

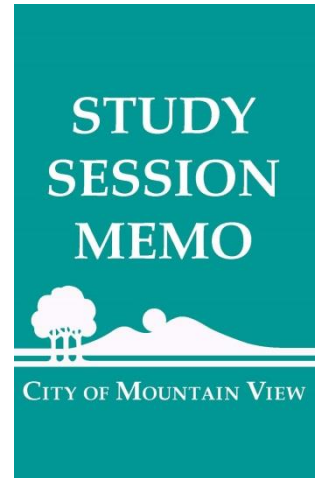
**DATE:** June 23, 2015

**TO:** Honorable Mayor and City Council

**FROM:** Stephanie Williams, Senior Planner  
Randal Tsuda, Community Development  
Director

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

**TITLE:** **750 Moffett Boulevard – Moffett Gateway  
Project**



## PURPOSE

The purpose of this Study Session is to provide the City Council with an update and receive feedback on the design of the proposed hotel and office project at 750 Moffett Boulevard (Moffett Gateway).

## BACKGROUND

### Disposition and Development Agreement

In April 2015, the City entered into a Disposition and Development Agreement (DDA) and ground lease with Broadreach Capital Partners for the development of a 255-room hotel, 185,000 square foot office building, and aboveground parking garage on the City-owned property at 750 Moffett Boulevard and the adjacent Caltrans excess right-of-way (ROW) property. The DDA requires the submittal of an informal application and review by the City Council at a Study Session prior to the submittal of a formal application. The preliminary site plan shown to the right was chosen as the preferred site plan by Council, pending acquisition of the Caltrans property, and is the basis for the current site plan.



Preliminary Site Plan

## Project Site

The approximately 10-acre project site is located on two vacant properties in the southwest quadrant of Highway 101 and Moffett Boulevard. The two properties that make up the project site are separately owned and will continue to be for the life of the project. The 6.69-acre parcel, which contains the office building and parking structure, is owned by the City of Mountain View and has been leased to Broadreach under a ground lease and DDA. The 3.05-acre parcel that contains the proposed hotel is excess Caltrans ROW. Broadreach is under contract with Caltrans to purchase the property pending a decision on the project.



Project Location

The surrounding land uses include the Stevens Creek and associated trail to the west; Highway 101 to the north; Moffett Boulevard and commercial and residential uses to the east; and a PG&E substation and Moffett Boulevard to the south. Access to the site is from the southern-most tip of the property on Moffett Boulevard.

## DISCUSSION

This report will outline the proposal's consistency with the General Plan, describe the proposed development, and cover topics related to architectural design, transportation and parking, and landscaping and open space. Staff recommendations are provided for each topic.

### General Plan

The existing Caltrans site is undesignated on the General Plan and Zoning maps and the City site has a current General Plan Land Use Map designation of Mixed-Use Corridor. The proposal includes a General Plan Land Use Map Amendment for the Caltrans site from undesignated to Mixed-Use Corridor.

The Mixed-Use Corridor General Plan land use designation allows a broad range of commercial, office, residential, and public spaces. This designation establishes a maximum FAR of 1.85, of which up to 0.50 FAR can be office or commercial, and building heights up to four stories.

The proposed project is consistent with the General Plan designation, with a proposed FAR of 1.03, heights up to four stories, and office and lodging uses. The project is supported by the following General Plan policies:

- *LUD 3.2: Mix of Land Uses.* Encourage a mix of land uses, housing types, retail and public amenities, and public neighborhood open spaces accessible to the community.
- *LUD 3.7: Upgraded Commercial Areas.* Encourage the maintenance, enhancement, and redevelopment of older commercial districts, shopping centers, and corridors.
- *LUD 8.4: Pedestrian-Oriented Civic and Public Spaces.* Create and encourage new pedestrian-oriented civic and public spaces throughout the City.
- *LUD 12.4: City-Owned Land.* Maximize revenue from City-owned land and strategically acquire new land to generate revenue.

### Proposed Rezoning

The City site is currently zoned A (Agriculture) and the Caltrans site is currently undesignated. The proposal includes a Zoning Map Amendment for both sites to the P (Planned Community) District.

### Project Description

The applicant, Broadreach, is proposing to develop the approximately 10-acre project site with a 255-room hotel, 199,000 square foot office building, and shared aboveground parking garage and some surface parking spaces. The proposed office building, hotel, and parking garage are four stories in height. The parking structure would serve both the office



Site Plan

building users and hotel and contains 775 parking spaces (see Attachment 1 – Informal Project Plans). The hotel is proposed to be designed to meet LEED Silver requirements and the office is proposed to be designed to meet LEED Gold requirements.

The hotel, office building, and parking structure are organized along a central vehicular spine entered from the existing site access point on Moffett Boulevard near the PG&E substation. This central spine weaves through a large public open space and garden area which will serve as the open space for the office building and will be open to the public. A bridge is proposed on the eastern edge of the site between the parking garage and the office and hotel uses and would allow public access from the site to the Stevens Creek Trail.

