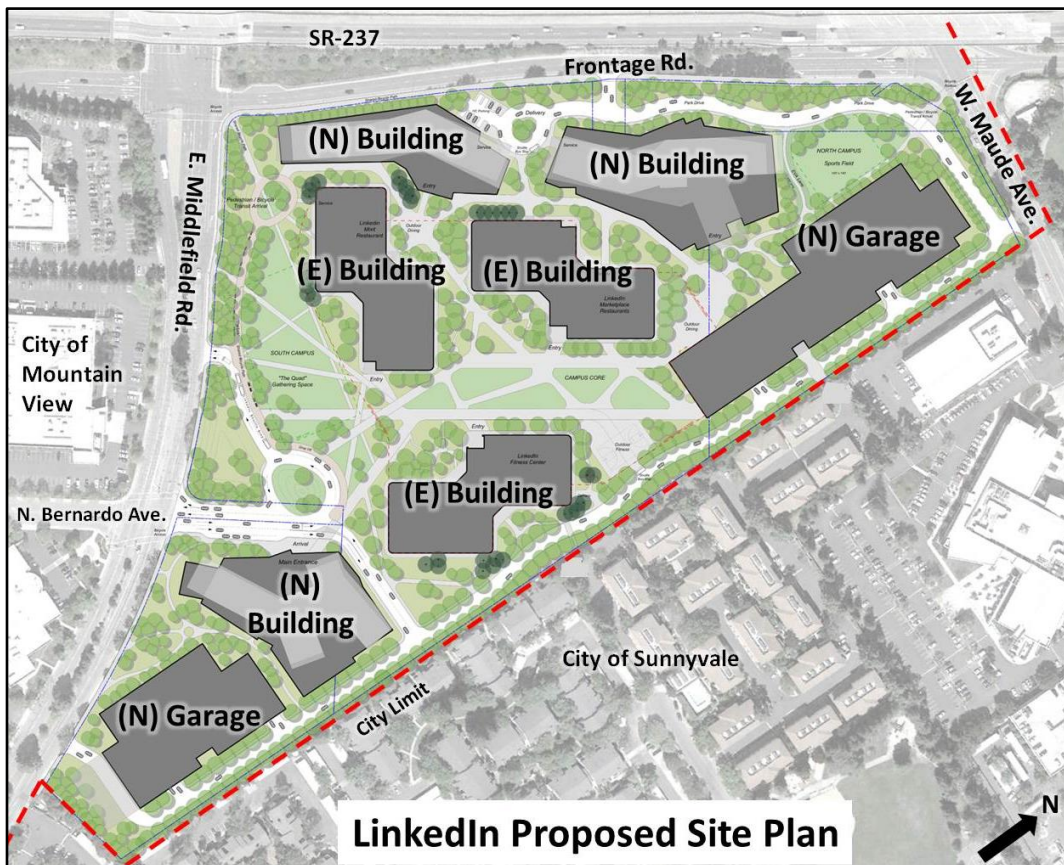
When LinkedIn obtained ownership of the project site from Google, construction of the improvements had already begun; thus, LinkedIn is completing the improvements with plans to occupy the three existing 2-story office buildings by summer 2017, along with the existing buildings at 800 East Middlefield Road and 1100 West Maude Avenue, if needed.

### **Project Description**

LinkedIn, the project applicant, is proposing to construct a multi-building office campus to establish a new headquarters at the project site – moving from the City of Sunnyvale back into Mountain View. 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 requesting to proceed in the development review process prior to the completion of the East Whisman Precise Plan. The proposed project includes (see site plan on following page and Attachment 4 – Informal Project Plans):

- retaining three existing 2-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 6-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 2-level pedestrian bridges connecting two new buildings (Buildings 2 and 3) to two existing buildings (EP03 and EP04);
- constructing two new 6-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 180 trees, 75 of which are 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).

