Project 2012-7070

(Part 2)

Please note the e-version of

this project is posted as

Part 1 (Report and Attachments A through D)

and

Part 2 (Attachments E through J)

due to the large file size.

Detailed Project Description - 505 Mathilda Avenue, Sunnyvale, CA

The project involves the consolidation of 5 parcels (APN # 165-42-005, 006, 007, 008 & 009) located at the north-west corner of N. Mathilda and W. Maude Avenues. The total site is approximately 14.151 acres. Six of seven existing buildings will be demolished and three new multi-story office/R&D buildings and one new multi-level parking garage constructed in their place. The total square footage of the proposed development is 612,072 SF, which includes the remaining 3-story, 73,425 square foot, office/R&D building on Del Rey Avenue. The new buildings proposed include two 6-story buildings sited on N. Mathilda between W. Maude and Del Rey Avenues and one 4-story building near the corner of W. Maude and N. Pastoria Avenues. The parking garage, which also includes a Campus Service Center, is internal to the site and serves all three new structures as well as the remaining building.

Project amenities include:

- Corporate headquaters/investment grade design and finishes
- Noteworthy, sustainable landscaping
- LEED Gold Certification
- Solar power to the buildings to reduce traditional energy use.
- Bicycle parking for 110 bicycles to encourage the use of public transportation
- Pedestrian spaces both internal to the site and along the public thoroughfares and interconnections between the two.
- Public art space designated within public pedestrian spaces to enhance the experience.
- Centralized Campus Service Building to house an on-site cafeteria and/or fitness center for future employees
- Thoughtful separation of pedestrian and vehicular circulation

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Mathilda R&D Campus
TDM Plan

Prepared for:

The DiNapoli Companies

May 7, 2012

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Table of Contents

1. Introduction 1
2. Project Description 2
3. Transportation Facilities and Services 5
4. Proposed TDM Measures 11

List of Tables

Table 1 Trip Generation for 505 N. Mathilda Avenue 1

List of Figures

Figure 1 Site Location 3

Figure 2 Site Plan 4

Figure 3 Existing Transit Service 6

Figure 4 Existing and Future Bicycle Facilities 9

1. Introduction

Transportation Demand Management (TDM) is a combination of services, incentives, facilities, and actions that reduce single–occupant vehicle (SOV) trips to help relieve traffic congestion, parking demand, and air pollution problems. The purpose of TDM is to promote more efficient utilization of existing transportation facilities, and to ensure that new developments are designed to maximize the potential for sustainable transportation usage. At a minimum, the proposed TDM measures for the Mathilda Research and Development Campus outlined below are expected to achieve a 20 percent reduction in daily vehicle trips (892 trips) and a 25 percent reduction in peak-hour vehicle trips (158 AM peak hour trips and 143 PM peak hour trips).

Table 1
Trip Generation for 505 N. Mathilda Avenue

					AM Peak Hour				PM Peak Hour			
Land Use	Size	Units	Daily Rate	Daily Trips	Pk-Hr Rate	In	Out	Total	Pk-Hr Rate	In	Out	Total
Proposed Use												
Research and Development Center /a/	612.6 /b/	ksf	7.28	4,458	1.03	525	107	632	0.94	86	488	574
TDM Reduction (20% of daily, 25% of peak-hour)				-892		-131	-27	-158		-22	-122	-143
Total Site-Generated Trips				3,567		394	81	474		65	366	430

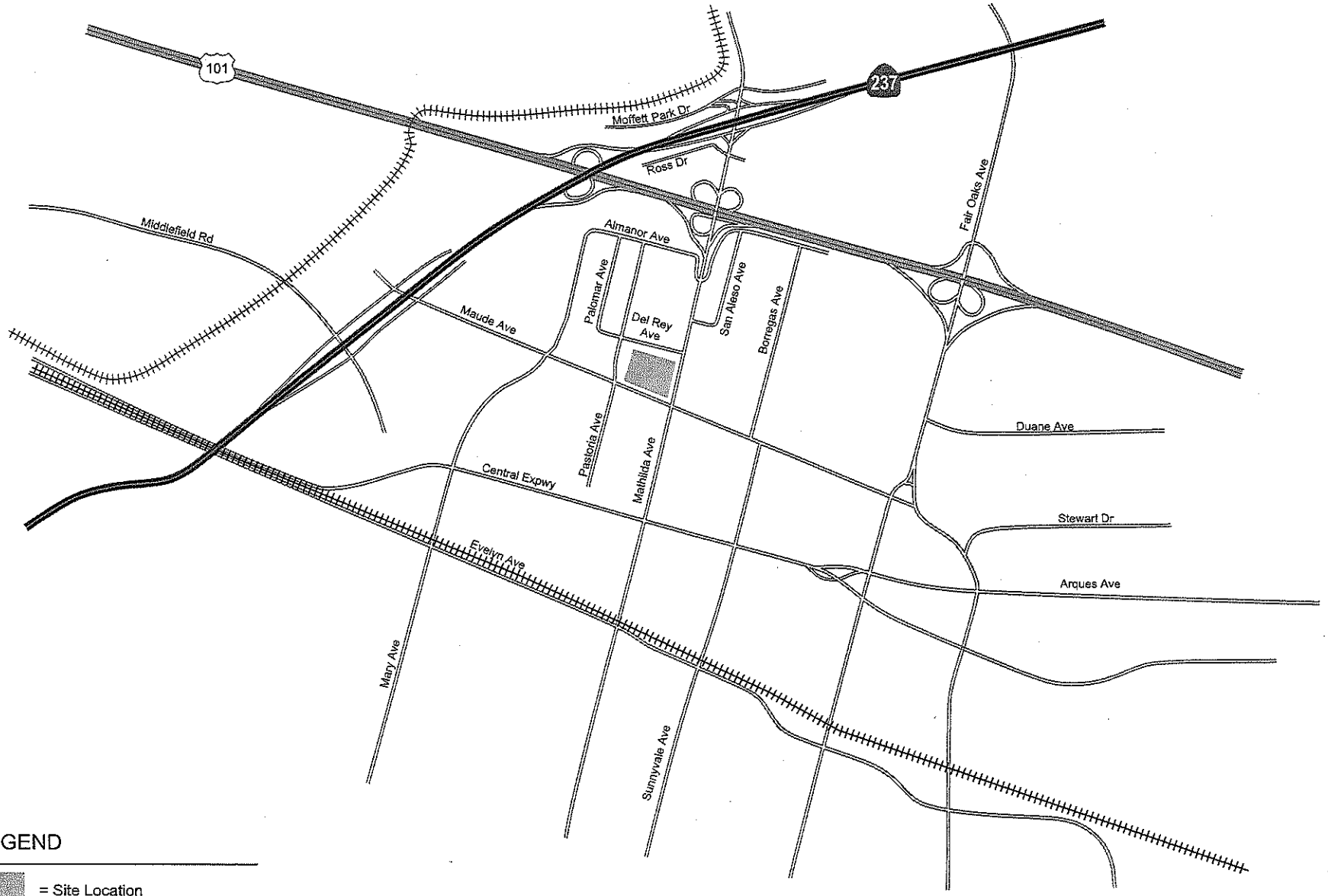
Notes:
/a/ Institute of Transportation Engineers, Trip Generation, 8th Edition. Research and Development Center (760).
/b/ Includes both proposed new buildings and an existing building to be renovated.

The TDM Plan would partially offset the proposed increase in density from the current maximum allowable floor area ratio (FAR) to the proposed FAR. The 20 percent daily and 25 percent peak-hour trip reduction goals set forth in this TDM Plan are ambitious given the constraints associated with the project site and the TDM goals established for other comparable developments in the vicinity. Furthermore, the trip reduction goals exceed the 5 percent TDM trip reduction assumed in the site's Traffic Impact Analysis (TIA), which is intended to present a conservative evaluation of potential project impacts.

2. Project Description

The project site is located at 505 N. Mathilda Avenue at the northwest corner of Maude Avenue. The project site and surrounding study area are shown on Figure 1. The project consists of 537,600 square of new building space, which will replace 166,700 square feet of office space and a hotel currently on the site. The project also includes retention and renovation of a building with 74,986 square feet. Thus, the total project size is 612,586 square feet of research & development (R&D) campus.

The project site would include surface parking and a 5-level parking garage with a total of 2,018 parking spaces including 35 handicapped accessible spaces, 92 reserved carpool/vanpool spaces, and 121 parking spaces for clean fuel vehicles, a portion of which will include charging outlets. It also will contain bike racks near each building entrance for a total of 26 bikes and bike lockers within the parking garage for secure storage of up to 99 bikes. The site has access to Mathilda Avenue, Maude Avenue, Pastoria Avenue, and Del Rey Avenue. The proposed site plan is shown on Figure 2.



