

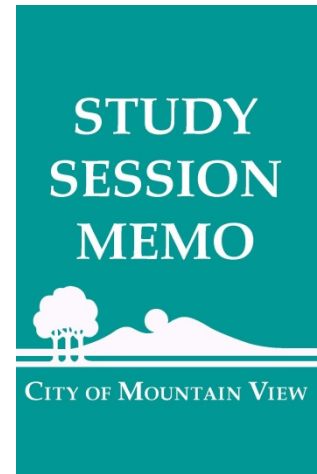
DATE: February 12, 2013

TO: Honorable Mayor and City Council

FROM: Margaret Netto, Planner
Peter Gilli, Planning Manager (Acting)
Randal Tsuda, Community Development
Director

VIA: Daniel H. Rich, City Manager

TITLE: 700 East Middlefield Road



PURPOSE

The purpose of this memorandum is to provide the City Council with an update and the opportunity to provide input on the proposed rezoning and development project by RREEF at 700 East Middlefield Road.

BACKGROUND

2030 General Plan

In July 2012, the City Council adopted the 2030 General Plan. The Plan identified opportunities for increased development intensity in "change areas" of the City, including the Whisman area. The 2030 General Plan vision for the Whisman Change Area is a "sustainable, transit-oriented employment center with an increased diversity of land uses." The Whisman area is in the High-Intensity Office General Plan Land Use Designation, which allows projects to have a 0.35 floor area ratio (FAR), with the potential to go up to 1.0 FAR for highly sustainable and transit-oriented development.

In addition, the Greenhouse Gas Reduction Plan (GGRP) requires new office development in the Whisman area to reduce peak-hour single-occupancy vehicle trips to and from the site by at least 9 percent.

A new Whisman office area zoning district was intended to be one of the first implementation measures after the 2030 General Plan. This new district would have specifically defined City expectations and requirements for new development proposing to utilize the higher FARs. Based on public input, the Council redirected staff resources from the Whisman Zoning District to the San Antonio Precise Plan.

Project History

RREEF is an international real estate investment management business that owns a 24-acre site at 700 East Middlefield Road, bounded by East Middlefield Road, Highway 237, and Maude Avenue (see Attachment 1—Location Map). Surrounding land uses include the Sunnyvale Golf Course to the north, existing apartment and condominium buildings within the City of Sunnyvale to the east, and office and industrial to the south.

In 1984, four 2-story office buildings totaling 380,000 square feet were constructed (see Attachment 2—Sheet G0.03). Currently, Synopsys occupies the site, but Synopsys will be moving to the 690 East Middlefield Road site that is currently under construction.

On June 19, 2012, the City Council authorized a Gatekeeper from RREEF to rezone their 24-acre site from Limited Industrial (ML) to Planned Community (P) to be consistent with the 2030 General Plan building intensities. Similar P Districts' Gatekeepers have been authorized by the Council to implement General Plan policies prior to the creation of new zoning districts or Precise Plans. These include a 1.0 FAR office proposal at 625 Clyde Avenue for TMG/Samsung and several apartment proposals on El Camino Real and 100 Moffett Boulevard. The City's intent is that these P Districts will be incorporated into the future zoning districts or Precise Plans at a later date.

RREEF hired Sares Regis and STUDIOS Architecture to represent them in a new development proposal to redevelop the 24-acre site based on the new General Plan. STUDIOS Architecture has designed several office/industrial projects in the City, including what is now the Computer History Museum and the Google headquarters building.

On September 19, 2012, the Environmental Planning Commission (EPC) held a Study Session to review a conceptual plan for RREEF consisting of a 1.0 million square foot office campus with two 6-story buildings and two 8-story buildings with a 6-level parking structure. Those plans were informally reviewed by the Development Review Committee (DRC) on December 5, 2012.

Environmental Review

An Environmental Impact Report (EIR) is being prepared for the rezoning and development project. In addition, the proposed project requires an update to the growth models analyzed in the General Plan EIR (GP EIR) for the Whisman area, including traffic, noise, air quality, greenhouse gas, and water.

The GP EIR was initiated in 2009 and was based on an estimate of projected growth based on historical trends within Mountain View, not the theoretical maximum build-out that would occur if all properties in the City were developed at the maximum potential intensity. The Whisman area was projected to grow by 1.15 million square feet from existing conditions in 2009. The GP EIR projections occurred before the City began to experience the increased office demand of the past two years. The net total of all entitled or pending projects since 2009 that came before the RREEF Gatekeeper is 784,000 square feet. RREEF proposes a net increase of about 620,000 square feet, which goes over the 1.15 million square foot level modeled in the GP EIR (see Attachment 3).

A Subsequent EIR (SEIR) will be funded by RREEF to update the necessary EIR models to update future growth projections accordingly in the Whisman area.

DISCUSSION

At this stage, the project plans are in their preliminary stages, but there are fundamental issues related to the proposed intensity and project design elements that would benefit from Council feedback early in the review process.

Intensity

The 2030 General Plan allows development intensities above 0.35 and up to 1.0 FAR and building heights up to eight stories for highly sustainable office development in the Whisman area.

The proposed 1.0 million square foot project would have approximately 4,000 employees, up from the current employee count of 1,500. The General Plan encourages increased intensity as incentives for highly sustainable projects that include aggressive measures to reduce peak-hour traffic levels associated with the growth. Examples of this are Transportation Demand Management (TDM) programs and off-site public improvements to the bicycle and pedestrian network to reduce vehicle trips, and increase the use of transit and other alternative modes of transportation.

Trip Reduction and TDMs

As previously noted, the GGRP requires a minimum 9 percent peak-hour trip reduction for any project in the Whisman area. A 0.35 FAR project would have to achieve a 9 percent trip reduction; therefore, any proposal for a 1.0 FAR should significantly reduce peak-hour trips well beyond 9 percent.

The applicant submitted a preliminary TDM project that would result in a 15 percent reduction in peak-hour trips (see Attachment 4). These measures include several standard TDMs such as carpool and vanpool programs, and on-site amenities that encourage employees to use bicycles such as showers and changing rooms. Overall, these TDMs are similar to those provided by projects that received 0.50 FAR T-Zone approvals in the Whisman area.

Staff believes that more aggressive measures are needed to justify a 1.0 FAR over a 24-acre site, including, but not limited to, reducing the supply of on-site parking and providing a shuttle system. Such a shuttle system may need to consider direct connections to downtown if Santa Clara Valley Transportation Authority (VTA) light rail service is not frequent enough to be convenient. Also, RREEF could partner with neighboring property owners and tenants to establish a shared shuttle system that can serve multiple businesses in the area, and lay the groundwork for the eventual Transportation Management Association (TMA) for the businesses in the Whisman area.

Off-site Improvements

The closest parts of the project site are 0.28 mile (1,465') walking distance from the Middlefield VTA Light Rail Station (see Attachment 2, Sheet G0.02). Pedestrian and bicycle improvements between the station and the project site could have a notable impact on increasing transit usage if light rail service is frequent enough. The applicant is examining potential improvements that can be made leading to the transit station along Middlefield Road, Maude Avenue, and Logue Avenue. Such improvements should be a minimum requirement of the proposed 1.0 FAR project. To justify the 1.0 FAR, it may also be necessary for the project to fund improvements that reduce trips or improve sustainable practices, such as providing infrastructure improvements to provide recycled water throughout the Whisman area.

Freeway Impacts

The project site has convenient access to Highway 237, which may result in most of the project traffic impacting the freeway network instead of local streets. The EIR is expected to find significant unavoidable traffic impacts on nearby freeway segments, just as the General Plan EIR did. Staff and the applicant will be working with the VTA to explore future freeway improvement projects that the project can contribute toward. However, it will remain critical that the project still significantly increase alternative modes of transit to and from the site.