PROJECT DATA	RREEF PROJECT PROPOSAL	LINKEDIN PROJECT PROPOSAL
<b>Existing</b>		
<b>Total Site Area</b>	24 acres	28.7 acres
<b>Existing Building Sq. Ft.</b>	425,500 sq. ft.	462,100 sq. ft.
<b>Proposed</b>		
<b>Proposed Net New Sq. Ft.</b>	620,000 sq. ft.	612,000 sq. ft.
<b>Proposed Total Sq. Ft.</b>	1.045 million sq. ft.	1.078 million sq. ft.
<b>Proposed Total FAR</b>	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 is a portion of trees with questionable health and structural integrity that may not be suitable for retention based on the City arborist’s initial site walk in March. The applicant is proposing to retain the majority of large redwood trees on-site, in addition to the majority of trees along the shared residential property line.



**Redwood Trees on Maude Avenue**



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 Heritage tree replacements. Since the project proposes to increase open area by 50 percent, there is increased opportunity to plant additional trees.

### Green Building and Sustainable Design

Current 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, including:

- dual-plumbing in the three buildings to be retained with future connection to recycled water when available;
- a reclaimed HVAC condensation system, which irrigates landscaping and provides 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 is proposing 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 and existing office building rooftops;
- 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 stations for 10 percent of the parking spaces on-site; and
- water-efficient landscaping.

### Project Phasing

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 over a four-year period, LinkedIn is considering a Development Agreement with the City, which, if pursued, allows for additional community benefits to be considered. Previous development agreements for new office projects 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.

### Project Constraints

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

- *Airport Influence.* The project site is subject to the height, noise, and development regulations of the ALUC's Moffett Field CLUP. The project site has a maximum height restriction of 182' above mean sea level and is located in the 65 or less CNEL (Community Noise Equivalent Level) noise contour area, where office uses are acceptable. Additionally, the proposed project appears just outside of the turning safety zone for aircraft runway approaches and departures. Because of the site location and proposed rezoning, 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 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 new buildings and parking structures around the three existing buildings (see Sheet A05 in Attachment 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 design challenges as there is no rear 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 nearest existing residential properties.

## **DISCUSSION**

### **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, including improved mobility and neighborhood amenities for residents and workers. The project aligns with the East Whisman Change Area policies described in Attachment 5 – East Whisman Change Area Goals and Policies.

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. No General Plan Amendment is proposed with this project.

#### **East Whisman Precise Plan**

As previously stated, the project site is located within the boundaries of the East Whisman Precise Plan area. 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 6 stories) adjacent to freeways (U.S. 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 staff expectation that the project be consistent with the East Whisman Precise Plan, making project review 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 pay a Precise Plan Impact Fee (which may be related to transportation and utility infrastructure improvements needed in the Precise Plan area).

### **Environmental Planning Commission (EPC) Direction**

On April 19, 2017, the EPC reviewed the proposed project at a Study Session and provided input on the questions and topics in this report (see Attachment 5 – EPC Staff Report Dated April 19, 2017). One member of the public spoke on behalf of Friends of Caltrain, stating the applicant should conduct outreach with the City of Sunnyvale neighbors, as well as the Mountain View and Sunnyvale Bicycle/Pedestrian Advisory Committees (B/PAC). The speaker also noted the project should target greater Transportation Demand Management (TDM) trip reduction targets than 20 percent and mentioned that Measure B funding may potentially apply to the types of pedestrian/bicycle improvements discussed with this project. Input from the EPC is summarized under each question.

## **Project Discussion**

The following project questions are to gain Council input on topics which impact the compliance, design, and review of a higher-intensity office development in East Whisman.

### 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 – for an office development. 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 modified 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.

*CITY COUNCIL QUESTION 1: Does Council support a Gatekeeper request modification to expand the project site to include 800 East Middlefield Road?*

### 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 equivalent to the required fee amount.

LinkedIn's proposed project is anticipated to contribute \$15.5 million in Housing Impact fees. Their interest is to directly contribute to the development of affordable housing in the City through alternative means by encouraging construction of units faster, potentially during their project entitlement review. Examples of alternative compliance could include direct contribution to a proposed project, partnering with an affordable housing developer, or partnering with a nonprofit funding network to provide access to affordable housing funds sooner (all with City oversight).