LEGEND

= Site Location

= Caltrain

= Light Rail

Figure 1

Site Location

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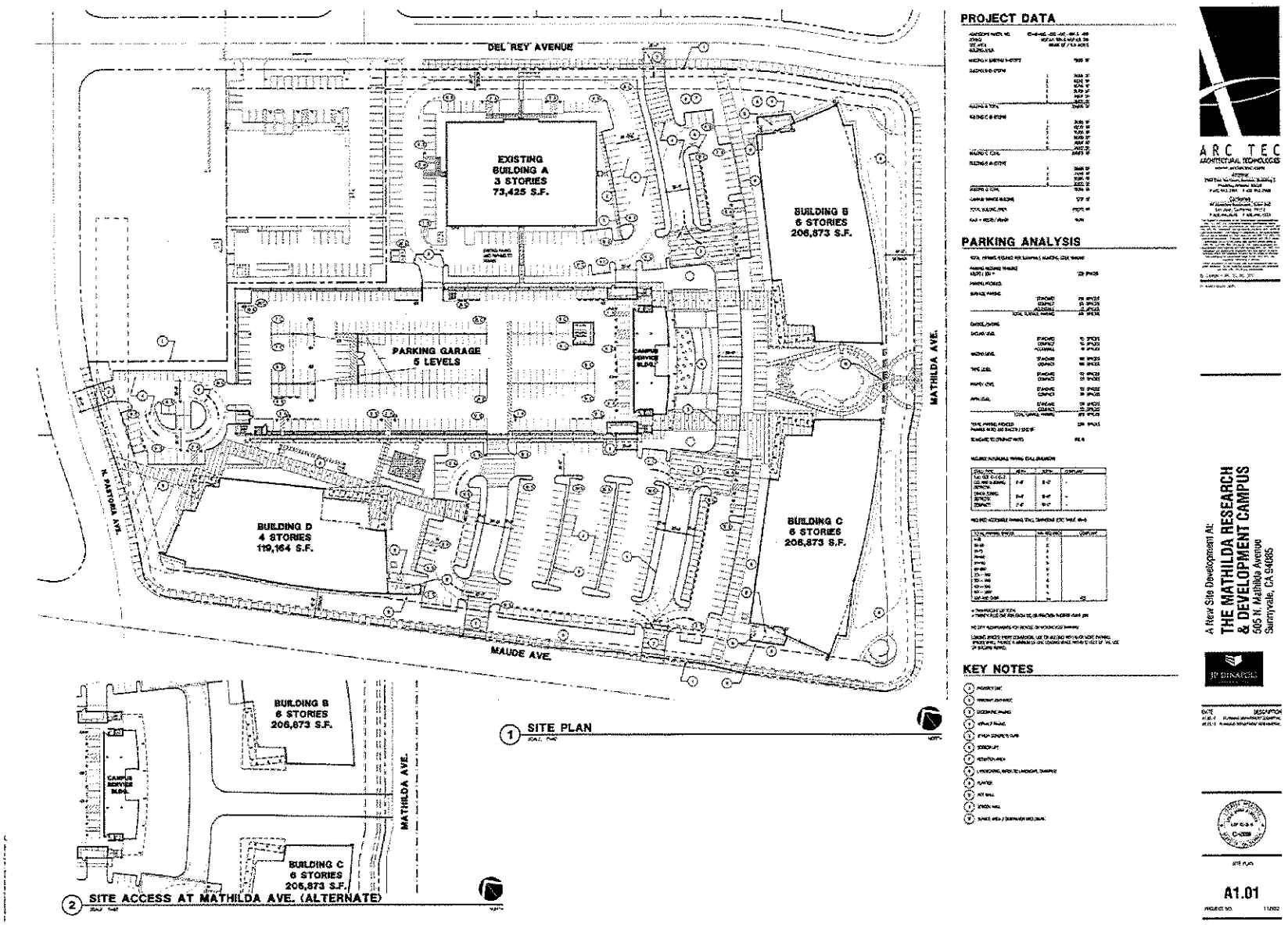
NORTH

ATTACHMENT F
Page 5 of 21



ATTACHMENT F
Page 6 of 21

Figure 2
Site Plan

NORTH
Not to Scale

3. Transportation Facilities and Services

Transportation facilities and services that support sustainable modes of transportation include commuter rail, light rail transit (LRT), buses and shuttle buses, bicycle facilities, and high-occupancy vehicle (HOV) lanes. This chapter describes existing and planned facilities and services near the 505 N. Mathilda Avenue site. Figure 3 presents the existing bus and rail services.

Commuter Rail

Caltrain provides commuter rail service between San Francisco and San Jose, with limited service to Gilroy during commute hours. The closest Caltrain station to the project site is the Sunnyvale Station. During the morning peak period from 6:00-9:00 AM, the Sunnyvale Station is served by three baby bullet (express) and six limited-stop northbound trains with headways between five and forty-two minutes. A total of four southbound trains, two local-stop and two limited-stop, serve the Sunnyvale Station in the AM peak period with headways between 30 and 65 minutes. In the afternoon peak period between 4:00 and 7:00 PM, the station is served by two baby bullet, five limited-stop, and one local-stop southbound trains with headways between four and thirty-four minutes. There are two limited-stop northbound trains with 60 minute headways during the PM peak period.

The Sunnyvale Station is located approximately one mile south of the project site. Although this distance is beyond what most commuters would be willing to walk, it is a reasonable distance for biking. However, as described below, there are limited bike facilities connecting the Sunnyvale Station to the project site. The station has 15 bike racks and 75 bike lockers available for reservation. While there are no Caltrain shuttles that connect to the Sunnyvale Station, Caltrain riders can connect to the project site via VTA bus route 54, which has a transit stop directly adjacent to the project site. The Sunnyvale Caltrain station includes a Park-and-Ride lot with 439 spaces. Daily and monthly parking permits may be purchased from four ticket vending machines available at this station.

The next stop to the north is the Mountain View Station. Although it is located nearly 4 miles to the west of the project site, it is accessible via the Mary Moffett Shuttle. The Mountain View Station is served by local-stop, limited-stop, and baby bullet trains with a higher frequency of trains than the Sunnyvale Station.

Caltrain Shuttle

There are no shuttle routes that run directly adjacent to the project site. However, the Mary Moffett Shuttle has a stop approximately one-third mile west of the site at Mary Avenue and Maude Avenue and another stop approximately one-half mile north of the site at Mathilda Avenue and Almanor Avenue. The shuttle

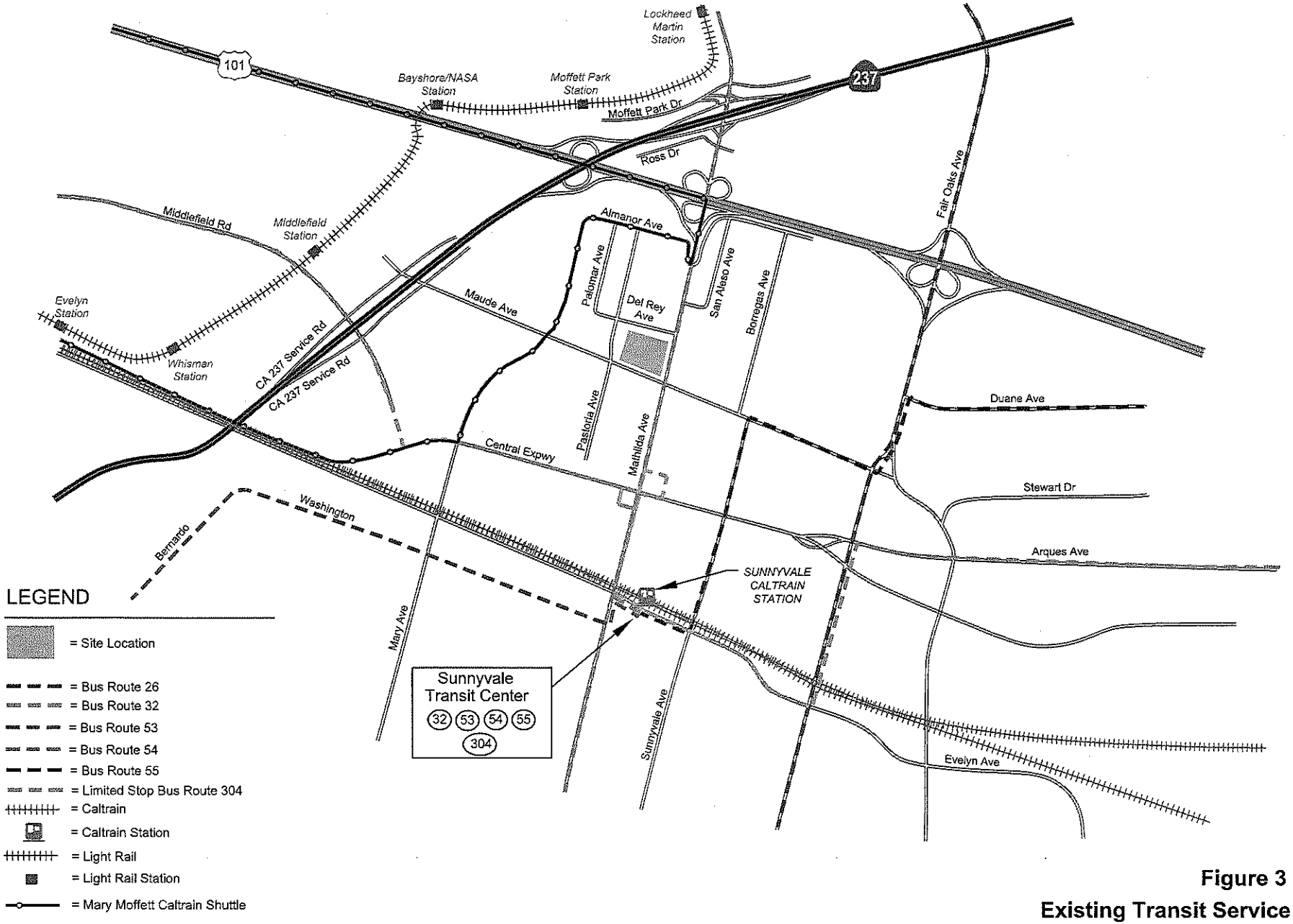


Figure 3
Existing Transit Service

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NORTH
Not to Scale

ATTACHMENT F
Page 8 of 21

runs between the Mountain View Caltrain Station and the Mary-Moffett area during commute hours. The shuttle operates four trips in the AM peak period and four in the PM peak period, coordinated with local, limited, and baby bullet service. It is funded jointly by the Bay Area Air Quality Management District, Peninsula Corridor Joint Powers Board, Sun Microsystems, and the Moffett Park Business & Transportation Association. The shuttle is free for all Caltrain passengers.

Light Rail Transit

The Santa Clara Valley Transportation Authority (VTA) currently operates the 42.2-mile light rail transit (LRT) system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Mountain View, Milpitas, Campbell, and Sunnyvale. Service operates 21 hours per day, every 15 minutes during much of the day, and carries over 30,000 riders on an average weekday. The closest LRT station to the project site is the Lockheed Martin LRT Station, located 1.4 miles north of the project site. The Lockheed Martin station is served by VTA bus route 54 to and from the project site.

VTA Bus Routes

Route 54 provides service between the Sunnyvale/Lockheed-Martin Transit Center and De Anza College including service to the Sunnyvale Caltrain Station. Within the study area, Route 54 operates along Mathilda Avenue with 30-minute headways during commute hours. There are bus stops directly adjacent to the project site at the southwest corner of the Mathilda /Del Rey intersection and at the northeast corner of the Mathilda/ Maude intersection. There is no shelter or bench for transit riders waiting at the Mathilda/Del Rey stop. The Mathilda/Maude stop has a bench but no shelter. There is no bus duck-out at either stop, so buses temporarily block one lane of travel when stopped.

Public transit improvements in this area have been recommended in the Valley Transportation Plan 2035. VTA is considering improvements to Express Bus and Limited Stop Bus routes serving Moffett Park. Near the project site, Route 54 will continue to operate as a Local Bus route.