EPC Recommendation

At the September 2012 Study Session, the applicant presented the EPC with conceptual site plans and general intent for TDM measures and off-site improvements, without specifics. The EPC outlined the importance of an aggressive package of TDMs and significant off-site improvements to justify the 1.0 FAR. The EPC stated that the site would be appropriate for 1.0 FAR only with the appropriate package of TDMs and off-site improvements. Other project design comments from the EPC are incorporated in the next section.

Project Design

The remainder of this report will describe issues specifically related to site features, landscaping, or architectural design:

1. **Heritage Trees.** The project site has 667 trees, with 267 of them qualified as Heritage trees. The applicant identified clusters of healthy Heritage trees early in the development of the project and has tried to retain as many of these clusters as possible (see Attachment 2, Sheets L1.03 and L3.02). The EPC encouraged saving as many healthy Heritage trees as possible.

The project would retain 156 Heritage trees (58 percent). Compared to other projects that completely redevelop a site, staff considers the number of Heritage trees retained to be relatively high. One hundred eleven (111) Heritage trees would be removed (42 percent).

In addition to the 156 retained Heritage trees, the project would retain 97 non-Heritage trees and plant 594 new trees, for a total of 847 trees. As part of the review process, staff will focus on maximizing the number of new, deciduous, large-canopy replacement trees to provide shade in the warmer months but allow sunlight through in the cooler months. The overall goal would be to strive for an equivalent tree canopy at the time of project completion.

2. **Building Locations.** Consistent with General Plan form and character guidance, the plan places buildings closer to the public streets to minimize surface parking along streets and promote public views of pedestrian activity, instead of public views of parked cars that the existing site with its inward-oriented design provides. Proposed buildings have front setbacks ranging from 22' to 60' while the existing buildings are set back 143' to 200'.

3. **Building Heights.** Proposed building heights are six to eight stories high, 97' to 113' tall. For comparison, the proposed project at 625 Clyde Avenue includes two 6-story, 97' tall buildings. 690 East Middlefield Road (under construction) includes two 5-story, 89' tall buildings. Staff believes there is a design benefit to having varied building heights on campuses of more than two or three buildings. Building heights can be reduced in this project, either by reducing the allowed FAR or maintaining the FAR but allowing larger building footprints, thereby reducing outdoor area.
4. **Parking.** The site layout places the parking structures to the rear, away from the freeway and public views. Based on EPC direction, the large parking structure has been reduced to four levels above-grade and one underground level, whereas previously the entire structure was five levels of above-grade parking.

Massing of the parking structure will continue to be analyzed in the design review process to provide an appropriate transition to the apartments and condominiums in Sunnyvale (see Attachment 2, Sheet A7.01). Given the reduced height of the structure and the preservation of existing redwood trees between the structure and Sunnyvale, staff believes this issue can be addressed.

The project provides 3,360 parking spaces with a 100-space landscape parking reserve, which would provide capacity for one parking space for every 300' of office area. The 1:300 ratio is the City's standard office parking requirement. Reducing the on-site supply of parking is a policy of the 0.50 FAR T Zone as well, but to date, projects approved for 0.50 FAR have not wanted to significantly reduce their parking supply for financing and future tenanting purposes. Staff believes that the parking supply should be reduced since one of the expectations for the higher FAR is that there will be TDM programs and improved pedestrian and bicycle connections that result in fewer vehicles being driven to and from the site. Providing the same amount of parking for a transit-oriented project with aggressive TDM measures may be desirable to financial lenders and some prospective tenants, but it is contrary to City expectations for the 1.0 FAR.

Surface parking lots are minimized throughout the project site, with only 300 surface parking spaces provided (roughly 10 percent of the total parking supply). The EPC encouraged reducing the amount of auto-oriented paving even further. Staff concurs, and the parking lot at the corner of Middlefield Road and Bernardo Avenue should be reduced, particularly due to its prominent and visible location.

As a side note, the parking structures are not counted toward FAR in office areas, unlike mixed-use areas such as El Camino Real. During the General Plan

discussions about FARs, the FAR in office areas was intended to measure employee numbers and traffic. A parking structure does not add to the employee count for an office project; therefore, the City has not included these structures as FAR for office projects, including the recently completed project at 590 East Middlefield Road. If aboveground parking structures are counted toward FAR in office areas, then this project would have a 1.7 FAR. In mixed-use areas, above-ground parking structures are counted as FAR since FAR in these areas are intended to control building mass.

5. **Common Outdoor Areas.** The proposed plans provide for large areas of common usable outdoor areas for active and passive use by future employees at the site (see Attachment 2, Sheets G1.00 and L1.01). Approximately 40 percent of the project site is dedicated to open area and landscaping, whereas the standard ML zoning would require 20 percent in this case. In addition, a "commons" building is provided next to the parking structure that includes various indoor dining and recreational opportunities for employees.
6. **Building Architecture.** At this time, the architectural plans are preliminary, but they give an initial sense of massing. The DRC provided feedback that the applicant provide prominent entrances to each building, and the plans do include large lobbies that provide pedestrian entrances from the street and from within the project site for each building. Additional DRC direction was given to significantly improve articulation, visual variety, and to reduce and break the building mass into smaller volumes (see Attachment 2, Sheets A7.00, A7.11, A7.12, A7.13, A7.14, A7.15, and A7.16). These architectural improvements can be accomplished through the DRC review process.
7. **Sustainability.** Reducing water and energy consumption are the key components of the City's Green Building Ordinance and Leadership in Energy and Environmental Design (LEED) standards. The project is being designed to achieve LEED Gold. Considering the scope of the proposed project, significant water and energy consumption methods should be explored with the goal to achieve LEED Platinum.

Phasing and Development Agreement

The applicant has stated that the proposed project would be phased due to the large size of the property and the uncertainty of the future tenant's needs. Staff expects that a Development Agreement (DA) will be requested by the applicant to provide a larger entitlement period for any permits approved on this site. At this time, a DA has not been proposed; therefore, the terms are unknown.

Staff proposes to use the following rationale for considering the appropriate public benefits necessary for a DA:

1. Any benefits used to justify a 1.0 FAR, or the Gatekeeper entitlement going ahead of the Whisman area rezoning will not count as a DA benefit.
2. Identified benefits that address improved mobility in the Whisman area will be prioritized. If suitable mobility benefits are already incorporated into the project in order to receive a 1.0 FAR, then it may be necessary for the City to explore other potential benefits for the overall Whisman neighborhood and office area, including, but not limited to, a contribution toward the purchase or improvement of public parks in the overall Whisman neighborhood.

RECOMMENDATION

Staff recommends that the City Council provide input on the following topic areas:

1. Appropriateness of the 1.0 FAR intensity and building heights up to eight stories on this site. If the 1.0 FAR is not appropriate, the City Council can reduce the FAR and the building height. If the 1.0 FAR is appropriate, provide input on the following topics:
 - a. Expectations for the scope of TDMs/trip reductions to justify 1.0 FAR, including the provision of greater peak-hour trip reduction (such as 20 percent or greater), a shuttle program for the property, or a shuttle program to serve the Whisman area.
 - b. Direction on reducing the supply of vehicle parking to further reinforce the expectation that the owner and tenant will make every effort to reduce single-occupancy vehicle trips to and from the site.
 - c. Expectations for the scope of off-site improvements to justify 1.0 FAR, including any vehicular, bicycle, pedestrian, or transit station improvement(s) that would lead to increased transit usage or alternative modes of transportation throughout the Whisman area.
2. Appropriateness of conceptual project design:
 - a. General acceptance of the overall site plan, building locations, open spaces, and its relationship to Heritage tree removals.

