

# NOOTBAAR

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Real Estate • Development Management

October 21, 2016

Via Email and Hand Delivery

Mr. Randy Tsuda  
Director - Community Development Department  
City of Mountain View  
500 Castro Street, First Floor  
Mountain View, CA 94039  
[randy.tsuda@mountainview.gov](mailto:randy.tsuda@mountainview.gov)

Re: 301–381 East Evelyn Avenue Gatekeeper Authorization Request

Dear Randy:

MV Campus Owner LLC, managed by Rockwood Capital, is the legal owner of real property located at 301 – 381 East Evelyn Avenue in Mountain View, California (this “Property”).

This letter transmits our request to be included on the December 6, 2016 City Council agenda for consideration of gatekeeper authorization to proceed with a development application to authorize additional development of the Property. As described below, we propose to add buildings with approximately 210,000 square feet, with a total maximum floor area ratio (“FAR”) of 0.65, including the existing buildings (the “Proposed Project”).

The first section of this letter briefly describes the Property. The second section provides a summary of our proposed additional development. The final section describes the existing zoning for the Property and the Proposed Project’s consistency with land use policies set forth in the Mountain View 2030 General Plan (the “General Plan”).

## **I. Existing Property Description**

The Property is a semi-circular shaped, approximately 16.5 acre parcel bounded by Route 237, South Whisman Road and East Evelyn Avenue.

The Property currently contains four 2-story office buildings and one 3-story office building constructed in 1980’s and totaling 252,400 square feet, with an existing FAR of 0.35. The buildings are clustered towards the center of the site and arranged around

shared open space that forms a series of landscaped courtyards for use by the building tenants. The buildings are surrounded by asphalt surface parking landscaped with planters and trees and containing 944 parking spaces.

We are in the process of upgrading the Property by completely renovating one of the buildings for a new single-tenant (Lifelock). We have also engaged the Planning Department to propose significant improvements to the central landscape spaces by greatly activating the open space through the use of plazas and courtyards, introducing sustainable landscaping, and improving the quality of shared open space.

## **II. Proposed Redevelopment**

The Proposed Project includes a greater-intensity, transit-oriented, sustainable development that is consistent with the land use policies set forth in the General Plan. The Proposed Project would retain and improve all of the existing buildings, but allow us to replace a portion of the existing surface parking with up to 210,000 additional square feet of office space, in one new building along with the expansion of two of the existing buildings. The displaced existing surface parking will be relocated into below grade parking under the new building as well as a new above grade parking structure, which will allow us to provide parking to maintain the appropriate code requirements. The Proposed Project design will target LEED Platinum for the entire campus and target Net Zero Electrical for any new buildings and will implement state-of-the-art Transportation Demand Management strategies to reduce traffic generation. A site plan showing the potential project configuration is attached as an Exhibit.

We believe that the Property merits the increased utilization for three reasons:

1. **Excellent Transit Orientation**: The Property has exceptional access to public transit, which will allow the Proposed Project to fulfill the General Plan's policy objectives. The Property is located less than one-half mile (10 minute walk) to the Whisman VTA Light Rail Station. In addition, the Property is very convenient to downtown Mountain View and the Transit Center by direct access on Evelyn Avenue (less than 1 mile), thereby providing excellent opportunities for bicycle and shuttle access. The Property has excellent bicycle access with on-street bike paths on adjacent Whisman Road, Evelyn Avenue and Sylvan Avenue/Dana Street as well as the Stevens Creek Trail (within one-half mile). Finally, several bus lines operate nearby, including the Community Shuttle on Whisman Road and the 32, 34 and 53 bus lines. The attached Exhibits shows the Property in proximity to these public transportation resources.
2. **Sustainability**: Additional development on the Property presents an opportunity to achieve highly sustainable development that can also benefit the existing

buildings. As noted above, the access to public transit will increase ridership, reduce vehicle miles traveled and reduced greenhouse gas emissions. We anticipate targeting Net Zero Electrical status for the new building and LEED Platinum standards for the entire campus. The new buildings and the large site area can accommodate extensive photovoltaic facilities. An on-site highly efficient central plant for cooling and heating all buildings may also be possible with the new development. Finally, the new development will allow us to pursue state-of-the-art landscaping to conserve water and create a creative and activated outdoor environment for the users.

