

April 8, 2015

Randy Tsuda  
Community Development Director  
City of Mountain View  
500 Castro Street  
Mountain View, CA 94039

Re: Alternative Proposal for North Bayshore Precise Plan Bonus FAR  
Pear Technology Park

Dear Mr. Tsuda,

As we discussed recently, The Sobrato Organization has been closely following the overwhelming response to the Bonus FAR competition submittal along with the parallel Council discussion of exploring possibly adding multifamily residential in the North Bayshore Precise Plan area. In response we have been giving serious consideration to our proposal for bonus FAR submitted February 27<sup>th</sup>.

The Sobrato Organization is unique among the respondents in that we are highly experienced in the development of both High Tech office and R&D projects as well as high density multifamily residential. With Mountain View's North Bayshore Precise Plan discussions around how to allocate the 2.5 million square feet of office combined with the residential discussions, we believe we have an interesting alternative Bonus FAR request that provides an excellent opportunity for both the City and The Sobrato Organization to work together to achieve our mutual goals of developing mixed use in the North Bayshore Precise Plan Area.

We recently completed a five story Class A office building at the corner of Pear Avenue and Inigo Way which was approved at a conforming 35% FAR under the prior zoning. This building was parked with all surface parking in anticipation of its ultimate build-out. Our intention has been to develop this as a Class A office campus with two additional buildings and a parking structure at an approximate 100% FAR once the Precise Plan was adopted. We subsequently acquired additional lands on the north side of Pear through to Space Park and designed detailed plans to combine the two sites for the development of a single campus office project consisting of 5 office buildings. This included the one just completed, along with two parking structures to house all of the parking at the lower 2.7 rate approved in the Precise Plan and is reflected in our February 27<sup>th</sup> Bonus FAR submittal. We refer to the original parcel that the first building is located on as the South Parcel and the more recently acquired parcels as the North Parcels.

We would like to submit an additional development option to our original submittal of February 27<sup>th</sup> for the City Council and staff's consideration. Rather than requesting allocations of 47,801 square feet for our base FAR and an additional 363,266 square feet from the Bonus FAR pool for a total project of 703,148 square feet on the North and South



parcels, we would request support to complete our South parcel campus where the first building stands by adding two additional buildings for a total of 450,000 square feet of office with one parking structure consolidating all of the parking. This would reduce our request for Bonus FAR down to an approximate 176,100 total square feet. Additionally, we would propose that we hold the North parcel in reserve for high-density residential development while the City studies the appropriate location, densities, necessary environmental review and design criteria. We would further propose that we be granted a Gatekeeper request to allow us to begin working with staff on developing the appropriate design, amenity and community benefits to accompany the future residential project. Enclosed is a circulation site plan that shows the general concept of the two uses and how they might be arranged on the combined North and South parcels.

An additional interesting note to share is that we have been exploring how this mixed-use development on our combined project site in the North Bayshore might compare to the North Bayshore Precise Plan goals of managing am/pm trips and the reduction of SOVs. In working with our traffic consults at Hexagon Transportation we compared an all office project on both our North and South parcels of 703,148 square feet and the associated trips with a mixed use project on the same combined site of 456,000 square feet of office and 380 multifamily residential units. Before any credits for project related trip reduction measures the all office project would create 1,394 trips while the mixed-use project would only generate 904 trips. This traffic study suggests that the full build out of the mixed-use project on the same site would generate 35% less trips than the 100% office project. Another possible way to look at this is by developing our site as a mixed use project, the allocation of office trips out of the pool is reduced allowing for an additional 246,000 square feet of office development trips that are freed up to be allocated to other applicants. Finally, when Hexagon took into account reductions from onsite residential and the benefits of our Office project's TDM measures on the surrounding businesses, the actual trip generation would be less than the trips generated by our site's existing structures.

The Sobrato Organization has strived to be thoughtful and appreciative of the City's competing challenges for how to best develop within the North Bayshore Precise Plan Area. We strongly believe that this alternative proposal has the potential to be an eloquent approach to developing a portion of the northeastern area of the Plan while maximizing the benefits of the trip allocation. Recognizing our description above is somewhat brief, our hope is that the proposed alternative for the granting of trips from the Bonus FAR pool is in fact interesting to the Council and staff and look forward to the opportunity to discuss the concept in more detail.