- b. General acceptance of the building heights as related to open space. Council can direct the applicant to pursue shorter buildings with larger footprints, which would reduce the overall open space area. Alternatively, the overall FAR and building heights can be reduced while maintaining the open space.
- c. Establish sustainability goals for the project related to water and energy consumption and a potential LEED target.

NEXT STEPS

Following feedback from the City Council at this Study Session, the applicant will continue to develop and refine their plans and proceed through the Development Review Committee review process. The Environmental Review process will continue as well, with the preparation of an EIR for the project and a Subsequent EIR for the General Plan.

PUBLIC NOTICING – Agenda posting and mailing to interested parties.

MN-PG-RT/5/CAM
887-02-12-13SS-E

Attachments: 1. Location Map
2. Project Plans
3. Whisman Area Office Projects and General Plan EIR
4. TDM Measures



-  City Limits
-  Parcels
-  Project Area

700 East Middlefield Road

0 200 400 600 800 1,000
Feet



700 MIDDLEFIELD ROAD / 1101 MAUDE AVENUE
MOUNTAIN VIEW, CA 94043

CITY COUNCIL STUDY SESSION
JANUARY 14, 2013



SHEET INDEX

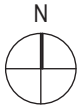
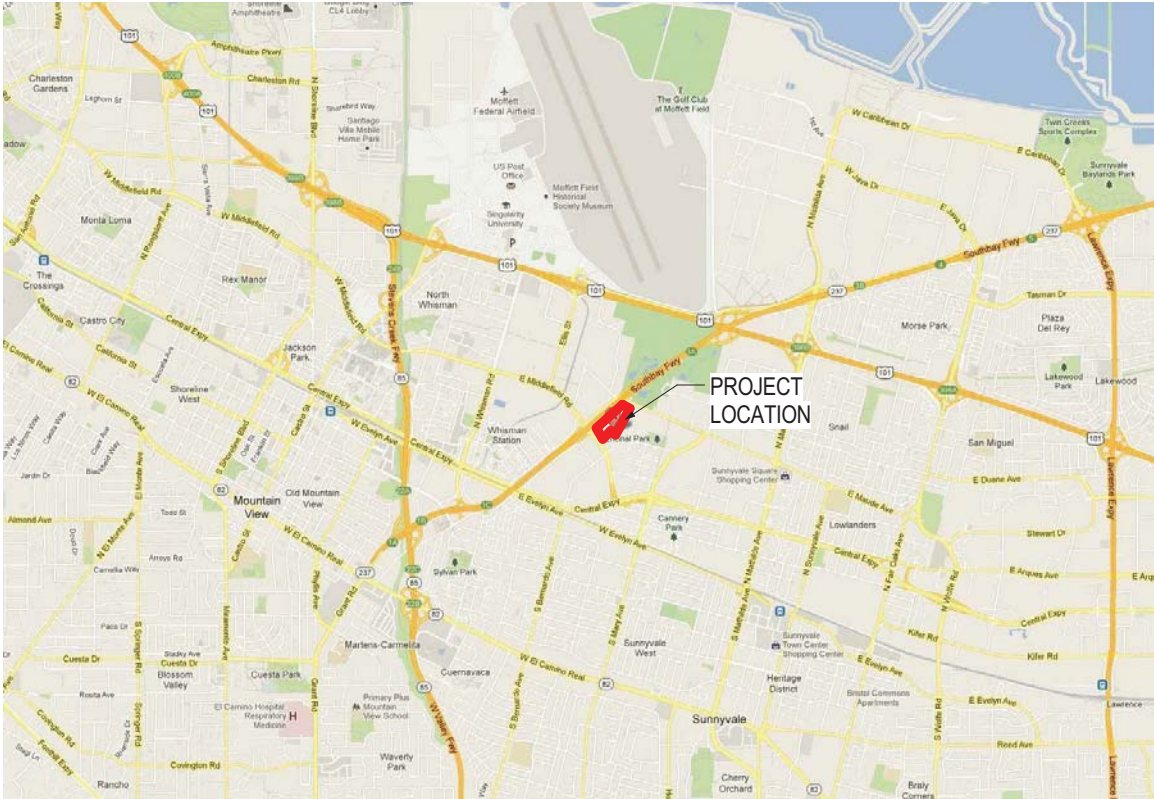
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RENDERINGS	
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L4.00	LANDSCAPE IMAGERY



PROJECT LOCATION

SITE INFORMATION

A.P.N.	165-38-005, 006, 007, AND 008
ZONING	CURRENTLY ZONED AS "ML" LIMITED INDUSTRIAL
SITE AREA	TOTAL = 24.004 ACRES = 1,045,604 SQ. FT.
CURRENT ALLOWABLE FAR	0.35 = 369,410 SQ. FT.
PROPOSED FAR TARGET	1.00 = 1,045,604 SQ. FT.
LANDSCAPE AREA REQUIRED	20% OF LOT AREA FOR CORNER LOTS = 211,092 SQ. FT.

EXISTING PARKING INFORMATION

EXISTING PARKING SPACES	
PARCEL A	
STANDARD PARKING STALLS	1,017
HANDICAP PARKING STALLS	22
PARCEL B	
STANDARD PARKING STALLS	310
HANDICAP PARKING STALLS	8
PARCEL TWO	
STANDARD PARKING STALLS	0
HANDICAP PARKING STALLS	0
TOTAL	1,357

PROPOSED PARKING INFORMATION

GARAGE A - PARKING SPACES	1,530 PARKING SPACES
GARAGE B - PARKING SPACES	1,530 PARKING SPACES
TOTAL GARAGE SPACES	3,060 PARKING SPACES
SURFACE PARKING SPACES	300 PARKING SPACES
PARKING RESERVE	100 PARKING SPACES
TOTAL PROPOSED PARKING SPACES FOR DEVELOPMENT (1:300 RATIO)	3,460 PARKING SPACES
PROPOSED BICYCLE PARKING FOR DEVELOPMENT (5% OF VEHICLE SPACES)	175 SPACES

HERITAGE TREE DEFINITION

MOUNTAIN VIEW'S CITY CODE DEFINES A "HERITAGE TREE" AS ANY TREE THAT HAS A TRUNK WITH A CIRCUMFERENCE OF FORTY- EIGHT INCHES (48") OR MORE MEASURED AT FIFTY-FOUR INCHES (54") ABOVE NATURAL GRADE.

THREE SPECIES, QUERCUS (OAK), SEQUOIA (REDWOOD) OR CEDRUS (CEDAR) ARE CONSIDERED "HERITAGE" IF THEY HAVE A CIRCUMFERENCE OF TWELVE INCHES (12") MEASURED AT FIFTY-FOUR INCHES (54") ABOVE NATURAL GRADE.