3. Major Tenant Demand: Major tenants desire large contiguous facilities that can bring together their employees in a setting that will encourage collaboration. Most desirable, of course, are projects within walking distance of transit. This site is extremely large for a centrally located property within the city and adjacent to transit. The addition of approximately 210,000 additional square feet of office space that combines with the existing space to include approximately 463,000 square feet of office space on site presents the opportunity to attract one or more significant tenants. Moreover, the existing building configuration lends itself to create a campus environment that is ideally suited for a leading company.
4. Improving Existing Building Stock: The proposed project allows for the existing outdated buildings on site to be improved to modern standards and quality including architectural, structural, and high efficiency building systems.

We anticipate working closely with the Planning Department to establish the most appropriate density through a thoughtful site planning process, however, we are confident that the City's approval of the Proposed Project with an allowable FAR of up to 0.65 will enable successful marketing of the new buildings to a leading build-to-suit user and that the resulting Class A facility will further enhance Mountain View's economic base. The Proposed Project would also continue the City's gradual densification along the rail corridor.

### **III. Analysis of the Existing Zoning and Consistency with the General Plan**

The Proposed Project is consistent with the General Plan High-Intensity Office land use designation, which promotes higher-intensity, sustainable, transit-oriented development.

#### **A. Land Use Designation under the General Plan**

The General Plan Land Use Map designates the Property as "High-Intensity Office", which allows the following;

*High Intensity Office accommodates major corporations, financial and administrative offices, high-technology industries, and other scientific facilities, as well as supporting retail and service uses. High-intensity Office areas support technological advancement and research and development.*

*Allowed Land Uses: Office and ancillary commercial;*

*Density and Intensity: 0.35; intensities above 0.35 FAR and up to 1.0 FAR may be permitted with highly sustainable development specified within zoning ordinance or precise plan standards*

*Height Guideline: Up to 8 stories*

## **B. Existing Zoning and Entitlements**

The 111 Ferry – Morse Way Precise Plan (the “Precise Plan”) was adopted in 1985 specifically for the Property. The Precise Plan permits a wide variety of office, manufacturing, research and development, assembly and packaging, and warehouse uses. The Precise Plan sets a maximum 0.35 FAR for the Property, establishes deep setbacks from the adjacent streets and limits building height of four stories or 55 feet. The Property is presently built out to the maximum 0.35 FAR.

## **C. General Plan Consistency**

The High-Intensity Office land use designation would allow intensities greater than 0.35 FAR up to 1.0 FAR with highly sustainable strategies. The General Plan encourages greater land use intensity and transit-oriented developments within a half-mile of light rail transit (LUD 3.1); provide incentives to encourage highly sustainable development (Goal LUD 10); and encourages well-designed work environments (LUD 13.1) and attracting innovative businesses to the city (LUD 14.3).

As part of the Proposed Project, the Applicant will seek approval for increased density (up to 0.65 FAR) above the 0.35 FAR currently allowed under the Precise Plan. The Proposed Project is highly sustainable because it will be designed to target LEED Platinum to Net Zero Electrical standards and will thus incorporate a full array of sustainability measures. In addition, the Proposed Project will include implementation of Transportation Demand Management strategies to reduce traffic generation.

Upon the City Council’s issuance of gatekeeper approval, a zoning application to amend the Precise Plan will be prepared and submitted with detailed site plans consistent with the land use policies set forth in the General Plan. Amending the Precise Plan is a ready-made solution for fulfilling the General Plan’s policy objectives for the Property.

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**CONCLUSION**

We therefore request to be included on the December 6, 2016 City Council agenda for consideration of gatekeeper authorization to proceed with a development application to authorize the Proposed Project with up to 0.65, consistent with land use policies set forth in the General Plan.

Thank you for your assistance with this matter. Please don't hesitate to contact me at (415) 322-0401.