The size of the office building has increased by 14,000 square feet from the last time Council saw the project. The applicant has indicated to staff that within the office leasing market, an approximately 200,000 square foot office building will be more marketable to office tenants looking to lease new Class A office space.

### Architectural Design

Staff believes that the project meets the City’s General Plan policies for new development within the Mixed-Use Corridor area and could be a successful gateway project. The informal plans are the applicant’s initial proposal to the City and staff will continue to work with the applicant on the project design through the development review process.

The project went to a Development Review Committee (DRC) meeting on May 20, 2015, where the DRC identified the following issues and suggested design modifications:

- *Office Building Design* – The proposed four-story office building is an L-shape and has a main building entrance which faces the central internal spine. The side of the office building (pictured to the right) will be the main view of the site as you enter from Moffett Boulevard. The other two sides of

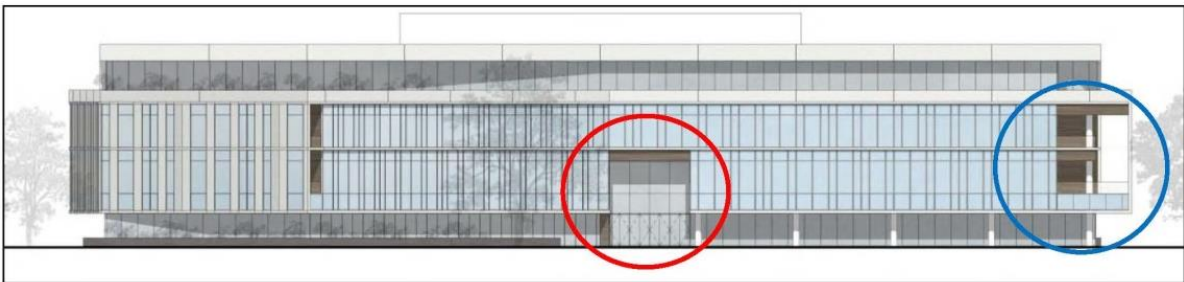


Office Building Elevation from Site Entry  
(View "A" on Site Plan)

the office building face the Stevens Creek Trail and the plaza located between the office building and the parking garage.

The DRC was generally supportive of the overall design of the office building but had the following recommended changes on certain aspects of the design:

- The side elevation as you enter the site should be better articulated on the upper floors and a break in the massing should be studied, including the addition of a balcony or terrace along this facade.



Office Building Front Elevation  
(View "B" on Site Plan)

- The scale of the main entrance to the building is too large and should be scaled down to the pedestrian level, accentuated through the use of an entrance canopy, and utilize differentiated materials/colors (shown in the area circled in red above).
- The west elevation which faces the Stevens Creek Trail should not be treated like the back of the building and should be designed with the same architectural details as the other elevations.
- The massing and scale of the side and rear of the building which face the Stevens Creek Trail and the plaza should be modified at the pedestrian level to better relate to these public areas (shown in the area circled in blue above).
- *Parking Garage Design* – The proposed four-story parking garage has five decks of parking and contains 775 parking spaces. From plan view, the shape of the structure is triangular with a landscaped void in the center. The rectangular portion of the structure is two floors higher than the triangular portion of the structure which provides a relief in the massing.



Parking Garage Elevation  
(View "C" on Site Plan)

The DRC was generally supportive of the overall design of the parking structure. They found that the shape and design of the structure relates well to the other buildings on-site and is visually interesting and well-articulated. The DRC had the following comments regarding the parking garage structure:

- Requested additional details about the proposed skin of the structure which is currently shown as a mixture of architectural metal panels.
  - The west elevation which faces the Stevens Creek Trail should not be treated like the back of the building and should be designed with the same architectural details as the other three elevations.
- *Hotel Design* – The proposed four-story hotel building contains 255 guest rooms and is generally located in the north eastern corner of the site adjacent to Highway 101 and Moffett Boulevard. The main entrance to the hotel faces the interior of the site and includes the main lobby, lounge, and dining area. An indoor meeting and event space is located adjacent to this area on the first floor. The guest rooms are mostly located on the three floors above the lobby and dining areas and in the wing which radiates off from the main core of the building. The hotel will be very visible from Highway 101 and Moffett Boulevard; this prominent location is a “gateway” to the City.



Hotel Elevation from Highway 101

Staff and the DRC have significant concerns with the design of the hotel and have provided the following design direction. Staff will continue to work with the applicant through the summer on a revised hotel design:

- Provide an architectural design that reads more like a hotel and less like an office building.
- Provide height variations along the facades to break up the perceived horizontality of the elevations.
- Provide massing breaks in the long building facades.
- Design an integrated roof parapet to screen the roof area and any roof-mounted equipment due to the site’s lower elevation from the surrounding roadways.