HOV Lanes

High Occupancy Vehicles (HOV) lanes, also known as diamond or carpool lanes, restrict use to vehicles with two or more occupants (carpool, vanpool, and buses), motorcycles, and ILEVs (subcategory of clean-fuel vehicles that have essentially no fuel vapor emissions) during the morning (5:00 AM to 9:00 AM) and evening (3:00 PM to 7:00 PM) commute periods. HOV lanes are present on both of the freeways nearest the project site, US 101 and State Route 237.

US 101 extends northward through San Francisco and southward through Gilroy. Access to and from the project study area is provided via its interchange at Mathilda Avenue. *US 101* is an eight-lane freeway (three mixed-flow lanes and one HOV lane in each direction) in the vicinity of the site.

SR 237 is a four to six-lane freeway in the vicinity of the project site that extends west to El Camino Real (Route 82) and east to I-880 in Milpitas. East of Mathilda Avenue, SR 237 has two mixed-flow lanes and one HOV lane in each direction. West of Mathilda Avenue, SR 237 has two mixed-flow lanes in each direction.

HOV lanes are also found on the portions of the following south bay roadways: I-280, SR 85, SR 87, I-880, Central Expressway, Lawrence Expressway, Montague Expressway, San Tomas Expressway, and Capital Expressway.

The VTA is implementing the Silicon Valley Express Lanes Program that ultimately will convert 180 miles of existing HOV lanes to High Occupancy Toll (HOT) lanes or express lanes. The project will allow solo drivers the option to use the lanes for a fee. Tolls will vary throughout the day based on congestion levels to help maintain level of service and free-flow conditions. The current toll price will be displayed on electric signs above the lanes. Fees from solo drivers will be collected electronically using the FasTrak electronic toll collection technology. All eligible carpool vehicles including clean air vehicles with applicable decals, motorcycles, and transit buses will continue to use the lanes free of charge. Similar to HOV lanes, the express lanes will be separated from mixed-flow lanes by a painted buffer. The express

lanes are expected to increase efficiency of the roadway and create a revenue stream that can be reinvested into facility maintenance and transit enhancement.

The first phase of express lanes on SR 237 at the connector to I-880 is scheduled to open later this month (March 2012). Phase II of the SR 237 Express Lane Project is expected to be implemented by 2015. Express lanes on US 101 are anticipated to be complete by 2016.

Bicycle Facilities

Bicycles are an important component of the City's transportation network. The City of Sunnyvale's bikeways are classified as Class I, Class II, or Class III facilities, as follows:

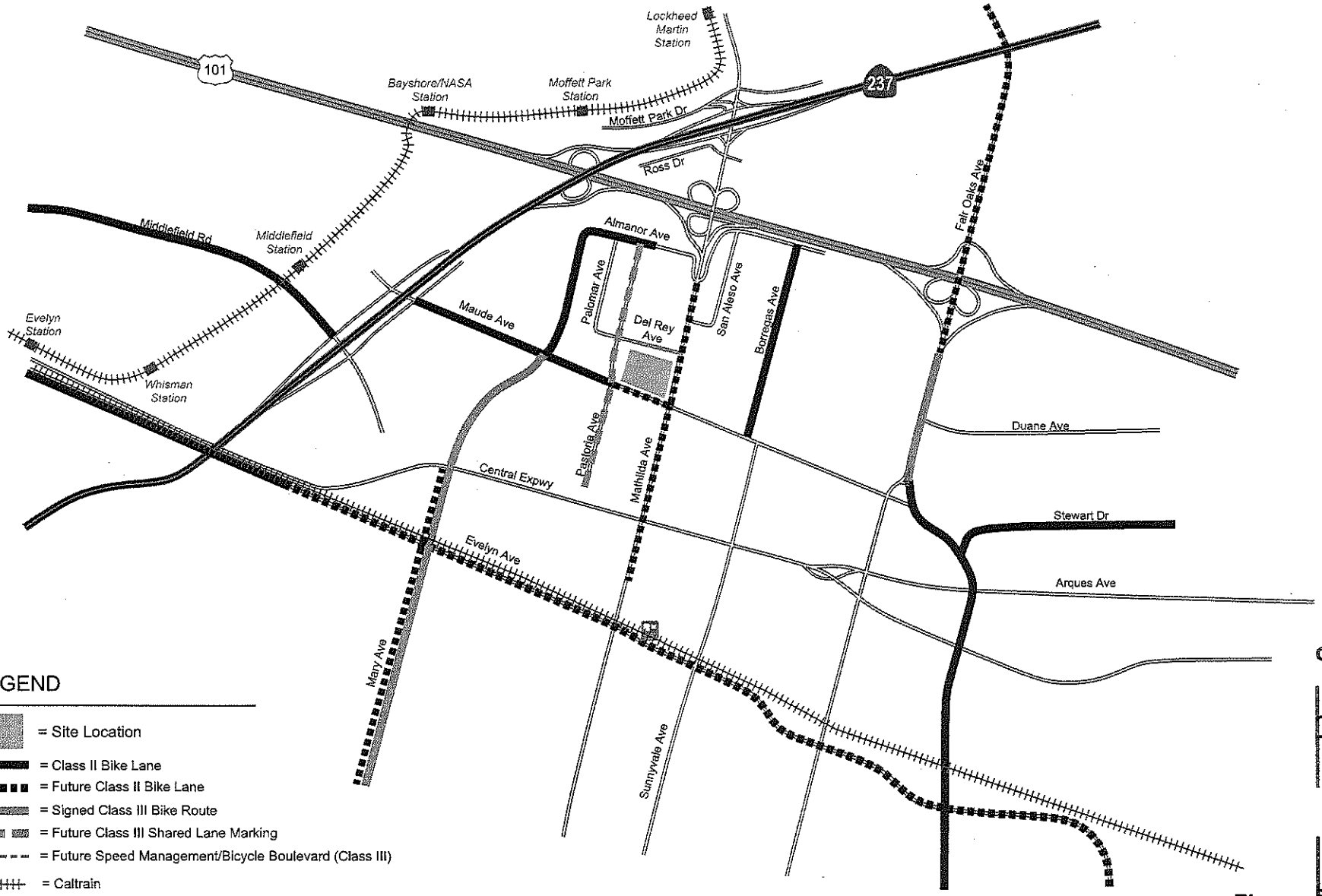
- Class I Bikeway – bike paths within exclusive right-of-way, sometimes shared with pedestrians
- Class II Bikeway – bike lanes for bicycle use only that are striped within the paved area of roadways
- Class III Bikeway – bike routes are shared with motor vehicles on the street. Class III bikeways may also be defined by a wide curb lane and/or use of a shared use arrow stencil marking on the pavement, known as a "sharrow"

Existing and future bicycle facilities near the project site are shown on Figure 4. According to the City of Sunnyvale Bicycle Map and the Santa Clara Valley Transportation Authority (VTA) Bikeways Map, there are numerous bike lanes and City-signed bike routes in the vicinity of the project site (see Figure 3). The following roadways contain bike lanes:

- Borregas Avenue, between Ahwanee Avenue and Maude Avenue
- Maude Avenue, between Pastoria Avenue and CA237 Service Road
- Mary Avene, between Almanor Avenue and Maude Avenue
- Almanor Avenue, between Mary Avenue and Vaqueros Avenue

The existing bicycle network provides a nearly complete route for bicyclists traveling between the project site and the Middlefield LRT Station. However, there are no existing bicycle facilities leading from the project site to the nearest transit stations, the Sunnyvale Caltrain Station and the Lockheed Martin LRT Station. The City of Sunnyvale 2006 Bicycle Plan shows that it may be possible to add bike lanes on the segment of Mathilda Avenue between Maude Avenue and California Avenue by restriping. However, in order to add bike lanes to the segment of Mathilda Avenue north of Maude Avenue adjacent the project site and the segment of Mathilda Avenue south of California Avenue would require roadway widening. The proposed project will grant a five-foot easement along the site frontage on the west side of Mathilda Avenue to facilitate future bike lanes. However, the construction of bike lanes will not commence until additional right-of-way and/or roadway widening can be completed along both sides of Mathilda Avenue.

Likewise, the City of Sunnyvale has determined that adding bike lanes to the segment of Maude Avenue between Pastoria Avenue and Mathilda Avenue would require widening Maude Avenue along both the north and south sides. The proposed project will dedicate the necessary right-of-way along the site frontage on the north side of Maude Avenue to facilitate future bike lanes. However, the construction of bike lanes will not commence until additional right-of-way and/or roadway widening can be carried out along the south side of Maude Avenue. Other bike CIP projects in the immediate vicinity of the project listed in the Bicycle Plan include the addition of shared lane markings on Pastoria Avenue from Almanor Avenue to Hermosa Drive and the introduction of speed management or a bicycle boulevard on Del Rey Avenue between Pastoria Avenue and Mathilda Avenue. The City of Sunnyvale is also investigating extending Mary Avenue over US 101 and SR 237 to the Moffett Park area. The extension would provide a bicycle connection (either bike lanes or an exclusive bike path) to the Moffett Park LRT Station.



LEGEND

- = Site Location
- = Class II Bike Lane
- = Future Class II Bike Lane
- = Signed Class III Bike Route
- = Future Class III Shared Lane Marking
- = Future Speed Management/Bicycle Boulevard (Class III)
- = Caltrain
- = Caltrain Station
- = Light Rail
- = Light Rail Station

Figure 4
Existing and Future Bicycle Facilities
Source: City of Sunnyvale 2006 Bicycle Plan

ATTACHMENT F
Page 11 of 21

NORTH

Pedestrian Facilities

The project is located in an older industrial area, and there are many nearby streets without sidewalks. Sidewalks are lacking on Del Rey Avenue (northside), Pastoria Avenue (both sides), and Maude Avenue (northside). Furthermore, the unsignalized intersection of Pastoria Avenue and Del Rey Avenue does not have crosswalks. Sidewalks are located on both sides of Mathilda Avenue adjacent to the project site. The signalized intersection of Mathilda Avenue and Maude Avenue includes crosswalks and curb ramps on all legs. The existing pedestrian facilities provide a safe walking route between the project site and the nearest VTA Route 54 bus stops. Sidewalks, crosswalks and curb ramps are also provided on the walking route from the Sunnyvale Caltrain Station and the Lockheed Martin LRT Station.