EXISTING BUILDING INFORMATION

EXISTING GROSS BUILDING AREA
(BASED ON SURVEY INFORMATION OF EXISTING FOOTPRINTS)

BUILDING A	48,051 SF x 2 STORIES =	96,102 SF
BUILDING B	48,060 SF x 2 STORIES =	96,120 SF
BUILDING C	48,064 SF x 2 STORIES =	96,128 SF
BUILDING D	46,678 SF x 2 STORIES =	93,356 SF
TOTAL		381,706 SF

PROPOSED BUILDING INFORMATION

BUILDING A	6 STORIES =	224,811 GSF
BUILDING B	8 STORIES =	298,696 GSF
BUILDING C	6 STORIES =	223,689 GSF
BUILDING D	8 STORIES =	270,100 GSF
COMMONS BUILDING	2 STORIES =	28,309 GSF
TOTAL		1,045,604 GSF

ISSUED FOR:	DATE:		
		2012-12-05	INFORMAL DRC SUBMITTAL
		2013-01-14	CITY COUNCIL STUDY SESSION



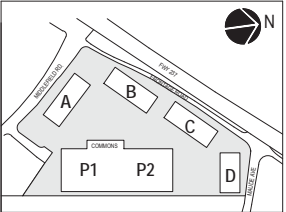
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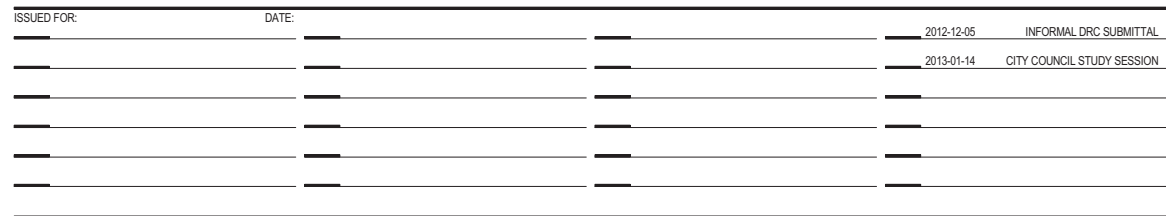
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PROJECT INFORMATION

G0.01

PROJECT NO. 12541.00

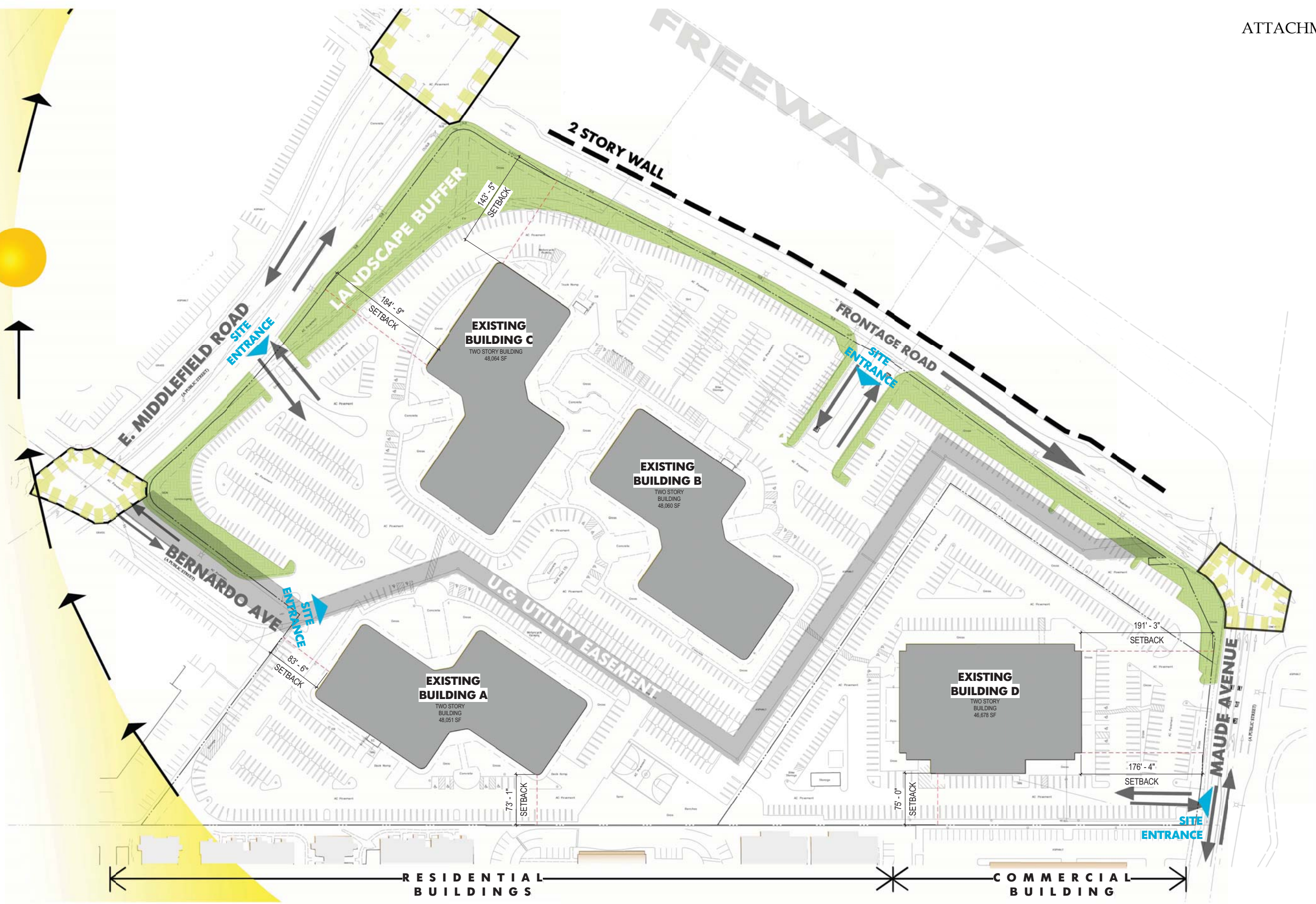


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700 MIDDLEFIELD ROAD / 1101 MAUDE AVENUE



ISSUED FOR:	DATE:	2012-12-05	INFORMAL DRC SUBMITTAL
		2013-01-14	CITY COUNCIL STUDY SESSION



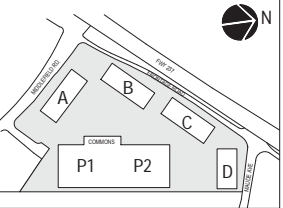
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EXISTING SITE PLAN /
SITE ANALYSIS

G0.03

PROJECT NO. 12541.00

ZONING CALCULATIONS
- AREA SUMMATIONS -
PARKING

PARKING STRUCTURE A	90,945 SF
PARKING STRUCTURE B	90,945 SF
	181,889 SF

ZONING CALCULATIONS
- AREA SUMMATIONS -
HARDSCAPE

HARDSCAPE	299,804 SF
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ZONING CALCULATIONS -
AREA SUMMATIONS -
GROUND LEVEL (GROSS)

A - LEVEL 1 - GROUND	35,057 SF
B - LEVEL 1 - GROUND	35,276 SF
C - LEVEL 1 - GROUND	35,061 SF
D - LEVEL 1 - GROUND	32,522 SF
OO - LEVEL 2	24,894 SF
	162,811 SF

ZONING CALCULATIONS
- SUMMARY -

TOTAL SITE AREA:	(406,019 + 157,488 + 300,208 + 181,889)
	1,045,604 SF (24.004 ACRES)
BUILDING COVERAGE:	157,488 SF
PARKING STRUCTURE COVERAGE:	181,889 SF
TOTAL BUILDING COVERAGE:	(157,488 + 181,889) = 339,377 SF
% OF SITE COVERAGE:	(339,377 / 1,045,604) = 32.5%
TOTAL PAVED AREA:	299,804 SF
% OF SITE COVERAGE:	(299,804 / 1,045,604) = 28.7%
TOTAL LANDSCAPE AREA:	406,019 SF
% OF SITE COVERAGE:	(406,019 / 1,045,604) = 38.8%