Hotel Elevation from Moffett Boulevard Overpass

### Transportation and Parking

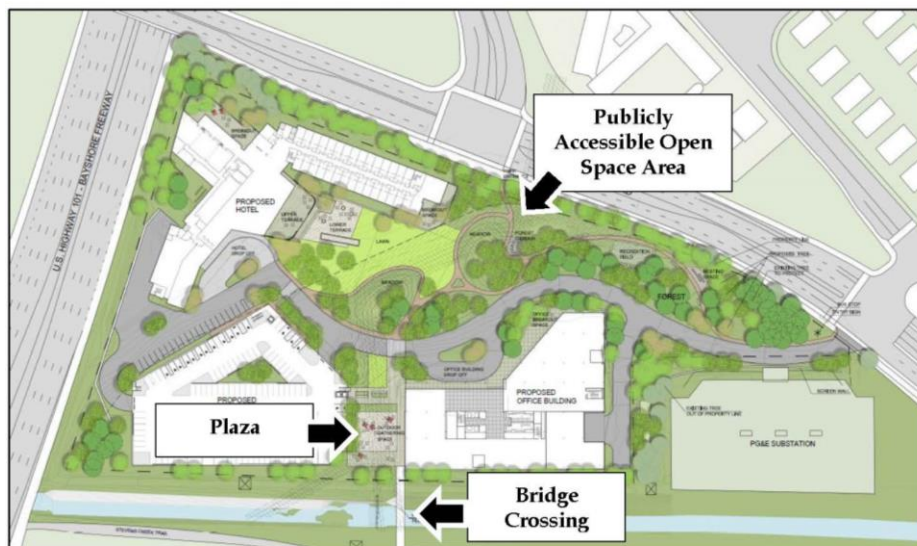
Broadreach has hired Fehr & Peers, traffic consultants, to prepare a customized Transportation Demand Management (TDM) program to reduce vehicle trips to the maximum amount feasible. The applicant will also be required to participate in the City’s Transportation Management Association (TMA), which will integrate the site into the shuttle program. A traffic study will be prepared as part of the Environmental Impact Report (EIR) being prepared for the project and will study any potential impacts

the project may have to the roadways and intersections in the area, the design and operation of the entrance to the site from Moffett Boulevard, and provide recommendations on necessary mitigation measures.

The traffic study will also provide a parking analysis for the site and provide recommendations on the actual number of parking spaces that should be provided based on the mix of uses and TDM program reductions. The City's standard parking requirements for office and hotel uses requires approximately 928 parking spaces for the two uses. The applicant is proposing 775 parking spaces in the shared parking garage, which represents a parking reduction of approximately 16 percent. Staff will continue to work with the applicant on the number of parking spaces that are provided for the project once the traffic study is complete.

### Landscaping and Open Space

With limited vehicular access along Moffett Boulevard and the concentration of noise and motion along the Highway 101 corridor, the large landscaped area generally in the center of the site will be largely screened by the new buildings from noise and provide an internal, focused garden space to be used by the on-site uses as well as the general public. The landscape design and grading of the site seek to retain as many of the existing mature trees on-site as possible, which include a dense planting of primarily California pepper, pine, and cedar trees. Multiple pedestrian and bike paths weave throughout the site from Moffett Boulevard and provide access for the on-site users to the adjacent areas as well as access through the site for the surrounding neighborhoods. A bicycle and pedestrian bridge is proposed over Stevens Creek along the western property edge which would provide public access to the Stevens Creek Trail.



Site Plan



A public plaza is proposed between the parking garage and office building and would be used as an outdoor gathering and seating area.

Staff will continue to work with the applicant through the formal application process on the landscape and open space design to ensure the greatest amount of tree retention, water-efficient and native plant species selections, well-designed useable open space and recreation areas, and efficient and useable bicycle and pedestrian paths through the site.

### **ENVIRONMENTAL REVIEW**

An EIR will be prepared for the proposed development project and will be completed in conformance with the California Environmental Quality Act (CEQA). Potential environmental impacts (e.g., traffic, air quality, noise) will be studied in the EIR.

### **RECOMMENDATION**

Staff requests Council feedback on the following topics:

- Is Council supportive of the office building, parking garage, and hotel designs with incorporation of the DRC design recommendations?
- Is Council supportive of the increase in the office square footage from 185,000 square feet to 199,000 square feet?
- Is Council supportive of the preliminary parking configuration or have additional items to be studied in the traffic and parking study?
- Are there any other aspects of the project that the Council would like to provide direction on?

### **NEXT STEPS**

Following feedback from the City Council at this Study Session, the applicant will prepare a formal application and begin the development review and environmental review processes.

**PUBLIC NOTICING**

Agenda posting and mailing to property owners within 300' of the project site and to interested parties on file with the Community Development Department.

SW/7/CAM  
818-06-23-15SS-E

Attachment: 1. Informal Project Plans