Yours truly,

Joe Nootbaar  
Nootbaar Real Estate, LLC  
Development Manager

cc: Mitch Menzer - Paul Hastings  
Mike Hegseth – Rockwood Capital

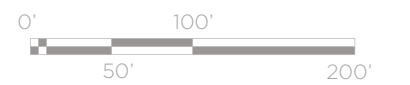
CENTRAL EXPRESSWAY

EAST EVELYN AVENUE

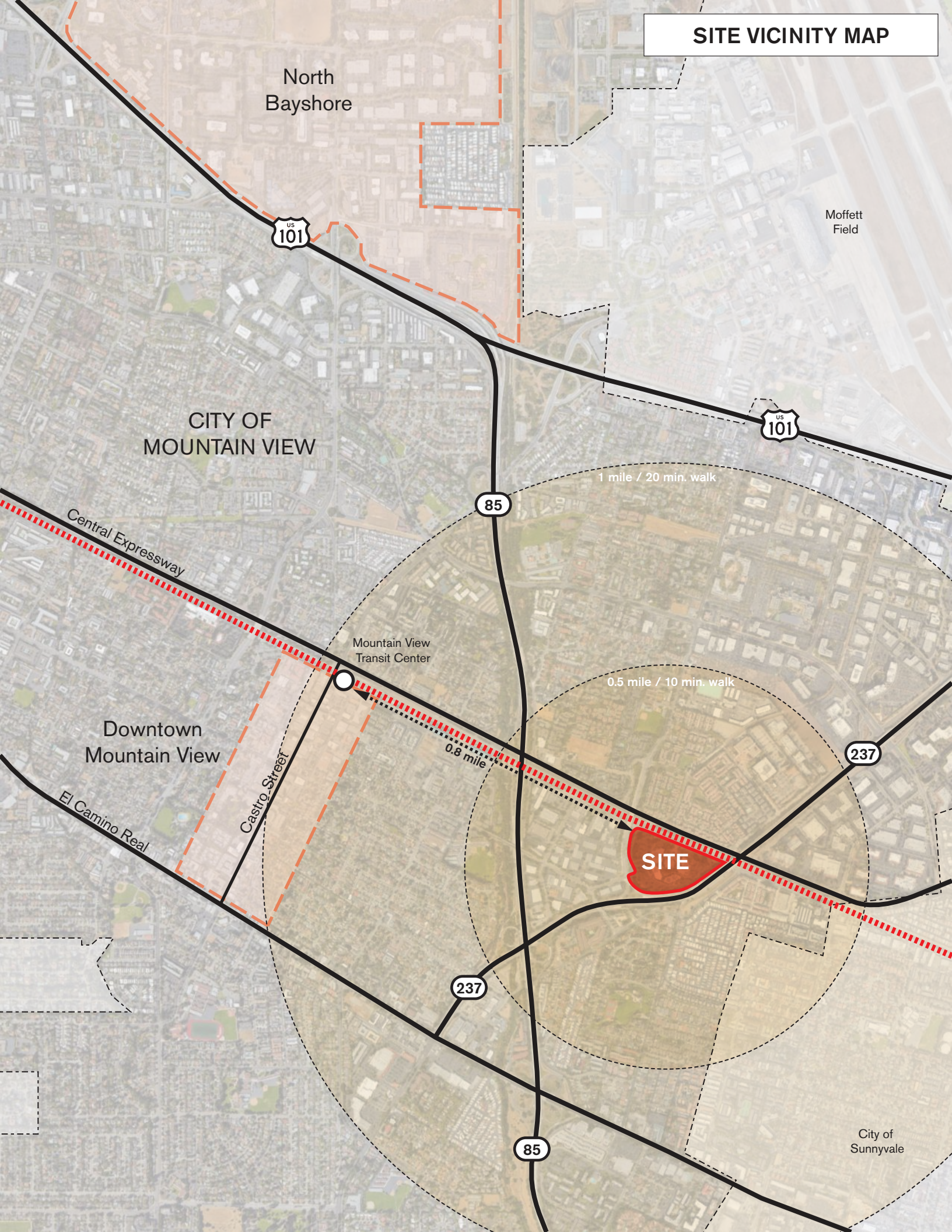
SOUTH WHISMAN ROAD

FERRY MORSE WAY

SOUTHBAY FWY 237



# SITE VICINITY MAP



North Bayshore