4. Proposed TDM Measures

The TDM measures to be implemented for the 505 N. Mathilda Avenue Research and Development Campus include site and design measures related to the infrastructure and physical attributes of the site and the proposed building. Such transit-oriented design measures have been incorporated in the project site plans. Additional measures involve programs and services that promote sustainable modes of transportation. These measures include programs that would be created and implemented by tenants. Because the project is a speculative development with a yet unknown tenant(s), specific TDM program components will be included in lease agreements or other instruments to ensure their implementation.

Building Design and Layout

Building Entries.

To encourage walking and transit use, building entries should be oriented toward plazas, parks, and adjacent roadways with pedestrian facilities to minimize the walking distance to nearby transit stops. The proposed new buildings nearest to Mathilda Avenue, Buildings B and C, have entrances oriented towards a central amphitheater with pedestrian connections to Mathilda Avenue. Additional entries are oriented towards the central campus services building, which will include a café and exercise facilities. Building entries also are provided on the north side of Building B with a connection to Del Rey Avenue and on the south side of Building C with a connection to Maude Avenue.

Building A has an entrance on each side of the building. The entry on the north side includes a connection to Del Rey Avenue while the entry on the south side includes internal connections to the campus services building, the central amphitheater, and Mathilda Avenue. The east and west entries to Building A are oriented toward surface parking areas. Decorative paving will delineate crosswalks that connect the sidewalk at the east entrance to the entry paving on the north side of the campus services building.

Building D has three entrances. The entrance on the northwest corner has a direct connection to Pastoria Avenue, while the entrance on the northeast corner has internal connections to the campus service building, the central amphitheater, and Mathilda Avenue. A third entry is provided on the east side of Building D. A pedestrian connection will link this entrance to Maude Avenue.

Building Setbacks.

The proposed new buildings are located close to Mathilda Avenue and Maude Avenue with only a narrow strip of landscaping between the buildings and the street. Locating the building near sidewalks and bus stops encourages walking and transit use. Conversely, locating parking between the roadway and the building encourages driving.

Building Wiring.

The proposed buildings will include fiber optic wiring to facilitate telecommuting. Telecommuting is an effective TDM strategy that enables employees to work from home or a neighborhood telecenter eliminating or reducing the number of commute trips to the project site. The building infrastructure will support a high level of telecommuting. Details regarding implementation of a telework program will be determined by the future tenant(s), which are unknown at this time.

Parking Design and Management

Parking Supply.

The Mathilda Research and Development Campus will include a total of 2,018 parking spaces, which equates to a parking ratio of 1 space per 303 square feet (s.f.) of gross floor area. The City of Sunnyvale's parking code permits a range of 1 space per 250 s.f to 1 space per 500 s.f. The proposed parking supply is within the allowed range and 430 spaces less than the maximum parking allowed by Code. When combined with companion TDM measures, reduced parking discourages drive-alone commuting by limiting an abundance of easy and convenient parking options.

Parking Location and Configuration.

The site plan shows that all parking facilities will be located in the rear of the proposed buildings. The parking location will minimize the walking distance to sidewalks and bus stops, thus promoting walking and transit use.

Carpool/Vanpool Parking.

The project site plan shows a total of 92 parking spaces designated for carpools and vanpools (approximately 5 percent of the total parking spaces). The carpool spaces are located in surface parking areas near building entrances and in convenient, premium garage locations to incentivize carpooling. Preferential parking spaces provide a prominent visual message to employees and the community that alternative transportation is valued. If the spaces are underutilized, they may be made available to single-occupant vehicles after peak commute times.

Clean Air Vehicle Parking.

The project site plan shows a total of 121 parking spaces designated for clean air vehicles (approximately 6 percent of the total parking spaces). The clean air spaces are located in surface parking areas near building entrances and in convenient, premium garage locations . Vehicle charging stations will be available at selected spaces.

On-Site Amenities

The proposed project will include services that otherwise would require a separate trip before, after, or during work hours. The following amenities will be included at the Mathilda Research and Development Campus:

- Cafeteria or café
- Fitness center
- Lobby shop or vending facilities with newspaper, sundries, snacks, stamps, transit passes

Transit Elements

Bus Stop Enhancements.

The proposed project will work with VTA to enhance the existing bus stop located along the project frontage at the southwest corner of Mathilda Avenue and Del Rey Avenue. Improvements will include the addition of a bench and passenger shelter to enhance the comfort of transit passengers.

Subsidized Transit Passes.

JP DiNapoli Companies will require their tenant(s), through lease agreements or other vehicles, to provide their employees with financial incentives to utilize public transit when commuting to and from the project site. Consistent with the VTA guidelines for TDM trip reductions, the transit subsidy will be equivalent to the monthly maximum transit subsidy allowable under current federal legislation ($125 per employee per month as of March 2012). There are several ways that employers can provide this subsidy. One option is for the employer to fund a pre-tax salary payroll deduction for transit passes through a voucher program (Commuter Check or similar program). Employers receive a payroll tax savings as a benefit of this program. Another option is for employers to purchase transit passes and provide them to employees free of cost (or discounted by the monthly maximum transit subsidy allowable). These programs make transit a more attractive alternative and support the City of Sunnyvale's transit policies included in the General Plan.

Pedestrian Design Elements

The proposed site plan includes convenient direct pedestrian connections to the surrounding external streets. In addition, walkways are incorporated within the campus to enable employees to walk between different buildings on the site. Clearly defined pedestrian walkways and crossings link the campus services building with all other buildings on site, encouraging employees to use on-site amenities rather than making a separate trip before, after, or during work hours. The internal walkways and connections to sidewalks along adjacent roadways will minimize walking distances, provide direct routes to transit stops, and facilitate safe, convenient access by pedestrians.

Bicycle Amenities

Bicycle Parking

The site will include a total of 26 bike racks (Class II spaces) placed at convenient and well lit locations near building entrances. In addition, bicycle lockers (Class I spaces) with a capacity for 99 bikes will be provided on the ground floor of the proposed parking garage. Applying VTA's recommended standard of one bicycle space per 6,000 square feet of office space to the size of the proposed project yields a minimum requirement of 102 bicycle spaces. Thus, the total proposed bicycle parking supply of 125 spaces exceeds the standards recommended by VTA. For office uses, VTA recommends 76 long-term (Class I) bicycyle parking spaces (75 percent of the recommended 102 spaces) and 26 short-term (Class II) bicycle parking spaces (25 percent of the recommended 102 spaces). The proposed bicycle parking meets or exceeds VTA's minimum standards.

Showers and Clothes Lockers

The site will include shower facilities and lockers and/or changing facilities in the campus services building and/or Buildings B and C in accordance with LEED gold standards. These facilities will be available to all employees of the development free of charge. The showers and lockers will encourage employees to walk or bicycle to the site.

Bicycle Network

The project will dedicate up to five feet of right-of-way along the site frontage on the north side of Maude Avenue necessary for the future addition of bike lanes between Mathilda Avenue and Pastoria Avenue. Bike lanes will be constructed when the necessary right-of-way along the south side of Maude Avenue is obtained. Likewise, the project will grant a five-foot easement along the site frontage on the west side of Mathilda Avenue to facilitate the future roadway widening necessary to add bike lanes.

Subsidized Bicycle Expenses.

JP DiNapoli Companies will require their tenant(s), through lease agreements or other vehicles, to subsidize bicycle expenses for employees that bike to and from the project site. Employers will reimburse employees up to $20 per month ($240 per year) for qualified bicycle commuting expenses. The program will be implemented as a pre-tax payroll deduction program (through Commuter Check or similar program) or administered directly by the employer. Employees who receive the bicycle commuter benefit are not eligible to receive another qualified transportation fringe benefit (i.e. transit pass or vanpool benefit).

Bicycle Resources.

The following resources are available to bicycle commuters through 511.org:

- Free Bike Buddy matching
- Bicycle maps
- Bicycle safety tips
- Information about taking bikes on public transit
- Location and use of bike parking at transit stations
- Information on Bike to Work Day
- Tips on selecting a bike, commute gear, and clothing
- Links to bicycle organizations

Carpool and Vanpool Programs

Ride Matching Assistance.

The 511 RideMatch service provides an interactive, on-demand system that helps commuters find carpools, vanpools or bicycle partners. The Transportation Coordinator, described further below, in conjunction with the future tenant(s) contacts(s), will promote the on-line 511 service to employees. This free car and vanpool ridematching service helps commuters find others with similar routes and travel patterns with whom they may share a ride. Registered users are provided with a list of other commuters near their employment or residential ZIP code along with the closest cross street, email, phone number, and hours they are available to commute to and from work. Participants are then able to select and contact others with whom they wish to commute. The service also provides a list of existing car and vanpools in their residential area that may have vacancies. In addition, tenant(s) may provide private ride matching assistance to their employees to match co-workers making the same drive via 511 services. Ride matching assistance is also available through a number of peer-to-peer matching programs, such as Zimride, which utilize social networks to match commuters.

Subsidized Vanpool Expenses.

JP DiNapoli Companies will require their tenant(s), through lease agreements or other vehicles, to subsidize the cost of vanpools used to commute to and from the project site. As permitted under Section 132(F) of federal tax code, as amended by TEA-21, Title IX, Section 910, employers will fund a pre-tax salary payroll deduction for qualified vanpool costs (up to $125 per employee per month as of March 2012). This commuter tax benefit will be provided through participation in the Commuter Check voucher program or similar program.

Carpool/Vanpool Incentives.

Carpool. Track. Win!

This 511 Regional Rideshare Program offers a variety of rewards to encourage non-solo driving options. Currently, through August 31, 2012, 511 Rideshare is offering registered carpoolers a chance to win $100 in grocery gift cards, or an iPod Shuffle and a $10 iTunes gift card. Users must track their work trips in a trip diary and log a minimum of eight carpool trips per month to be entered into the monthly drawing. Users who track commutes for three months and logged a minimum of eight carpool trips each month have a chance to win the grand prize, a $500 grocery gift card. The availability of future carpool rewards that may be offered after the Mathilda Research and Development Campus is complete is uncertain and will depend upon program funding.

You Pool, We Pay!

The Peninsula Traffic Congestion Relief Alliance offers a carpool incentive program called "You Pool, We Pay!" The program is open to employees at the Mathilda Research and Development Campus who live in or commute through San Mateo County. When employees form a new carpool with two or more people over the age of 18, or add a new member to an existing carpool, all carpool participants will receive a $60 gas card.