ZONING CALCULATIONS
- AREA SUMMATIONS -
LANDSCAPE AREA

OA01	30,910 SF
OA02	10,582 SF
OA03	3,486 SF
OA04	4,270 SF
OA05	697 SF
OA06	1,411 SF
OA07	3,059 SF
OA08	3,579 SF
OA09	6,578 SF
OA10	10,939 SF
OA11	1,625 SF
OA12	890 SF
OA13	1,698 SF
OA14	3,121 SF
OA15	202 SF
OA16	1,566 SF
OA17	4,507 SF
OA18	7,924 SF
OA19	3,322 SF
OA20	7,675 SF
OA21	19,544 SF
OA22	1,722 SF
OA23	8,631 SF
OA24	14,752 SF
OA25	14,774 SF
OA26	614 SF
OA27	5,312 SF
OA28	288 SF
OA29	100 SF
OA30	485 SF
OA31	15,312 SF
OA32	13,288 SF
OA33	1,913 SF
OA34	1,932 SF
OA35	4,701 SF
OA36	513 SF
OA37	125 SF
OA38	2,727 SF
OA39	2,230 SF
OA40	3,030 SF
OA41	1,181 SF
OA42	153 SF
OA43	197 SF
OA44	794 SF
OA45	611 SF
OA46	539 SF
OA47	129 SF
OA48	812 SF
OA49	544 SF
OA50	391 SF
OA51	216 SF
OA52	287 SF
OA53	87 SF
OA54	311 SF
OA55	280 SF
OA56	306 SF
OA57	274 SF
OA58	46,775 SF
OA59	4,936 SF
OA60	3,596 SF
OA61	7,005 SF
OA62	3,280 SF
OA63	2,934 SF
OA64	3,124 SF
OA65	5,729 SF
OA66	16,973 SF
OA67	5,611 SF
OA68	24,585 SF
OA69	666 SF
OA70	6,521 SF
OA71	6,308 SF
OA72	3,218 SF
OA73	11,170 SF
OA74	13,176 SF
OA75	5,612 SF
OA76	7,656 SF
OA77	1,181 SF
OA78	3,030 SF
OA79	1,913 SF
OA80	2,230 SF
OA81	2,727 SF
OA82	153 SF
OA83	794 SF
OA84	611 SF
OA85	539 SF
OA86	129 SF
OA87	812 SF
OA88	544 SF
OA89	391 SF
OA90	216 SF
OA91	287 SF
OA92	87 SF
OA93	311 SF
OA94	280 SF
OA95	306 SF
OA96	274 SF
OA97	46,775 SF
OA98	4,936 SF
OA99	3,596 SF
OA100	7,005 SF
OA101	3,280 SF
OA102	2,934 SF
OA103	3,124 SF
OA104	5,729 SF
OA105	16,973 SF
OA106	5,611 SF
OA107	24,585 SF
OA108	666 SF
OA109	6,521 SF
OA110	6,308 SF
OA111	3,218 SF
OA112	11,170 SF
OA113	13,176 SF
OA114	5,612 SF
OA115	7,656 SF
OA116	1,181 SF
OA117	3,030 SF
OA118	1,913 SF
OA119	2,230 SF
OA120	2,727 SF
OA121	153 SF
OA122	794 SF
OA123	611 SF
OA124	539 SF
OA125	129 SF
OA126	812 SF
OA127	544 SF
OA128	391 SF
OA129	216 SF
OA130	287 SF
OA131	87 SF
OA132	311 SF
OA133	280 SF
OA134	306 SF
OA135	274 SF
OA136	46,775 SF
OA137	4,936 SF
OA138	3,596 SF
OA139	7,005 SF
OA140	3,280 SF
OA141	2,934 SF
OA142	3,124 SF
OA143	5,729 SF
OA144	16,973 SF
OA145	5,611 SF
OA146	24,585 SF
OA147	666 SF
OA148	6,521 SF
OA149	6,308 SF
OA150	3,218 SF
OA151	11,170 SF
OA152	13,176 SF
OA153	5,612 SF
OA154	7,656 SF
OA155	1,181 SF
OA156	3,030 SF
OA157	1,913 SF
OA158	2,230 SF
OA159	2,727 SF
OA160	153 SF
OA161	794 SF
OA162	611 SF
OA163	539 SF
OA164	129 SF
OA165	812 SF
OA166	544 SF
OA167	391 SF
OA168	216 SF
OA169	287 SF
OA170	87 SF
OA171	311 SF
OA172	280 SF
OA173	306 SF
OA174	274 SF
OA175	46,775 SF
OA176	4,936 SF
OA177	3,596 SF
OA178	7,005 SF
OA179	3,280 SF
OA180	2,934 SF
OA181	3,124 SF
OA182	5,729 SF
OA183	16,973 SF
OA184	5,611 SF
OA185	24,585 SF
OA186	666 SF
OA187	6,521 SF
OA188	6,308 SF
OA189	3,218 SF
OA190	11,170 SF
OA191	13,176 SF
OA192	5,612 SF
OA193	7,656 SF
OA194	1,181 SF
OA195	3,030 SF
OA196	1,913 SF
OA197	2,230 SF
OA198	2,727 SF
OA199	153 SF
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OA201	611 SF
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OA211	280 SF
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OA482	87 SF
OA483	311 SF
OA484	280 SF
OA485	306 SF
OA486	274 SF
OA487	46,775 SF
OA488	4,936 SF
OA489	3,596 SF
OA490	7,005 SF



1 COMPOSITE ELEVATION - FRONTAGE ROAD LOOKING EAST
SCALE: 1" = 40'-0"



2 COMPOSITE ELEVATION - ALONG PROPERTY LINE LOOKING WEST
SCALE: 1" = 40'-0"



3 COMPOSITE ELEVATION - MIDDLEFIELD ROAD LOOKING NORTH
SCALE: 1" = 40'-0"



4 COMPOSITE ELEVATION - MAUDE AVENUE LOOKING SOUTH
SCALE: 1" = 40'-0"

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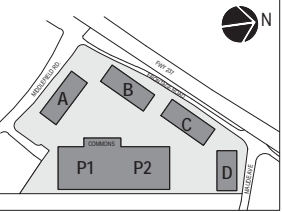


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OVERALL ELEVATIONS
A7.00

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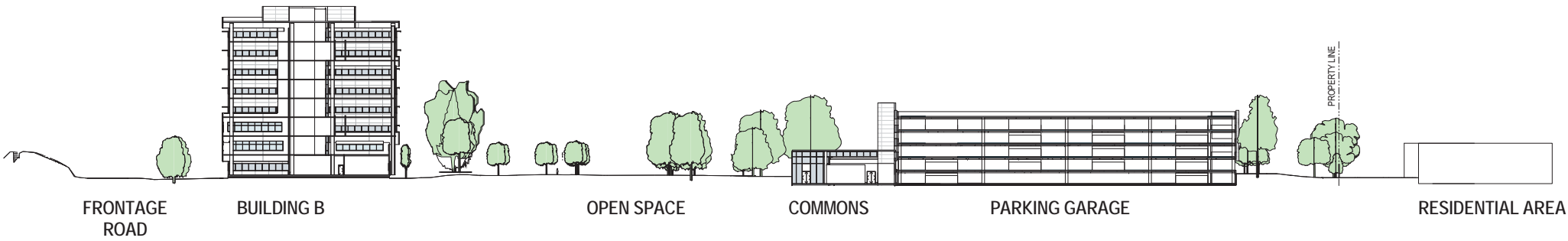
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12541.00

700 MIDDLEFIELD ROAD / 1101 MAUDE AVENUE



OVERALL SITE SECTION THROUGH BUILDING B AND PARKING GARAGE
SCALE 1" = 40'-0"

ISSUED FOR:	DATE:				