The City has primarily received impact fees from new development, which are then made available for affordable housing developers for projects authorized by City

Council through the NOFA (Notice of Funding Availability) process. However, in the last two years, the City has seen proposals for alternative compliance, 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 pursuing alternative ways to utilize their Housing Impact Fee to more readily implement affordable housing in the City.

### *EPC Input*

By 7-0 straw vote, Commissioners supported the applicant studying alternative methods for the project to comply with the City’s affordable housing requirements.

*CITY COUNCIL QUESTION 2: Does Council support EPC direction to study alternative compliance options for the project to meet the City’s Affordable Housing Ordinance requirements?*

### Building Heights and Setbacks from Residential Properties

#### *Building Heights*

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 1- and 2-story building heights (currently 25’ to 40’). The proposed building heights and placement align with input from the East Whisman Precise Plan visioning process for higher-intensity office, with up to six stories in height and preferred location adjacent to freeways. The increased heights allow for smaller building/structure footprints and greater open space on site.

### **EPC Input**

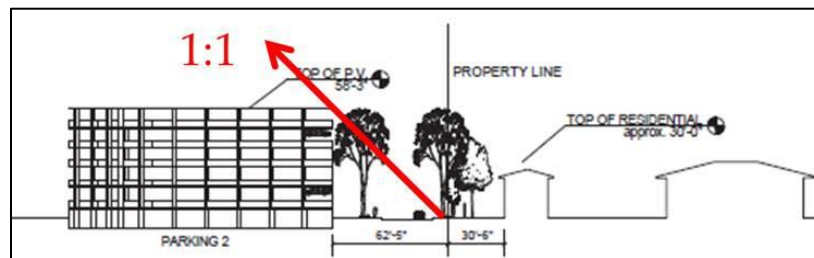
Commissioners unanimously supported the building and parking structure heights proposed in the project.

*CITY COUNCIL QUESTION 3A: Does Council agree with the EPC that 6-story building and 5-level parking structure heights are appropriate for the project?*

### *Building Setbacks*

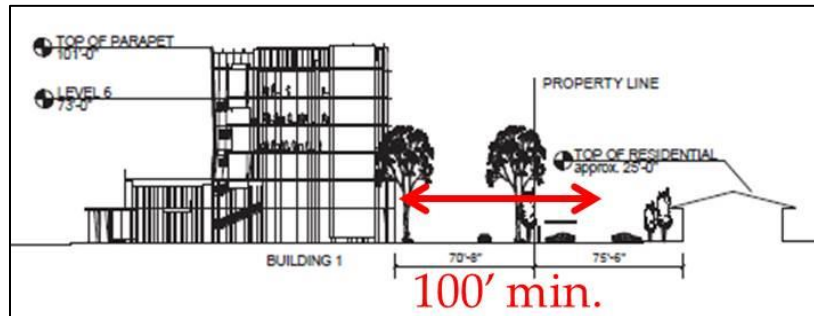
The current office buildings along the eastern portion of the project site are approximately 65' from the shared property line with residential buildings. While one of the office buildings will remain in this location (EP02), the new parking structures are proposed to be set back 57' (Parking 1) and 62' (Parking 2) from the property line and the new office building (Building 1) is proposed to be 80' 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 1' in height increase for every 1' set back 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 as it permits adequate space for landscape and structure screening, with photovoltaic panels given a height exception as they are a sustainable feature of the project. If Council supports this setback for parking structures, minor modifications to the site plan will be required.



**Proposed Parking Garage Setback**

Additionally, the nearest proposed office building (Building 1) to the eastern property line is located approximately 90' 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. 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 site. If supported by Council, modifications to the site plan and/or building will be required; however, this will allow the project to be consistent with the intent of the City of Sunnyvale's setback requirement.



**Proposed Building Setback**

### **EPC Input**

By 7-0 straw vote, Commissioners felt the building and parking structure setbacks seem reasonable for the project, but directed the applicant (and staff) to consult residential neighbors as part of the project outreach process.