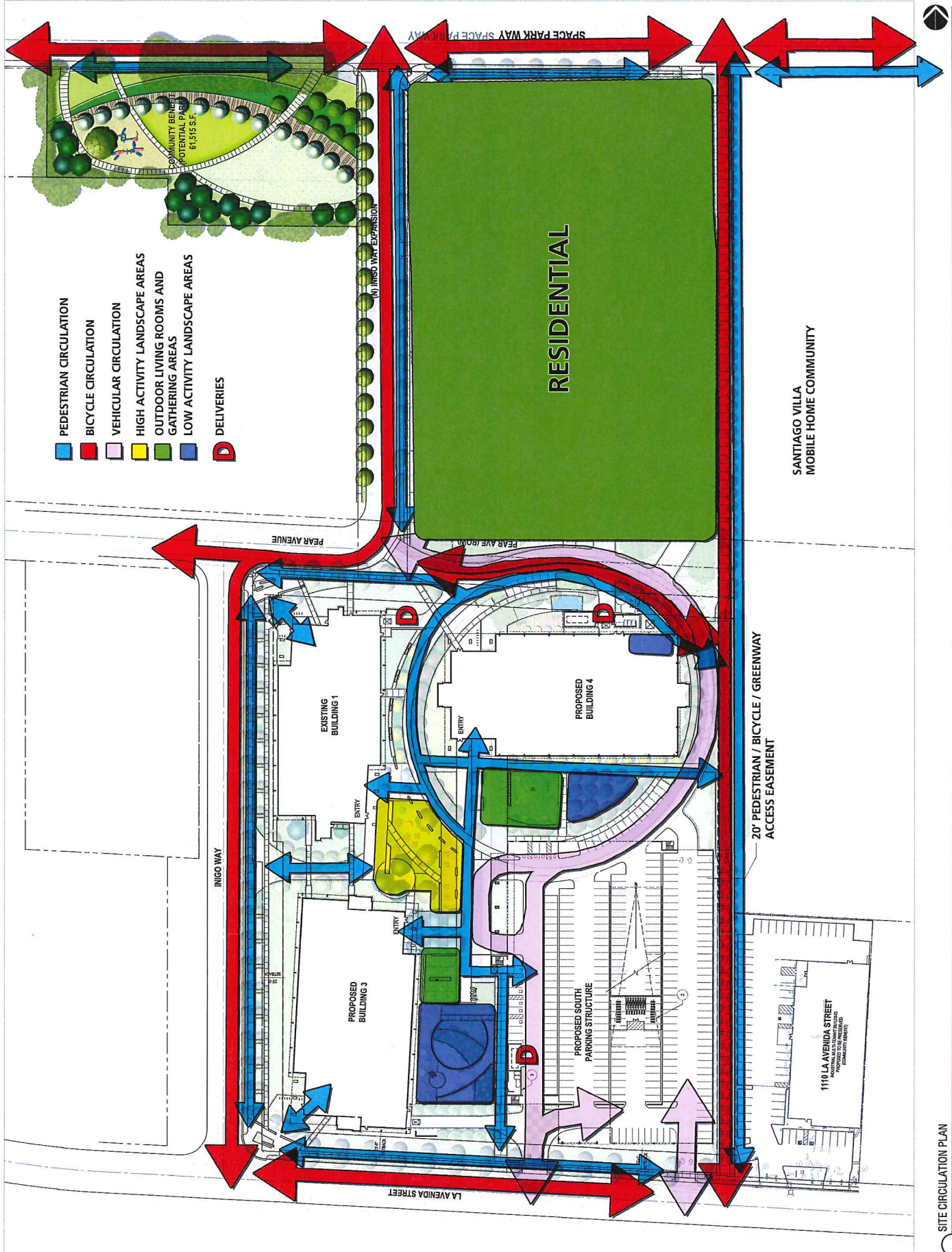
Sincerely,



Tim Steele  
Sr VP Real Estate Development

enclosure





- PEDESTRIAN CIRCULATION
- BICYCLE CIRCULATION
- VEHICULAR CIRCULATION
- HIGH ACTIVITY LANDSCAPE AREAS
- OUTDOOR LIVING ROOMS AND GATHERING AREAS
- LOW ACTIVITY LANDSCAPE AREAS
- DELIVERIES

SITE CIRCULATION PLAN

SCALE: 1"=40'