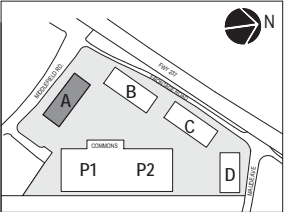
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SITE SECTIONS

A7.01

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1254100

700 MIDDLEFIELD ROAD / 1101 MAUDE AVENUE



4 GARAGE - NORTH ELEVATION

SCALE | 1" = 20'-0"



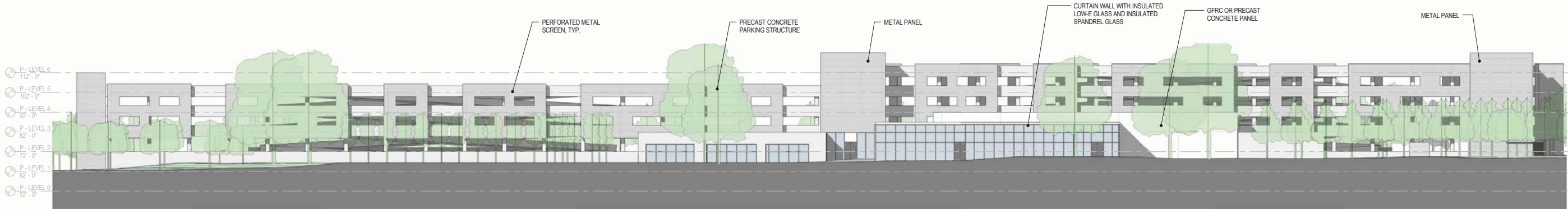
3 GARAGE - SOUTH ELEVATION

SCALE | 1" = 20'-0"



2 GARAGE - EAST ELEVATION

SCALE | 1" = 20'-0"



1 GARAGE - WEST ELEVATION

SCALE | 1" = 20'-0"

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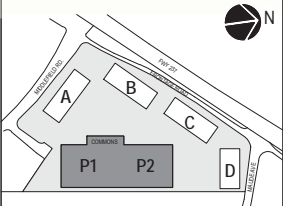
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PARKING STRUCTURE -
ELEVATIONS

A7.01P

PROJECT NO.

12541.00

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12541100

700 WOODLEFIELD ROAD / 1101
MAUDE AVENUE



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EXTERIOR
PERSPECTIVES

A7.11

PROJECT NO.

12541.00



BUILDING B

BUILDING A

VIEW FROM CORNER OF MIDDLEFIELD RD. AND FRONTAGE RD.

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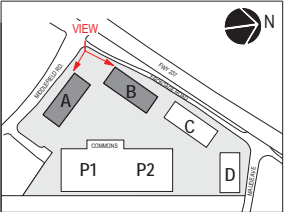
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EXTERIOR
PERSPECTIVES

A7.12

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12541.00

700 MIDDLEFIELD ROAD / 1101
MAUDE AVENUE



BUILDING B

BUILDING A

VIEW FROM MIDDLEFIELD RD. AND FRONTAGE RD.

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		2013-01-14	CITY COUNCIL STUDY SESSION



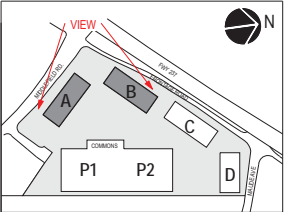
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EXTERIOR
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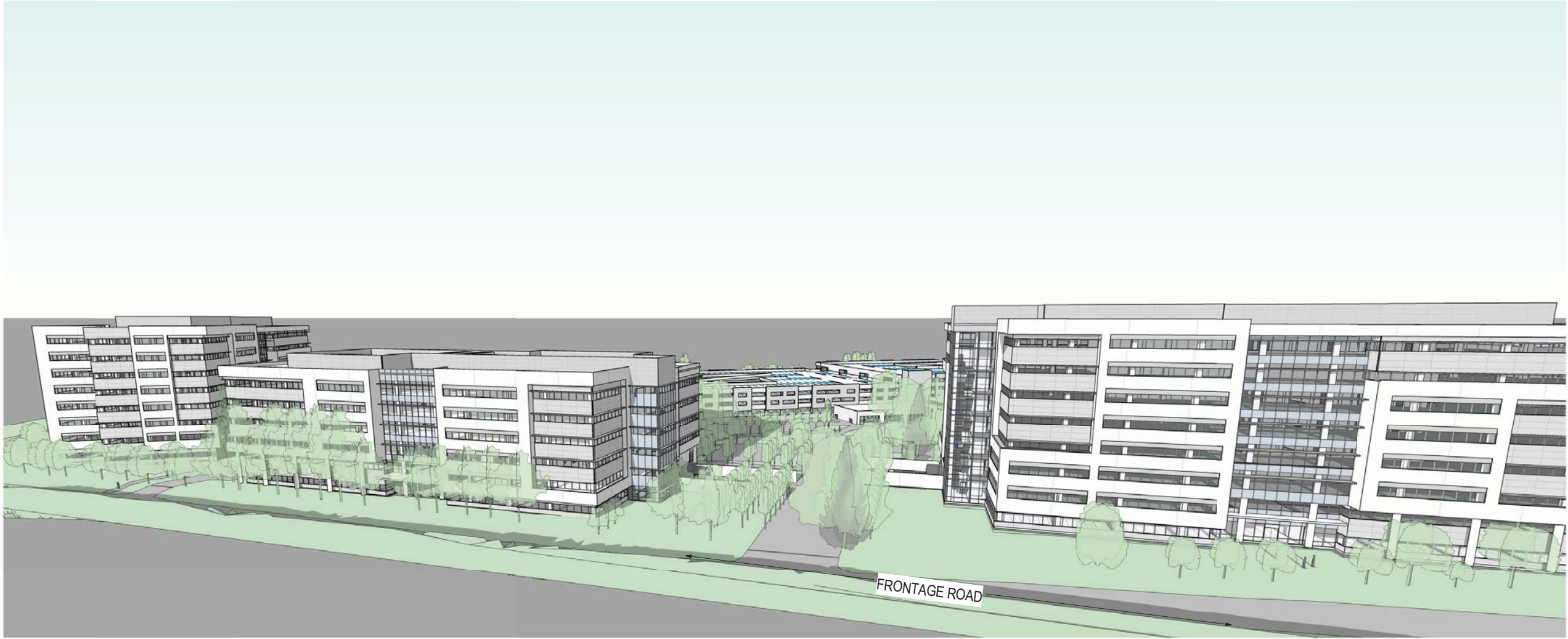
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700 MIDDLEFIELD ROAD / 1101 MAUDE AVENUE



BUILDING D

BUILDING C

BUILDING B

VIEW FROM FREEWAY 237

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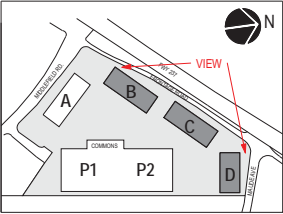
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12541.00

700 MIDDLEFIELD ROAD / 1101 MAUDE AVENUE



BUILDING D

BUILDING C

VIEW FROM MAUDE AVE. & FRONTAGE ROAD

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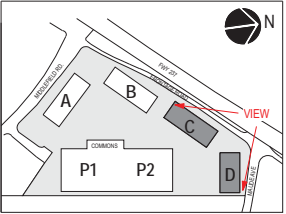
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EXTERIOR
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12541100

700 MIDDLEFIELD ROAD / 1101 MAUDE AVENUE



BUILDING C

BUILDING D

VIEW FROM OPEN SPACE TO BUILDINGS C & D

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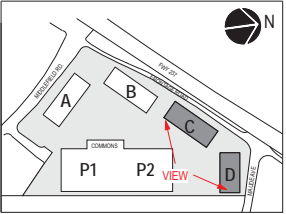