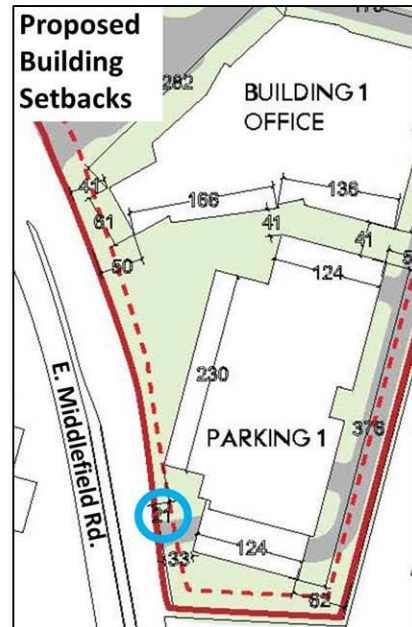
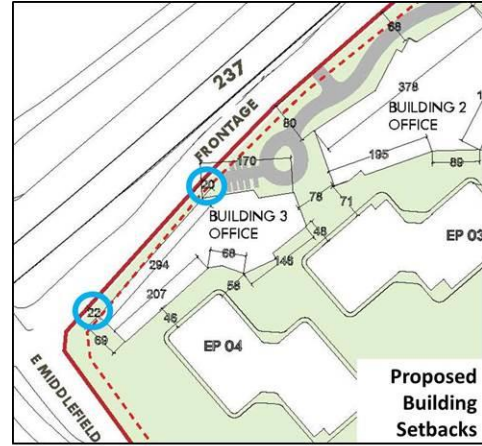
*CITY COUNCIL QUESTION 3B: Does Council support a 1':1' height-to-setback ratio for parking structures along a shared residential property line and a minimum 100' building-to-building setback between office and residential buildings for the project?*

### Building Street Setbacks

The five existing office buildings have setbacks from adjacent public streets that 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 on following page and Sheet A36 of Attachment 4).



As part of the project, City staff 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 these improvements, the building and parking structure may be located 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 or floor plans, and/or pulling Building 3 closer to adjacent buildings (while still meeting building and fire codes). If supported by Council, 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).



### *EPC Input*

Commissioners unanimously supported having the applicant study design alternatives to allow for greater setback relief. However, Commissioners noted that the modifications should not result in reducing the amount of open area on-site.

*CITY COUNCIL QUESTION 4: Does Council agree with EPC direction for the applicant to study 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 a 19 percent reduction (or 683 spaces less) over the City's standard parking ratio of one parking space per 300 square feet of office area (or 3.3 parking 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 City Council can request the applicant to look at greater parking reductions than proposed by the applicant or required in the North Bayshore Precise Plan, if desired.

### *EPC Input*

On a 4-3 straw vote, Commissioners supported the 2.7 parking spaces per 1,000 square feet of office area ratio for the project, with three Commissioners supporting the study of further parking reductions. Staff interprets this straw vote to imply the 2.7/1,000 ratio as a parking maximum for the project, allowing for reduced parking if appropriate.