Vanpool Formation Incentive

The 511 Regional Rideshare Program provides up to $500 in gas cards to new vanpool that meet certain eligibility requirements and complete three to six consecutive months of operation. The gas cards are awarded on a first-come, first-served basis, until funds are exhausted.

Vanpool Seat Subsidy

The 511 Regional Rideshare Program also offers a vanpool seat subsidy in the form of gas cards. The seat subsidy will provide $100 per month, with a limit of three months per van during the program year, to help cover the fare of a lost participant. The gas cards will be offered to eligible vans on a first-come, first-served based until the funds are exhausted.

Vanpool Participant Rebates

Commuters who live in or commute through San Mateo County can receive a rebate from the Peninsula Traffic Congestion Relief Alliance (the Alliance) to try vanpooling. The Alliance will pay half of the cost of a new vanpool participant's seat, up to $100 per month. New vanpools that operate for at least six months can receive a one-time rebate of $500, paid to the vanpool driver (rotating drivers may share the bonus).

Alternative Work Schedule Infrastructure

The Mathilda Research and Development Campus will include the following infrastructure to support future tenant(s) that choose to implement an alternative work schedule:

- Heating, cooling, and ventilation systems will be available for extended schedules.
- Security services will be provided to support extended schedules.
- Access to buildings and parking garage will be available to employees working outside of regular business hours.

The implementation of alternative work schedules will be determined by the future tenant(s), which are unknown at this time.

Transportation Resources

Transportation Coordinator

JP DiNapoli Companies will provide a Transportation Coordinator who will be responsible for implementing the TDM program. The Transportation Coordinator will provide the following services and functions:

- Conduct baseline survey and annual status report detailing employee commute methods and submit to Sunnyvale Planning Department.
- Catalog all existing incentives that encourage employees to utilize alternative transportation programs and aggressively market programs to employees.
- Develop and maintain liaison with designated tenant contacts, neighboring employment centers, regional and local ridesharing programs.
- Manage preferential parking programs.
- Provide information and resource materials on the full range of transportation choices available to employees of the development.
- Provide up to date transit maps and schedules.
- Provide new tenant information packets at the time of move-in. The packet will include information about carpool/vanpool programs, public transit services, the Commuter Check program, ride matching services, and bicycle maps.
- Post materials on commute alternatives on an informational kiosk.
- Evaluate survey results to evaluate potential program modifications that would enhance the use of sustainable modes of transportation.

If the site is ultimately leased or sold to a single employer, the lease/sale agreement will require the future tenant to provide a Transportation Coordinator for the site so that the TDM program can be tailored to the specific employer's needs. If multiple employers occupy the site, JP DiNapoli Companies, or the subsequent property management group, will continue to provide a Transportation Coordinator that will interface with each tenant on site.

New Tenant Employee Information Packet

The Transportation Coordinator will provide transportation information packets to all new tenants for distribution to employees commuting to the Mathilda Research and Development Campus. This packet will include information about preferential parking programs, ride matching services, VTA and Caltrain maps and schedules, transit planning resources, a description of commuter tax benefit programs (Commuter Check), and a bicycle map. In addition, the Transportation Coordinator will distribute a similar information packet to all new employees subsequently hired or transferred to the site.

Kick-Off Event

The most opportune time to change commute behavior from drive alone automobile usage is during relocation to a new employment site. Because a travel routine has not yet established, the commuter will be more receptive to trying an alternative mode and be more likely to commit to the alternative mode. The Transportation Coordinator will be responsible for hosting a commute alternative kick-off event/celebration upon 50 percent occupancy of the Mathilda Research and Development Campus. The event will highlight transit and trip-planning services, rideshare matching, and other commute opportunities at the site. Transportation service providers (such as VTA and Caltrain), ride match services (511 and Zimride), and bicycle advocates (from the Silicon Valley Bicycle Coalition and the City of Sunnyvale Bicycle and Pedestrian Advisory Commission) will be invited to set-up exhibit booths. A similar event will be help upon 80 percent occupancy to reach out to new commuters to the site and increase awareness of the program.

Commuter Information Center

The Transportation Coordinator will be responsible for the creation and maintenance of bulletin boards and/or kiosks located in central locations with commuter information including transit system maps, schedules, carpool/vanpool matching services, and bicycle maps. Timely information also may be posted such as fliers advertising upcoming events (e.g. Bike to Work Day), vanpool seat vacancies, updates on nearby roadway construction projects, summer driving tips, and spare the air day alerts.

Trip Planning Resources

511 Transit Trip Planner

Online transit trip planning services are available to the greater San Francisco Bay Area through 511.org. Users enter their starting and ending points and either the desired starting or ending trip time. The service can build an itinerary that best suits the user's preference for fastest trip, fewest transfers, or less walking.

511 Mobile

Many popular features from 511.org can be accessed using smart phones or mobile devices. With 511 Mobile, commuters can:

- Receive real-time transit departure predictions
- Plan a public transit trip
- Check real-time traffic conditions on the live traffic map

- Get current driving times for the most popular routes in the Bay Area

Dadnab

Dadnab.com enables Bay Area commuters to get transit directions by text message. Users send a text message with their origin, destination, and optional departure or arrival time and Dadnab replies with a detailed itinerary listing what buses or trains to take, stop locations, and times.

Try Transit Program

The Alliance offers a Try Transit Program that provides a limited number of free transit tickets on BART, SamTrans, Caltrain, VTA, Dumbarton Express or M Line. The program is available to people over 18 years of age who live or work in San Mateo County and have not used public transportation to commute to work. The program is a one-time offer limited to one transit ticket per person.

511 Carpool Calculator

The 511 Carpool Calculator is a 511-sponsored online calculator that determines the cost of commuting by driving alone. Users input commute details such as the number of miles traveled to and from work, vehicle mileage, fuel cost, parking costs, and bridge tolls. The tool then calculates the solo commuting costs and vehicle CO2 emissions and the potential savings by adding carpool partner(s). The Transportation Coordinator and/or tenant contacts will include links to this calculator in periodic management bulletins and email correspondence to employees.

Monitoring and Reporting

The purpose of the TDM Plan is to reduce vehicle trips and lessen the parking issues, traffic congestion, and vehicle emissions associated with the Mathilda Research and Development Campus. Regular monitoring will be necessary to ensure that the implemented TDM measures are effective and achieving the stated 20-percent daily trip reduction and 25 percent peak-hour trip reduction goals. The program will be evaluated annually to assess the actual level of trip reduction achieved at the site and to identify any adjustments to the program necessary to ensure the TDM measures are successful.

Annual Driveway Counts

The Transportation Coordinator will work with an independent consultant to conduct 24-hour traffic counts by hour at each of the site driveways. The counts will be conducted using mechanical tube counters on a typical mid-week day. The traffic volumes at each individual driveway will be summed to tabulate the total daily and peak-hour vehicle trips generated by the site. The results of the driveway counts will be compared to the trip targets set forth in Table 1.

Annual Commute Surveys

As a supplement to the driveway counts, the Transportation Coordinator will administer an annual commute survey to measure the number of employees commuting by alternative modes. Employees who do not respond to the survey will be assumed to be driving alone. In addition to obtaining quantitative data on the mode split, the survey will provide qualitative data regarding employee perceptions of the alternative transportation programs. The commute surveys will provide additional detail regarding the actual travel modes not available in the driveway counts alone. The survey results will measure the relative effectiveness of individual program components relative to other components and facilitate the design of possible program enhancements.

Annual Summary Report

As required by the City of Sunnyvale, the Transportation Coordinator will use the driveway count data and employee commute survey results to prepare an annual TDM summary report to be

submitted to the City. The report will document the effectiveness of the TDM Plan in achieving the goal of 20 percent reduction in daily trips and 25 percent reduction in peak-hour trips. The current year mode split and driveway volumes will be compared to the previous survey results to determine progress and the effectiveness of current strategies.

If the driveway counts and TDM survey data indicate that the trip reduction goal is not being achieved, additional TDM measures may be implemented. Enhancements to the TDM program may include additional programs or services listed in the City of Sunnyvale's TDM Tool Kit or other TDM initiatives proposed by the employer(s) based on site specific conditions and/or the availability of newly developed technologies or programs that discourage single-occupant auto trips to the site. The TDM summary report will describe any planned modifications to the TDM program intended to ensure compliance with the trip reduction targets established for this project.

Office Class Levels

The following is a brief summary of the typical characteristics of Class A, B, and C office buildings, as well as examples of each building type in Sunnyvale. The attributes of the various class levels are somewhat subjective in their application and any specific building may exhibit characteristics of multiple classes, but overall these attributes work collectively to classify buildings with a reasonable degree of accuracy. This information was generated by the City's Economic Development Division using professional commercial real estate broker samples.

Class A

- Built after 1985 to qualify as Class A
- Setbacks from street are greater than other similar projects (typically include generous front landscaping and site features)
- At least two stories (one-story buildings do not qualify as Class A)
- Steel frame or higher-end concrete tilt-up with four sides of windows
- Aesthetically pleasing, "high image"
- Extensive window lines (made mostly of glass exterior)
- Buildings constructed with glass curtain-wall, granite, and/or glass fiber reinforced concrete (GFRC) are typically Class A

Examples of Class A:

- Most of the new buildings in Moffett Park including Moffett Towers, Yahoo!, Juniper Networks, Ariba, and Network Appliance
- HP/Palm campus
- AMD campus (on De Guigne Drive)
- Downtown – three Mozart buildings (Broadcom); Nokia

Class B

- Typically built between 1980 and present
- Limited setbacks
- One- and two-story buildings
- Limited window line: 2.5 to 3 sides made of glass exterior
- Limited landscaping with no special character

Examples of Class B:

- Sun buildings off Mary (formally Boeing); likely B+
- 333 West El Camino Real (corner of W. El Camino Real and Mathilda); likely B+
- "Horizontal Skyscraper" Building (Oakmead Pkwy. and Lakeside)
- OKI Semiconductor (corner of Mary and Almanor