Moffett Field

CITY OF MOUNTAIN VIEW

1 mile / 20 min. walk

Central Expressway

Mountain View Transit Center

0.5 mile / 10 min. walk

Downtown Mountain View

0.8 mile

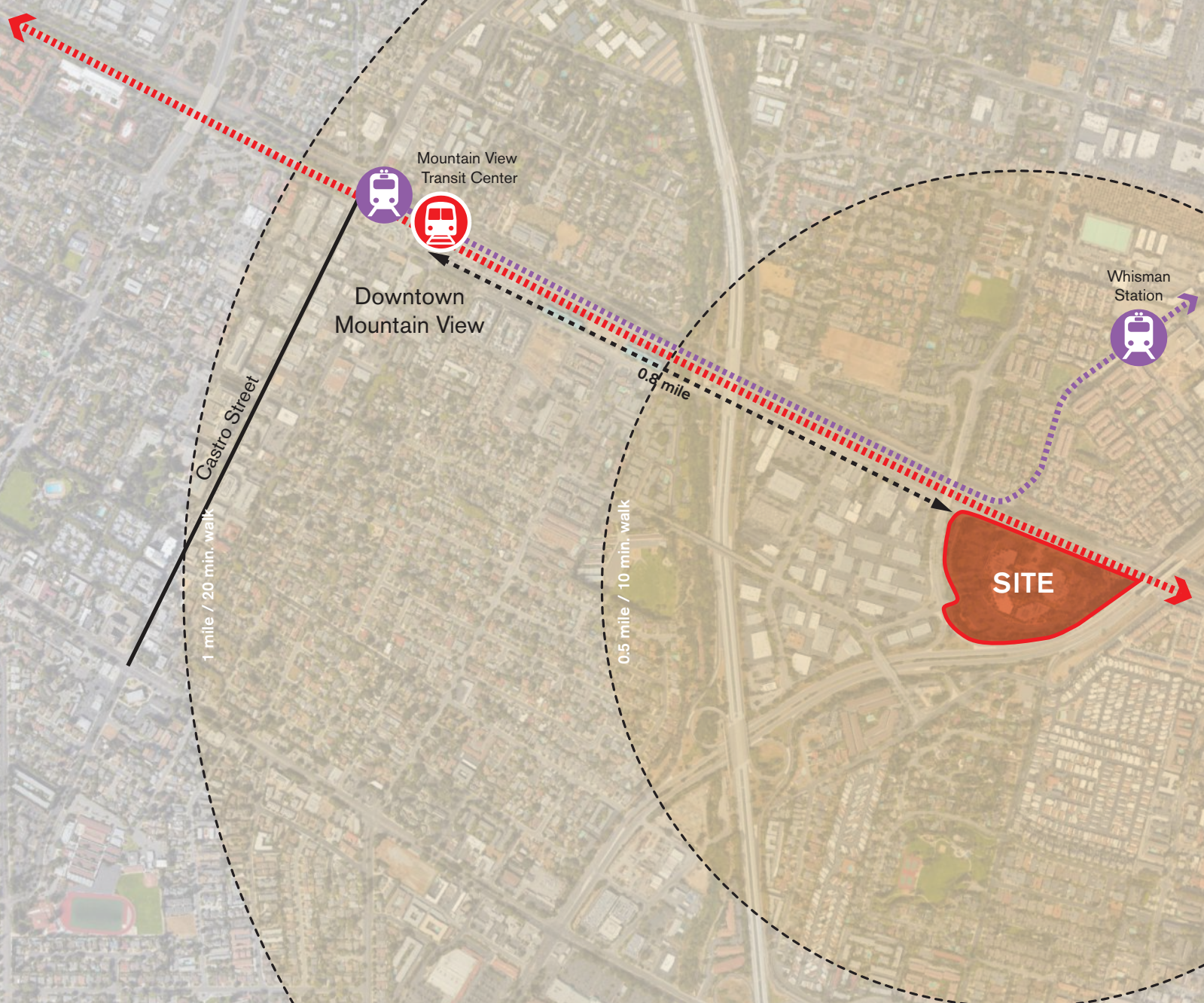
**SITE**

El Camino Real

Castro Street

City of Sunnyvale

# RAIL CONNECTIONS



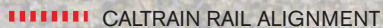