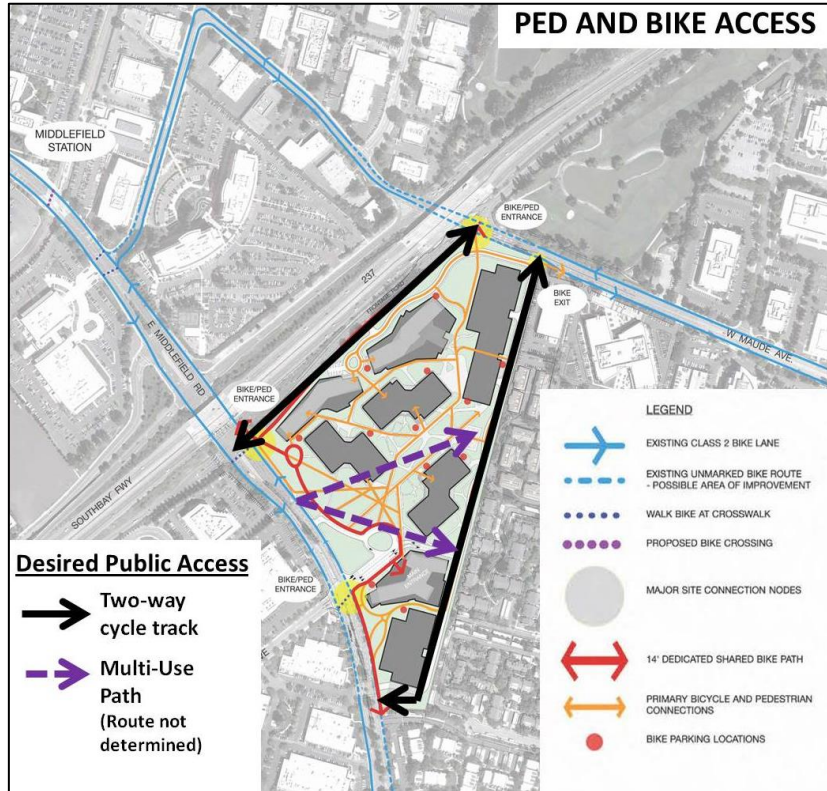
*CITY COUNCIL QUESTION 5: Does Council support 2.7 parking spaces per 1,000 square feet of office area as a maximum parking ratio for this project, or should an alternative parking ratio be considered?*

### Pedestrian and Bicycle Improvements

In line with previous transit-overlay (or ML-T) zoned 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, City staff has identified key pedestrian and bicycle improvements on the project site or frontage, which would improve: (1) access to the site from the VTA light rail; (2) public circulation around the perimeter of the site; and (3) improve connections into Sunnyvale. These improvements include (see graphic on following page):

- *Cycle Tracks (shown in black)* – Provide buffered/separated two-way cycle 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;



- *On-Street Bike Lanes (shown in blue)* – Upgrade on-street bike lanes along the project frontage on

Middlefield Road to a 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 two multi-use public paths for pedestrian and bicyclists through the project site allowing connection from Bernardo Avenue (which may connect with a planned undercrossing in Sunnyvale at Evelyn Avenue/Central Expressway), and from the Middlefield Road/VTA Station to Maude Avenue in Sunnyvale. The exact locations of the paths are not identified at this time.

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

*EPC Input*

Commissioners unanimously supported these on-site pedestrian and bicycle improvements for the project. One Commissioner noted support for the bicycle

improvements along the eastern edge of the project site, even if it means potential loss of landscaping and/or trees.

*CITY COUNCIL QUESTION 6: Does Council agree with EPC's support of the identified on-site pedestrian and bicycle improvements for the project, or are alternative connections (or improvements) desired?*

### Community Benefits

As seen in recently adopted Precise Plans in the City, the project requirement to provide community benefits is for the portion of “Bonus FAR” requested above an established baseline FAR for a given development. This baseline has yet to be established in the East Whisman Precise Plan, but staff anticipates returning to the EPC and City Council in June 2017 to discuss potential zoning and Bonus FAR structures for the Plan.

In addition to a community benefit package required for the “Bonus FAR” of the project, if LinkedIn pursues a Development Agreement, then additional community-oriented improvements would be required above and beyond the Bonus FAR requirement.

Staff presented three community benefit ideas for the project to EPC, based on input and direction from the East Whisman Precise Plan visioning process, including:

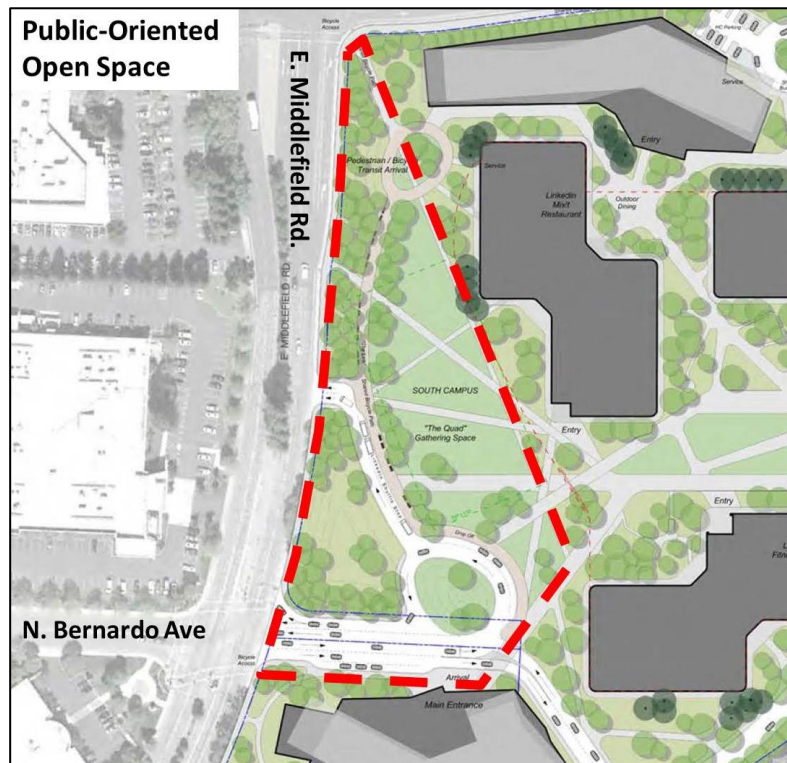
1. ***Maude Avenue SR-237 Underpass***—Fund the study, design, and construction of major pedestrian and bicycle improvements along Maude Avenue to improve access, safety, and visibility across the multi-road intersections of Maude Avenue, the SR-237 ramps, and the SR-237 Frontage Roads (northbound and 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 transit access to and from 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 furnishings/finishes (e.g., lighting, pavement, etc.), and signal modifications. This work will require review and approval by the Department of Transportation (Caltrans)/VTA and may require the City to take over ongoing maintenance and operations of these signalized intersections.
2. ***Bernardo Avenue Crossing***—Fund the study, design, and/or construction of pedestrian and bicycle crossing improvements across Central Expressway and on North Bernardo Avenue, 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 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 lanes along North Bernardo Avenue in Mountain View (e.g., striping and signal modifications) to the main project site entrance. The scale or cost of these improvements is not known at this time as the Sunnyvale Bernardo undercrossing design has not been completed (more information is anticipated to be available in the next six months). The scope of this improvement is intended to be in addition to (or an extension of) the work being conducted by the City of Sunnyvale. These improvements will require approval from Santa Clara County Roads and Airports Department, who manages Central Expressway, as well as coordination with the City of Sunnyvale.

3. **Open Space**—The project includes a large (4- to 5-acre) open area along Middlefield Road, where the existing office buildings are set back 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 major 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 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 a public transit shuttle



stop in the south plan area 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 intent for the space is not as a public park, but rather a private space that can be utilized for public functions. The details of how this private-public space and partnership would operate, the legal framework, and design is not known at this time, but will be developed as part of the review of the project.

With these community benefit ideas, staff's intent is for the LinkedIn project to provide a community benefit package that is consistent with the East Whisman Precise Plan vision and comparable to the community benefits received in other Precise Plan areas.

#### *EPC Input*

Commissioners were asked to prioritize the community benefit ideas to aide staff in determining the preferred improvements. While complete consensus was not reached, the majority of Commissioners prioritized mobility improvements first and open area second, relaying community benefits should implement the vision of the Precise Plan. An additional idea raised by the Commission was to add improvements to the Middlefield Road SR-237 Underpass to allow greater pedestrian and bicycle safety. The prioritization with the most Commission support (3 out of 7) ranked the improvements: (1) Maude Avenue SR-237 Underpass; (2) Middlefield Road SR-237 Underpass; (3) Bernardo Crossing; and (4) Open Area.