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EXTERIOR PERSPECTIVE

A7.16

PROJECT NO. 12541100

TREE INVENTORY

EXISTING TREE INVENTORY	
EXISTING HERITAGE TREES	267
EXISTING NON-HERITAGE TREES	400
TOTAL EXISTING TREES	667
PROPOSED TREE INVENTORY	
EXISTING HERITAGE TREES TO REMAIN	156
EXISTING NON-HERITAGE TREES TO REMAIN	97
PROPOSED NEW TREES	594
TOTAL PROPOSED & EXISTING TO REMAIN TREES (ESTIMATED)	847

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12541.00

700 MIDDLEFIELD ROAD / 1101 MAUDE AVENUE



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		CITY COUNCIL STUDY SESSION	2013-01-14



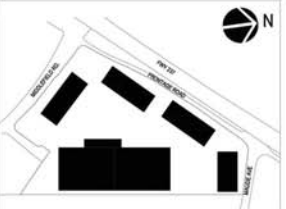
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SCHEMATIC LANDSCAPE PLAN

L1.01

PROJECT NO. 12541.00

TREE INVENTORY

EXISTING TREE INVENTORY	
EXISTING HERITAGE TREES	267
EXISTING NON-HERITAGE TREES	400
TOTAL EXISTING TREES	667
PROPOSED TREE INVENTORY	
EXISTING HERITAGE TREES TO REMAIN	156
EXISTING NON-HERITAGE TREES TO REMAIN	97
PROPOSED NEW TREES	594
TOTAL PROPOSED & EXISTING TO REMAIN TREES (ESTIMATED)	847

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12541.00

700 MIDDLEFIELD ROAD / 1101 MAUDE AVENUE



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		CITY COUNCIL STUDY SESSION	2013-01-14



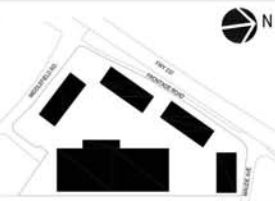
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SCHEMATIC LANDSCAPE PLAN
EXISTING TREE STUDY

L1.03

PROJECT NO. 12541.00

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12541.00

700 MIDDLEFIELD ROAD / 1101 MAUDE AVENUE

LEGEND

- VEHICULAR CIRCULATION
- BICYCLE CIRCULATION
- PEDESTRIAN CIRCULATION



Scale: 1" = 50'

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		CITY COUNCIL STUDY SESSION	2013-01-14



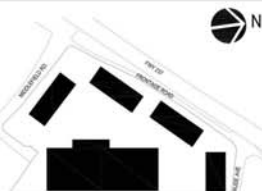
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SCHEMATIC
CIRCULATION DIAGRAM

L2.01

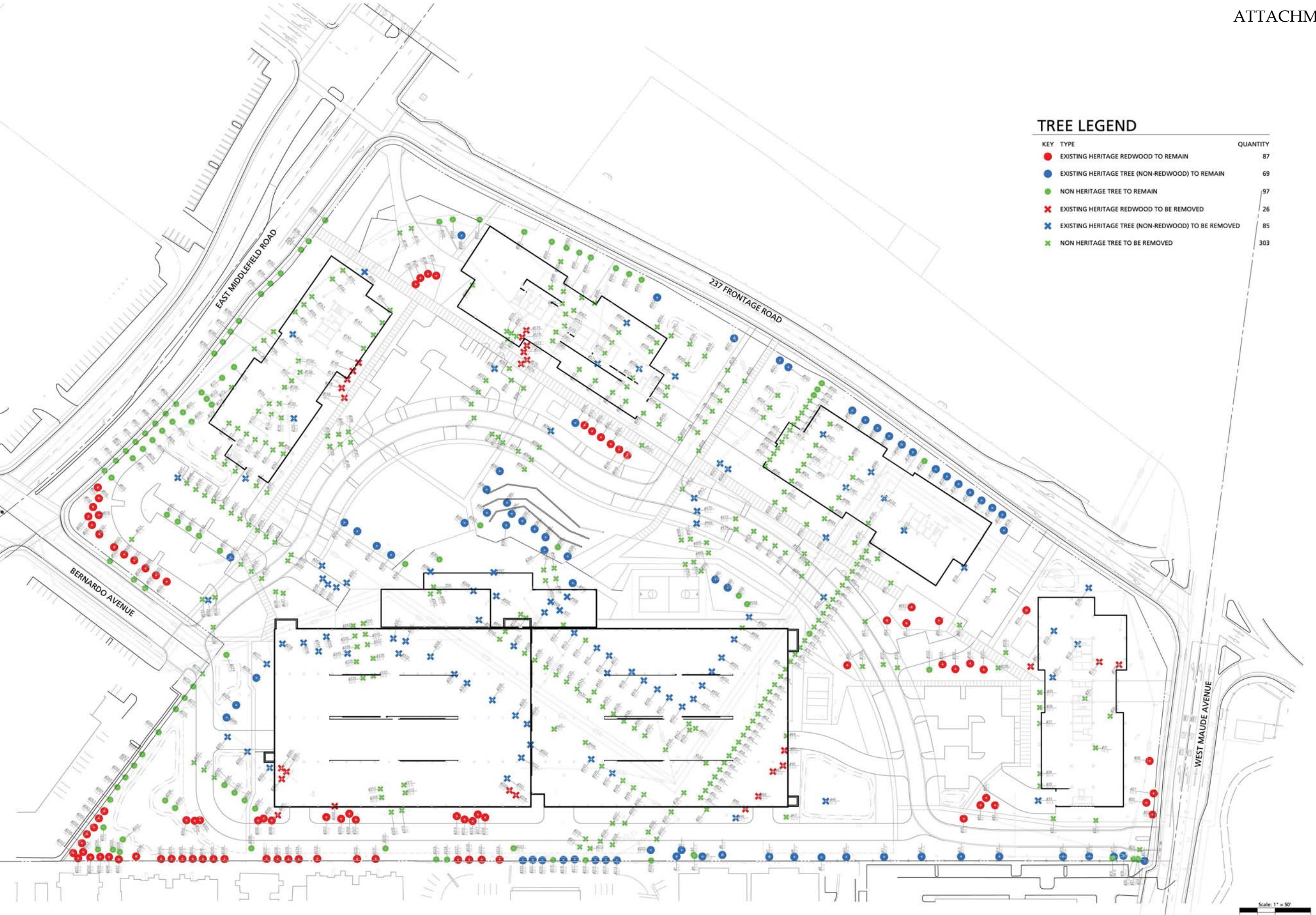
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12541.00

700 MIDDLEFIELD ROAD / 1101 MAUDE AVENUE



TREE LEGEND

KEY	TYPE	QUANTITY
●	EXISTING HERITAGE REDWOOD TO REMAIN	87
●	EXISTING HERITAGE TREE (NON-REDWOOD) TO REMAIN	69
●	NON HERITAGE TREE TO REMAIN	97
✕	EXISTING HERITAGE REDWOOD TO BE REMOVED	26
✕	EXISTING HERITAGE TREE (NON-REDWOOD) TO BE REMOVED	85
✕	NON HERITAGE TREE TO BE REMOVED	303

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		CITY COUNCIL STUDY SESSION	2013-01-14



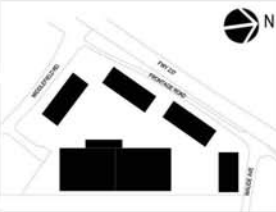
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Scale: 1" = 50'