## LEGEND



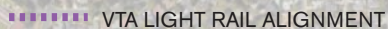
CALTRAIN STATION



VTA LIGHT RAIL STATION



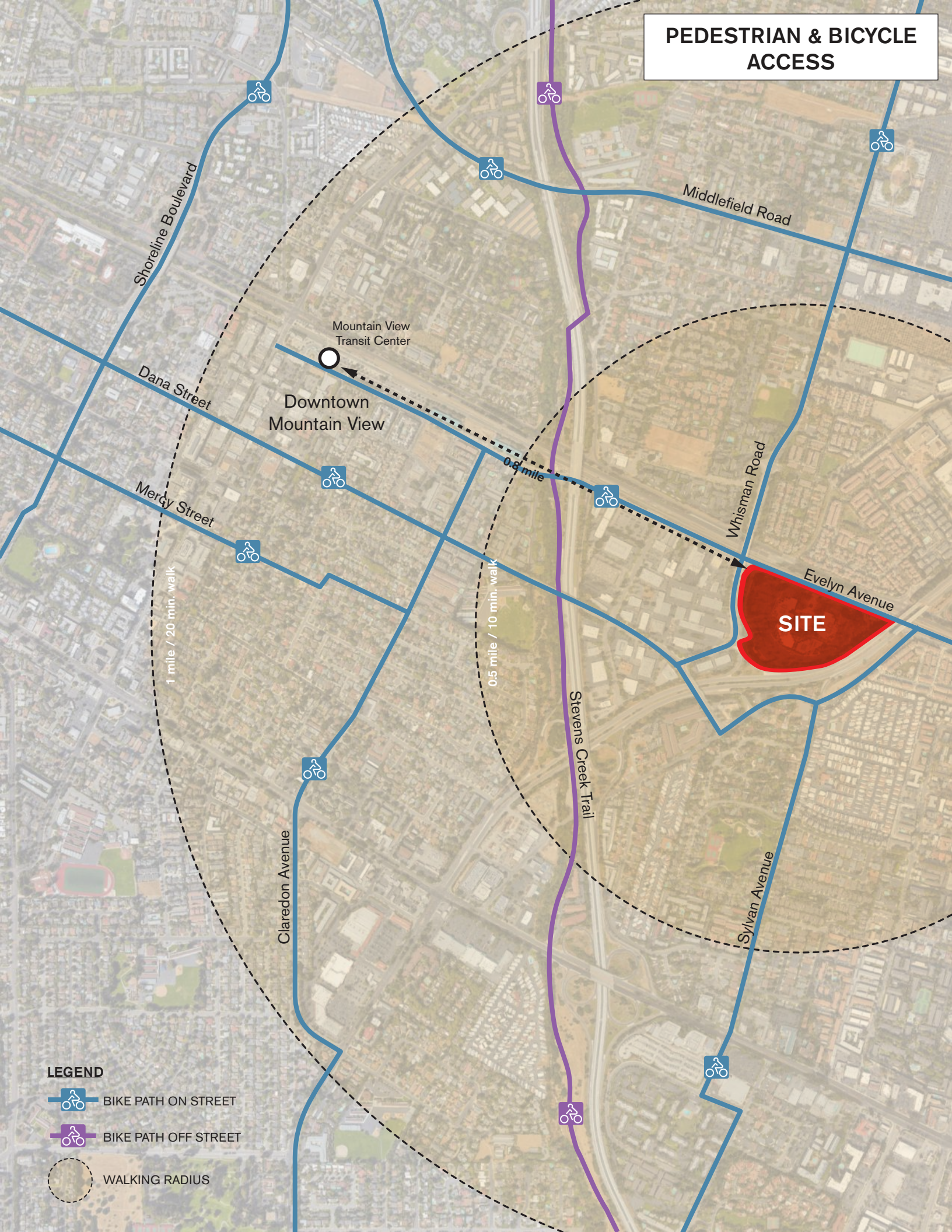
CALTRAIN RAIL ALIGNMENT






VTA LIGHT RAIL ALIGNMENT



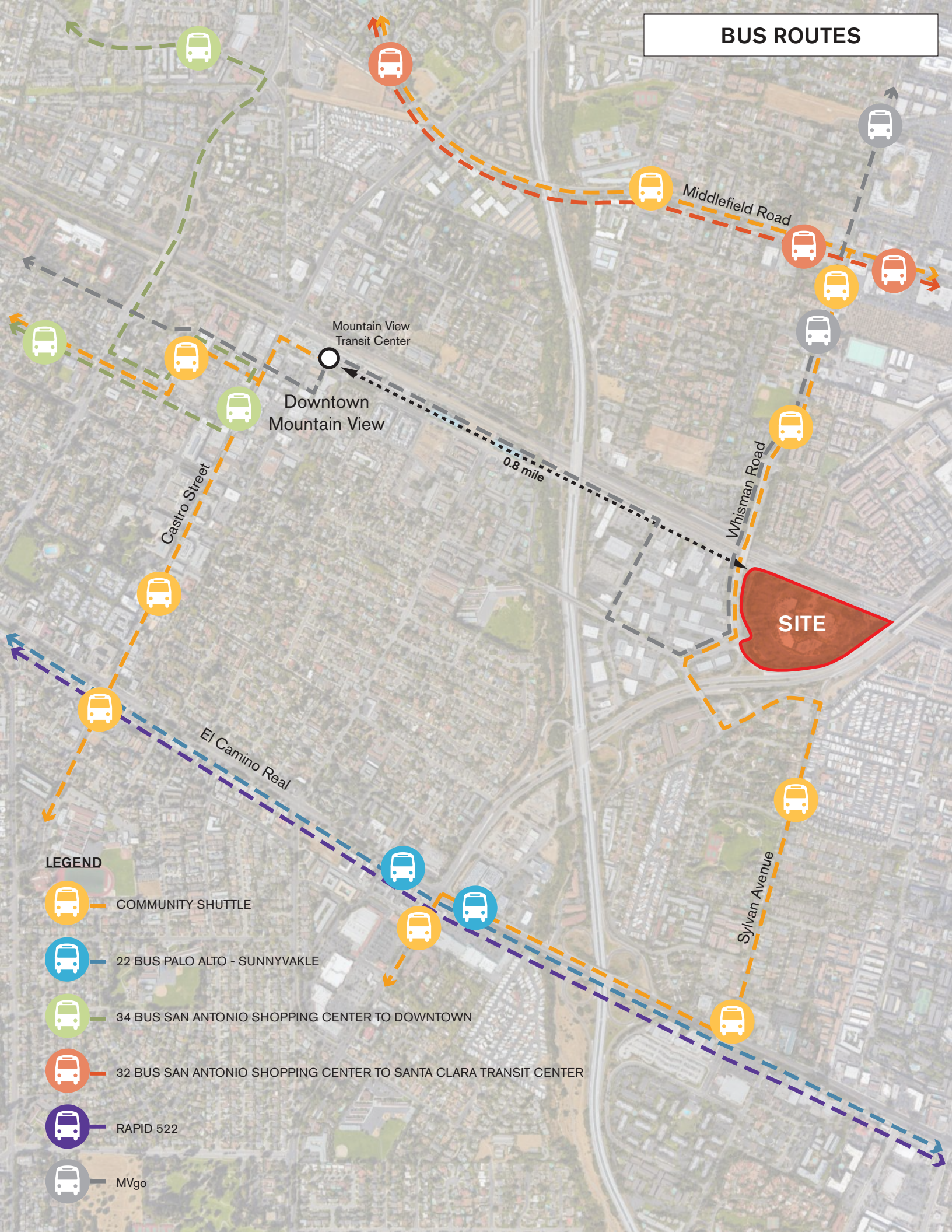
# PEDESTRIAN & BICYCLE ACCESS



## LEGEND

-  BIKE PATH ON STREET
-  BIKE PATH OFF STREET
-  WALKING RADIUS

# BUS ROUTES



Mountain View Transit Center

Downtown Mountain View

0.8 mile

SITE

Castro Street

Middlefield Road

Whisman Road

El Camino Real

Sylvan Avenue

## LEGEND



COMMUNITY SHUTTLE



22 BUS PALO ALTO - SUNNYVAKLE



34 BUS SAN ANTONIO SHOPPING CENTER TO DOWNTOWN



32 BUS SAN ANTONIO SHOPPING CENTER TO SANTA CLARA TRANSIT CENTER



RAPID 522



MVgo