#### *LinkedIn's Proposal*

To date, a specific community benefit standard for the East Whisman area has not been developed. Should the community benefit standards of the El Camino Real and San Antonio Precise Plan areas be used, a community benefit package of approximately \$9 million in value would be required for this project. LinkedIn proposes a benefit package in accordance with this value, which includes the following:

- Fund, design, and construct the Maude Avenue SR-237 Underpass improvements as described in this report;
- Fund a feasibility/design study of the Bernardo Avenue crossing;

- Design and implement the open area and public access agreements for the on-site bicycle and pedestrian facilities, a public transit stop (e.g., TMA, VTA, Community Shuttle), and the open area along Middlefield Road as identified in this report;
- Provide funding for the Mountain View Public Library as proposed in LinkedIn’s Shoreline Commons North Bayshore project, which can go toward capital improvement projects if other money sources are authorized by Council to fund the Library; and
- If supported by Council per Question 2 in this report, LinkedIn will explore ways to contribute the City’s Housing Impact Fee in advance of building permits (potentially during planning entitlements) for one or more affordable housing projects in the City (with oversight and approval by the City). While the Housing Impact Fee contribution is a City requirement, payment of the fee in advance of building permit issuance would be a community benefit.

If Council supports the applicant’s community benefit package, City staff will move forward with these improvements/benefits in coordination with the project review. Not all of the improvements will be fully designed as part of project entitlement due to staffing limitations, but improvement timelines can be delineated through the entitlement process and project conditions. If Council does not support this community benefit package or desires other improvements, Council should identify the alternative projects that can be substituted for one or more benefits included in this package at the Study Session. Alternatively, Council could request a project-specific community benefit analysis to be prepared. This analysis may result in more or less benefits than proposed by the applicant, depending on the report results. Additionally, due to the timing of completing the analysis, the applicant may propose to pay a fee instead of completing built improvements, since the pedestrian-bicycle improvements proposed (e.g., Maude Avenue SR-237 Underpass) requires environmental review which, if not incorporated into the Project Environmental Impact Report (EIR), would need to be completed separately by the City at a future date.

*CITY COUNCIL QUESTION 7: Does Council: (a) support the community benefit package proposed by the applicant; (b) want alternative projects to be substituted for one or more benefits in the package; or (c) want a project-specific community benefit analysis to be prepared for the project?*

## **RECOMMENDATION**

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

1. Does Council support a Gatekeeper request modification to expand the project site to include 800 East Middlefield Road?
2. Does Council support EPC direction to study alternative compliance options for the project to meet the City's Affordable Housing Ordinance requirements?
- 3A. Does Council agree with the EPC that 6-story building and 5-level parking structure heights are appropriate for the project?
- 3B. Does Council support 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 for the project?
4. Does Council agree with EPC direction for the applicant to study alternative designs for Building 3 and Parking 1 to increase setbacks from the public streets?
5. Does Council support 2.7 parking spaces per 1,000 square feet of office area as a parking maximum for this project, or should an alternative parking ratio be considered?
6. Does Council agree with EPC's support of the identified on-site pedestrian and bicycle improvements for the project, or are alternative connections (or improvements) desired?
7. Does Council: (a) support the community benefit package proposed by the applicant; (b) want alternative projects to be substituted for one or more benefits in the package; or (c) want a project-specific community benefit analysis to be prepared for the project?

## **NEXT STEPS**

Following feedback from City Council at this Study Session, the project will begin the development and environmental review process, which will include design review and neighborhood outreach. An Environmental Impact Report (EIR) is anticipated to be prepared for the project.



## **PUBLIC NOTICING**

The Council'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 e-mail notification list for future meetings at the City's project webpage:

[www.mountainview.gov/linkedincampus](http://www.mountainview.gov/linkedincampus).

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- Attachments:
1. City Council Report Dated June 19, 2012
  2. City Council Report Dated May 28, 2013
  3. City Council Report Dated March 28, 2013
  4. Informal Project Plans
  5. [EPC Staff Report Dated April 19, 2017](#)
  6. East Whisman Change Area Goals and Policies