TREE DISPOSITION PLAN

L3.02

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MEADOW PLANTING



OUTDOOR ROOMS



EXISTING REDWOODS WITH PATH



REDWOOD SCREEN



ACCENT WALLS



SWALE PLANTING



ACCENT PAVING



EXISTING TREES IN DECK



CENTRAL PLAZA WITH TREES



INTERACTION WITH EXISTING TREES



SWALE WITH WALK



PROMENADE



PROMENADE



OPEN LAWN WITH PATH



CENTRAL PLAZA

12541.00
700 MIDDLEFIELD ROAD / 1101 MAUDE AVENUE

ISSUED FOR:	DATE:			INFORMAL DRC SUBMITTAL	2012-12-05
				CITY COUNCIL STUDY SESSION	2013-01-14

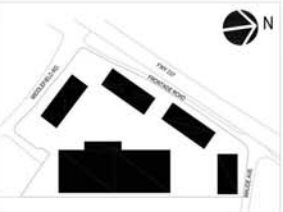


SARES | REGIS



700 MIDDLEFIELD ROAD / 1101 MAUDE AVENUE
MOUNTAIN VIEW, CA 94043

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LANDSCAPE IMAGERY

L4.00

PROJECT NO. 12541.00

Whisman Area Office Projects and the General Plan EIR

**Net Increase
(sq. ft.)**

(A) GP EIR Projected Net Office Growth in Whisman Area	1,152,019	Figure established in 2009
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**Net Increase
(sq. ft.)**

Project	Address	(sq. ft.)	Status
TMG/Samsung	625 Clyde Ave	267,000	Pending
Lovewell	369 N. Whisman Rd	181,000	Entitled, DA
Kilroy/Synopsis	690 E. Middlefield Rd	159,000	Under Construction
Verizon/Symantec	575 E. Middlefield Rd	103,000	Entitled, DA
Four Corners	590 E. Middlefield Rd	68,000	Completed
Equity Office	331 Fairchild Dr	6,000	Under Construction

**(B) Entitled or Pending Projects Since 2009 and
Prior to RREEF Gatekeeper**

784,000

(B) Entitled or Pending since 2009 without RREEF	784,000	
RREEF	700 E. Middlefield Rd	620,000

**(C) Entitled or Pending since 2009 including
RREEF**

1,404,000

(C) Entitled or Pending since 2009 with RREEF	1,404,000	
(A) GP EIR Projected Net Office Growth in Whisman Area	1,152,019	

Growth in Excess of GP EIR Models

(251,981)



MEMORANDUM

To: Dave Hopkins and Janice Yuen

From: Jessica ter Schure and Francesca Napolitan

Date: January 9, 2013

Subject: Potential TDM Measures

This memorandum discusses potential transportation demand management (TDM) measures that may be implemented as part of the project. Figure 1 identifies TDM measures that would be implemented and overseen by property management. Measures that require both property management and tenant involvement are also included. The TDM measures are separated into baseline measures and optional measures.

Baseline measures are those measures that Nelson/Nygaard considers critical to achieving the 9% reduction in drive-alone peak hour commute trips as required for businesses located in the Whisman/Pioneer GHG Strategy Area per the City of Mountain View's Greenhouse Gas Reduction Program (GGRP) adopted July 2010, 2012. It should be noted however that Sares Regis has established a target of 15% trip reduction which goes beyond that required by the GGRP. Non-mandatory measures are those TDM measures that could be implemented to further reduce the number of vehicle trips and parking demand associated with the project by encouraging employees to use modes other than driving alone.

Figure 1 Property Management TDM Measures

Measure	Description
Baseline	
Bicycle parking	Provide secure long-term parking for employees in the garage and short-term visitor parking in racks located at entrance to each building. Short-term parking can also be located in the garage.
On-site amenities	Gym, café, ATM
Bicycle amenities	Lockers, shower and changing rooms, repair station, paths and lighting
Bicycle parking monitoring	Increase the number of bicycle parking spaces as needed by monitoring demand.
Recreation/outdoor amenities	Basketball/bocce court, yard/garden, outdoor eating and work areas
Preferential parking	Preferential parking for vanpools, carpools and electric vehicles
Drop-off and pick-up areas	Designated drop-off and pick-up areas for shuttles and carpools
Pedestrian improvements	Improve access to the Middlefield station with additional lighting, intersection improvements, sidewalk widths, and signage/information encouraging tenants to use Middlefield Rd. which is the most direct path

Potential TDM Measures
Sares Regis

Monitoring program	An on-going monitoring program should be implemented to enable the project to track mode share and vehicle trips over time. This information should be reported to the City on an annual basis.
Annual employee transportation survey	An annual transportation survey will enable the development to track mode share over time as well as participation rates in the TDM programs offered. This is a key component of on-going monitoring.
TDM Coordinator	This would be a shared resource amongst tenants and could be responsible for answering employee transportation questions, posting bus & train schedules and maps, overseeing the GRH program, selling transit passes, and developing the welcome packets.
Guaranteed Ride Home (GRH) program	Provides a free of charge taxi or rental car ride home in case of emergency for those employees using an alternative mode of transportation.
Transportation Information Kiosk	Relevant transportation information such as Caltrain and VTA schedules should be posted in a central location(s). These could be maintained by the TDM Coordinator
Ridematching	Given that there will be over 4,000 employees at this site, ridematching services are a good fit. There are several potential existing services that could be utilized including 511.org, zimride, or ridespring.
Non-Mandatory TDM Measures that Property Management will Explore	
Bikesharing	If bikesharing is implemented in Mountain View property management will discuss the feasibility of locating a bikeshare station/pod at the site.
On-site transit pass sales	Transit passes via Clipper Card for Caltrain and VTA could be sold on-site.
Carsharing	Property management with Zipcar will explore the feasibility of providing a carshare vehicle on-site for use by all the tenants who have memberships.

Figure 2 identifies TDM measures that would be implemented and overseen by tenants. Measures that require both property management and tenant involvement are also included. The TDM measures are separated into baseline measures and non-mandatory measures.

Figure 2 Tenant TDM Measures

Measure	Description
Baseline	
Bicycle parking monitoring	Increase the number of bicycle parking spaces as needed by monitoring demand.
Monitoring program	An on-going monitoring program should be implemented to enable the project to track mode share and vehicle trips over time. This information should be reported to the City on an annual basis.
Annual employee transportation survey	An annual transportation survey will enable the development to track mode share over time as well as participation rates in the TDM programs offered. This is a key component of on-going monitoring.
Ridematching	Given that there will be over 4,000 employees at this site, ridematching services are a good fit. There are several potential existing services that could be utilized including 511.org, zimride, or ridespring.
VTA Ecopass	Employers purchase annual Eco Pass stickers for all full-time employees at a given worksite, paying one low cost. The cost varies by the number of employees and

Potential TDM Measures
Sares Regis

	location of the employment site.
Welcome packet	A welcome packet that is given to all new employees and provides information on transit service, bicycle routes and amenities, and all other transportation related information.
Non-Mandatory TDM Measures that Tenants will Explore	
Pre-tax commuter benefits	Offer employees the option to pay for transit passes with pre-tax dollars.
On-site transit pass sales	Transit passes via Clipper Card for Caltrain and VTA could be sold on-site.
Alternative Work Schedules	Where applicable tenants will discuss offering employees flexible work schedules including telecommuting, compressed work week, and off-peak commuting
Financial Incentives	Offer those employees who commute to work via a non drive alone mode a financial incentive for doing so. This could be in the form of a monthly cash amount or daily cash amount for those days on which they use an alternative mode, monthly drawings with prizes, gift cards, etc.