Class C

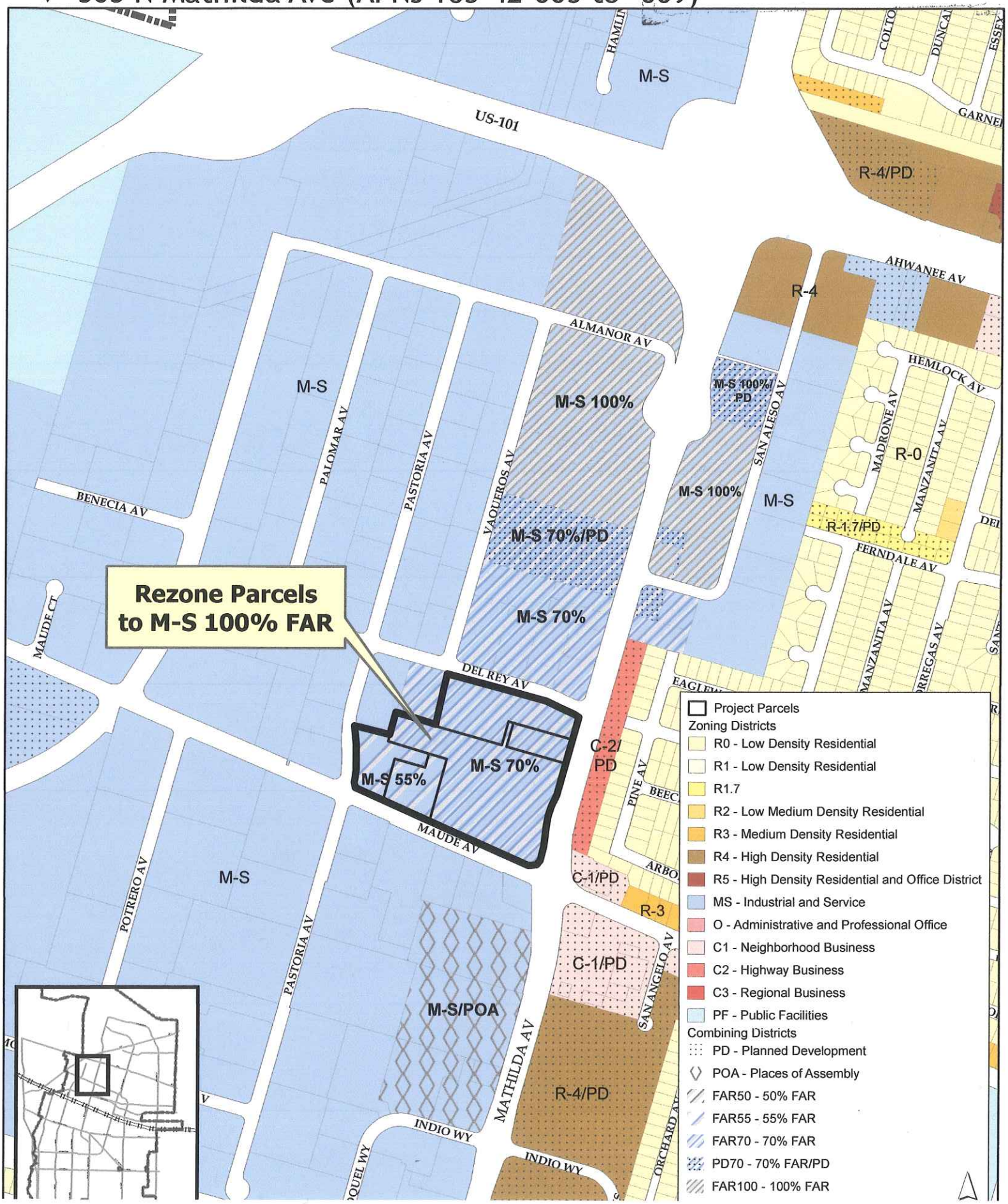
- Typically built prior to 1980
- Limited setbacks
- Typically one-story but may be two-story
- Limited or no glass exterior
- Buildings generally of concrete tilt-up construction
- Dated architecture (e.g. rock wall panels)
- Any architectural styling which obviously dates a building

Examples of Class C:

- Most of Peery Park industrial area
- Most of the buildings located on Elko Avenue (the "Woods" industrial area)

Zoning Map
505 N Mathilda Ave (APNs 165-42-005 to -009)

ATTACHMENT H
Page 1 of 1



ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE AMENDING THE PRECISE ZONING PLAN, ZONING DISTRICTS MAP, TO REZONE CERTAIN PROPERTIES LOCATED AT 505, 595, AND 599 NORTH MATHILDA AVENUE FROM M-S 70% FAR (INDUSTRIAL AND SERVICE 70% FLOOR AREA RATIO) TO M-S 100% FAR (INDUSTRIAL AND SERVICE 100% FLOOR AREA RATIO) ZONING DISTRICT

THE CITY COUNCIL OF THE CITY OF SUNNYVALE DOES ORDAIN AS FOLLOWS:

SECTION 1. AMENDMENT OF PRECISE ZONING PLAN. The Precise Zoning Plan, Zoning Districts Map, City of Sunnyvale (Section 19.16.050 of the Sunnyvale Municipal Code) hereby is amended in order to include certain properties located at 505, 595, and 599 North Mathilda Avenue within the M-S 100% FAR (Industrial and Services 100% Floor Area Ratio) Zoning District, which properties are presently zoned M-S 70% FAR (Industrial and Services 70% Floor Area Ratio) Zoning District. The location of the properties is set forth on the scale drawing attached as Exhibit A.

SECTION 2. CEQA–NEGATIVE DECLARATION. The City Council hereby determines that the Mitigated Negative Declaration prepared for this ordinance has been completed in compliance with the requirements of the California Environmental Quality Act (CEQA) and reflects the independent judgment of the City, and finds that adoption of the ordinance will have no significant negative impact on the area's resources, cumulative or otherwise.

SECTION 3. EFFECTIVE DATE. This ordinance shall be in full force and effect thirty (30) days from and after the date of its adoption.

SECTION 4. PUBLICATION. The City Clerk is directed to cause copies of this ordinance to be posted in three (3) prominent places in the City of Sunnyvale and to cause publication once in The Sun, the official newspaper for publication of legal notices of the City of Sunnyvale, of a notice setting forth the date of adoption, the title of this ordinance, and a list of places where copies of this ordinance are posted, within fifteen (15) days after adoption of this ordinance.

Introduced at a regular meeting of the City Council held on _____, 2012, and adopted as an ordinance of the City of Sunnyvale at a regular meeting of the City Council held on _____, 2012, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

ATTEST: APPROVED:

_____ _____

City Clerk Mayor

Date of Attestation: _____

SEAL

APPROVED AS TO FORM AND LEGALITY: _____

David A. Kahn, City Attorney

REZONE MAP - CITY OF SUNNYVALE

505, 595, 599 N. Mathilda Ave.
Rezone M-S-70% F.A.R. to M-S 100% F.A.R.

0 55 110 220 Feet

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE AMENDING THE PRECISE ZONING PLAN, ZONING DISTRICTS MAP, TO REZONE CERTAIN PROPERTIES LOCATED AT 683 WEST MAUDE AVENUE AND 510 NORTH PASTORIA AVENUE FROM M-S 55% FAR (INDUSTRIAL AND SERVICE 55% FLOOR AREA RATIO) TO M-S 100% FAR (INDUSTRIAL AND SERVICE 100% FLOOR AREA RATIO) ZONING DISTRICT

THE CITY COUNCIL OF THE CITY OF SUNNYVALE DOES ORDAIN AS FOLLOWS:

SECTION 1. AMENDMENT OF PRECISE ZONING PLAN. The Precise Zoning Plan, Zoning Districts Map, City of Sunnyvale (Section 19.16.050 of the Sunnyvale Municipal Code) hereby is amended in order to include certain properties located at 683 West Maude Avenue and 510 North Pastoria Avenue within the M-S 100% FAR (Industrial and Services 100% Floor Area Ratio) Zoning District, which properties are presently zoned M-S 55% FAR (Industrial and Services 55% Floor Area Ratio) Zoning District. The location of the properties is set forth on the scale drawing attached as Exhibit A.

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Introduced at a regular meeting of the City Council held on _____, 2012, and adopted as an ordinance of the City of Sunnyvale at a regular meeting of the City Council held on _____, 2012, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

ATTEST: APPROVED:

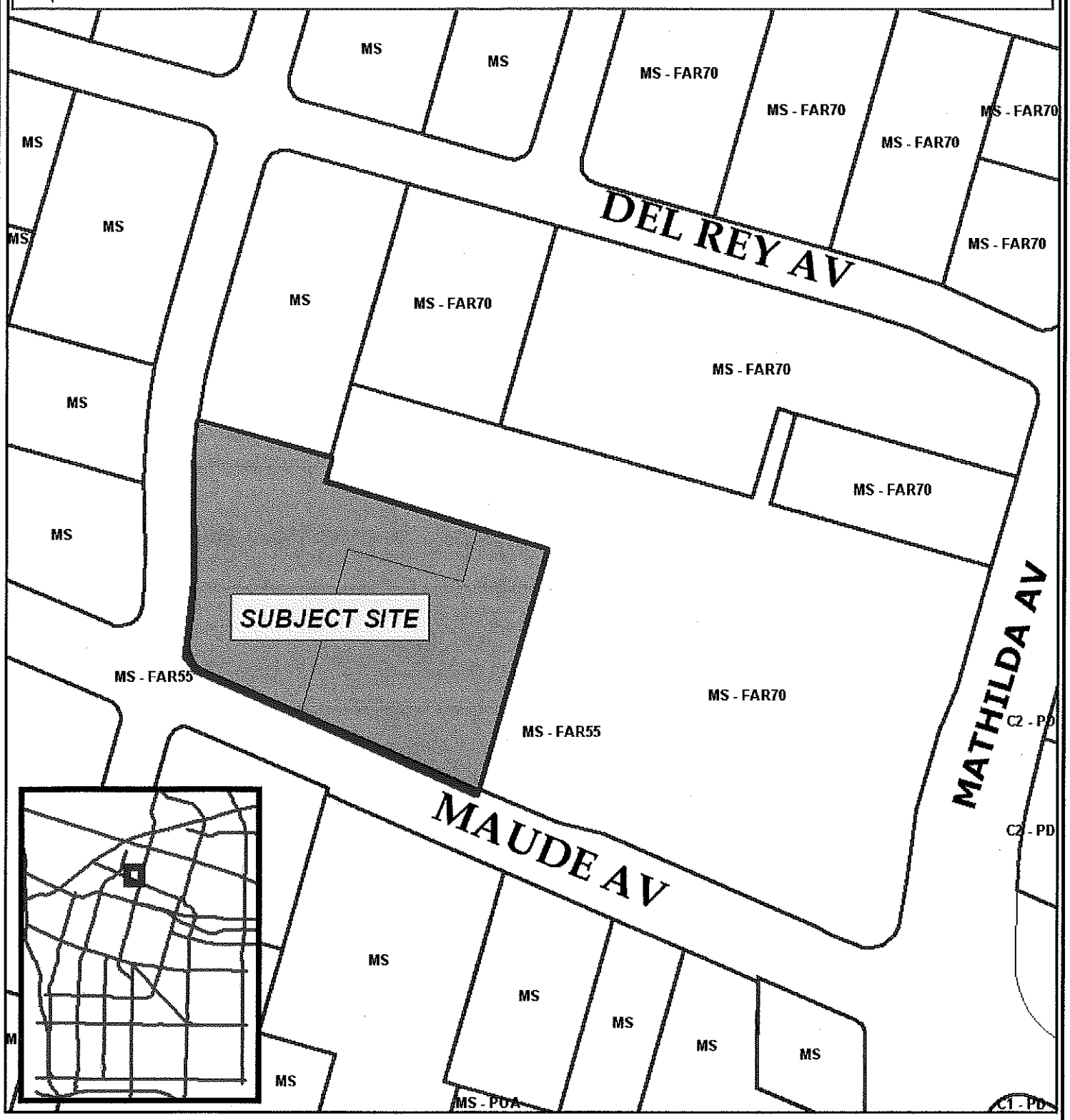
_____ _____
City Clerk Mayor

Date of Attestation: _____

SEAL

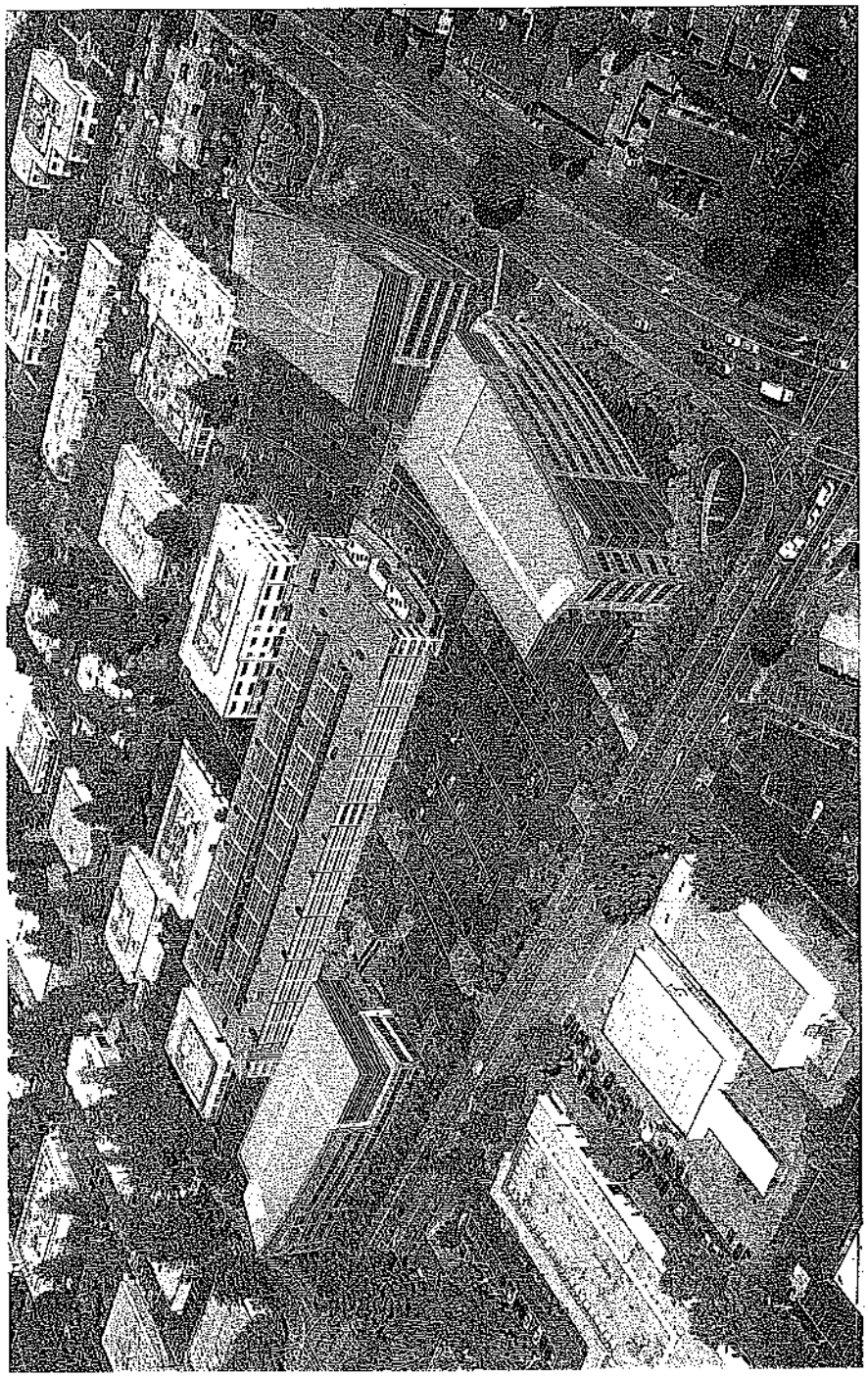
APPROVED AS TO FORM AND LEGALITY: _____
David A. Kahn, City Attorney

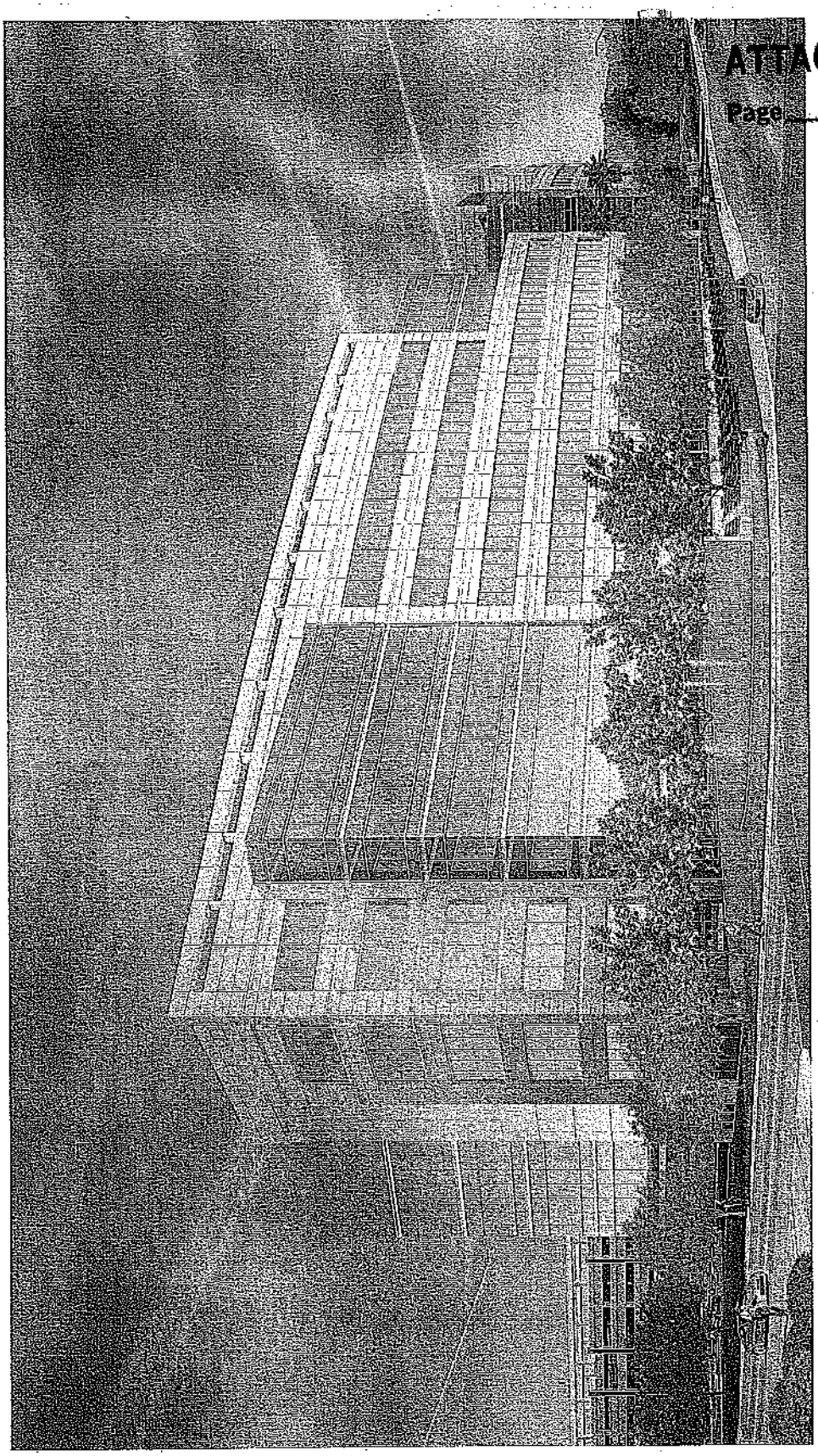
REZONE MAP - CITY OF SUNNYVALE

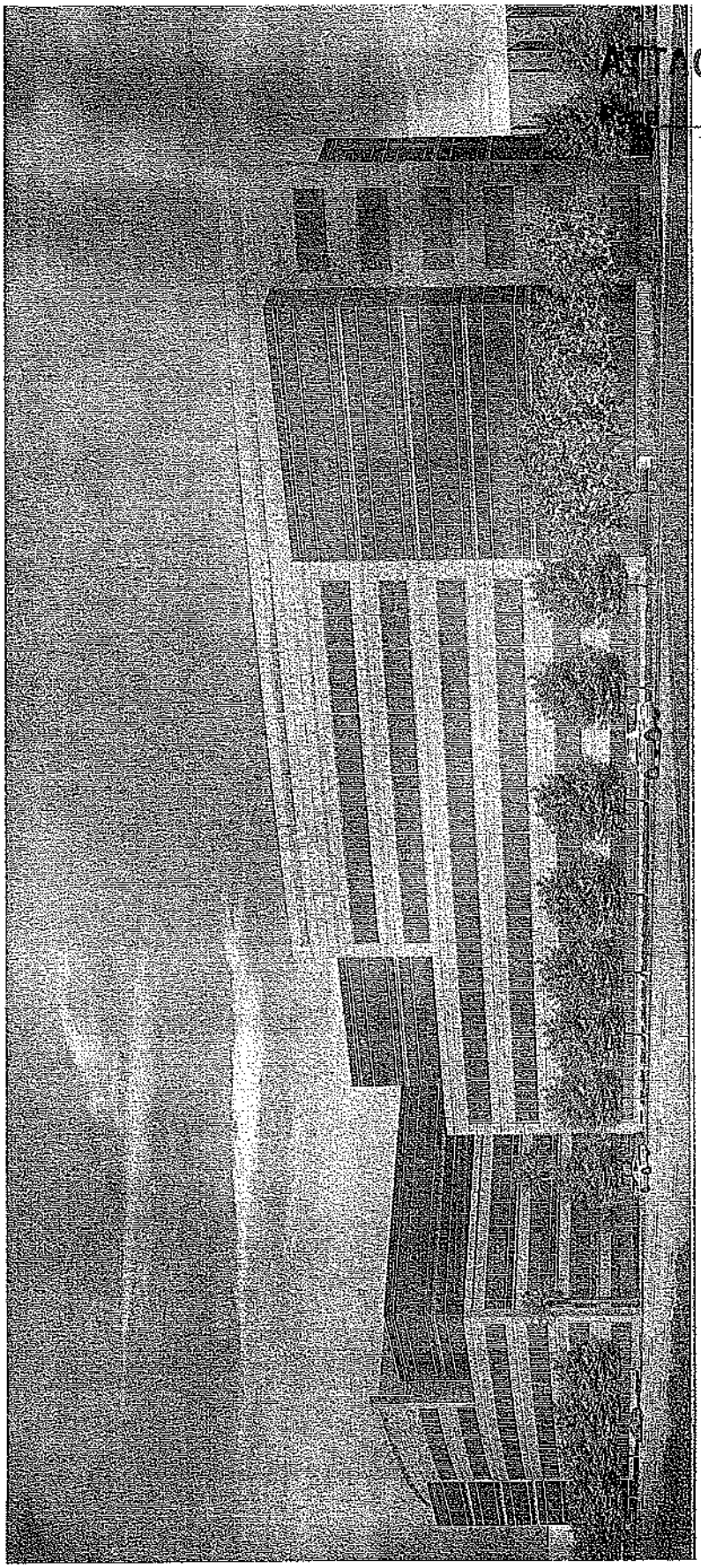


683 W. Maude Ave. and 510 N. Pastoria Ave.
Rezone M-S-55% F.A.R. to M-S 100% F.A.R.

0 45 90 180 Feet







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4 of 6

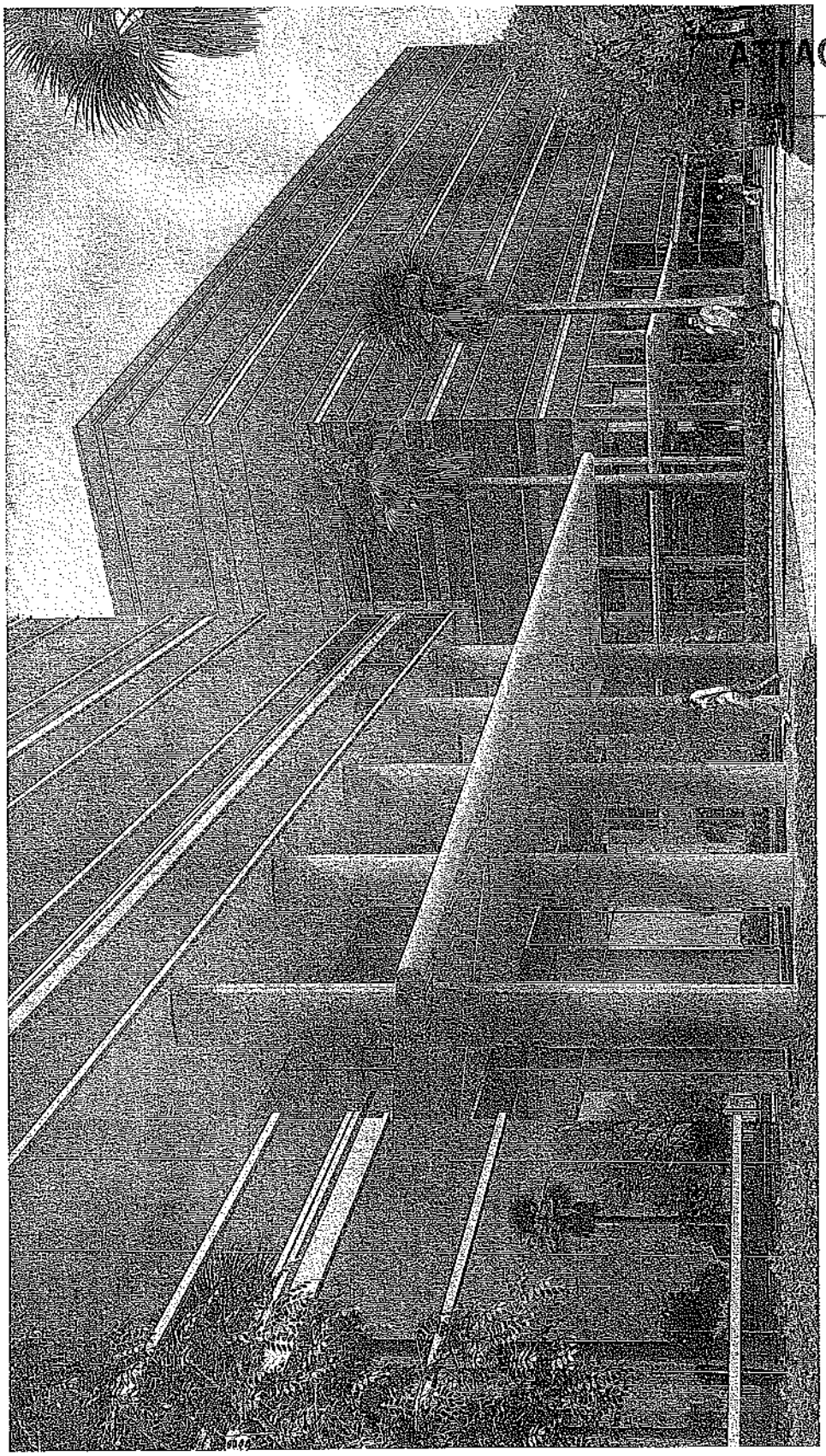
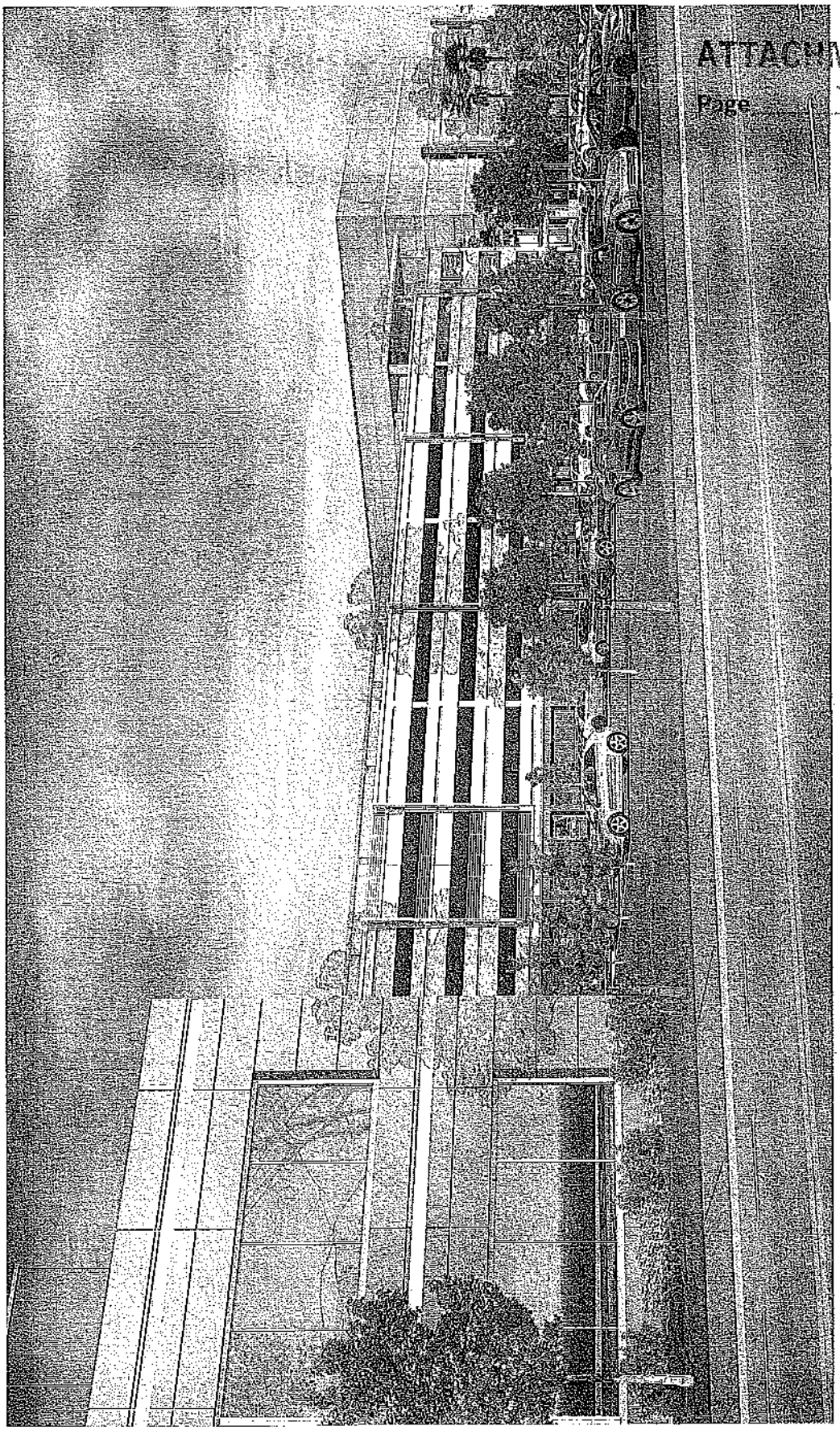


EXHIBIT J
6 of 9



ATTACHMENT J
8 of 9

ATTACHMENT 1
Page 9 of 9