

May 15, 2017

Jose Bustamante  
Senior Director, Development & Reinvestment  
Irvine Company Office Properties  
5451 Great America Parkway, Suite 201  
Santa Clara, CA 95054

UPDATED REPORT TO  
REFLECT UPDATED  
PLANS

**Subject: Report of Assessment on Pathline Park in Sunnyvale, California**

Dear Mr. Jose Bustamante,

B2G Global Strategies, Inc. ("B2G") is pleased to submit this report that contains the results of a security assessment conducted by B2G representative Mr. Thomas LaFreniere for Irvine Company regarding Pathline Park in Sunnyvale, California ("Project").

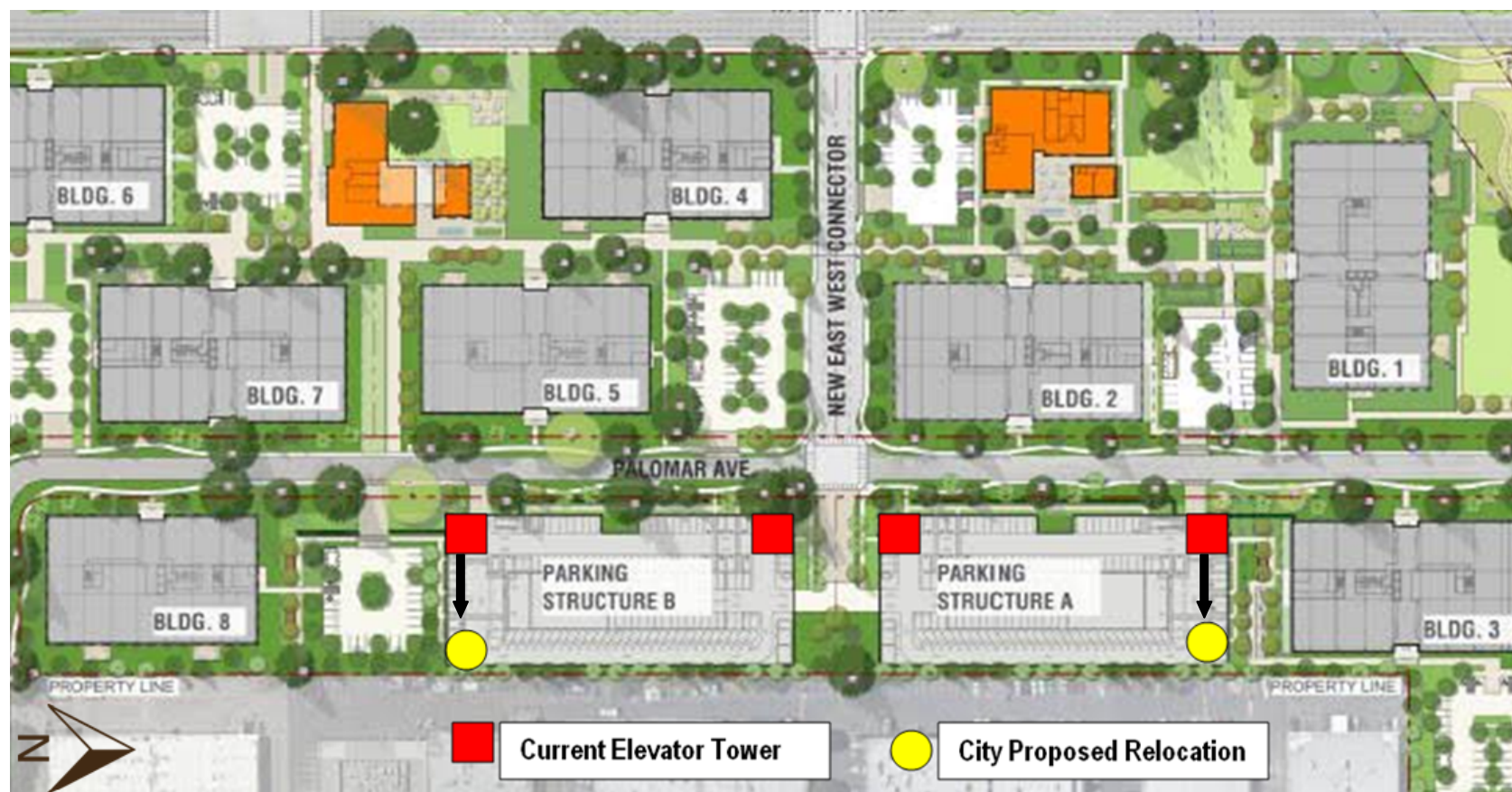
#### **Background**

Irvine Company is currently seeking development approval from the City of Sunnyvale on Pathline Park, consisting of twelve multi-story office buildings, three amenity buildings, and four parking structures.

The City of Sunnyvale Department of Public Works ("DPW") is requiring Irvine Company to: 1) relocate Parking Structure A's northwest elevator tower to the northeast corner (rear of the property) and 2) relocate Parking Structure B's southwest elevator tower to the southeast corner (rear of the property).

DPW's concern is that Parking Structure A's northwest elevator tower and Parking Structure B's southwest elevator tower would encourage pedestrians to exit the respective parking structures and "jaywalk" across Palomar Avenue. Jaywalking violates pedestrian traffic laws, most often by crossing a street illegally. The current design has one crosswalk intersection at the East-West Connector Road and Palomar Avenue. DPW's intent is to direct pedestrians to utilize the Parking Structure A's southwest elevator tower and Parking Structure B's northwest elevator tower, to get to the crosswalk intersection.

Below is a diagram of Parking Structures A and B:



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## **Security Issues**

There are two primary safety or security threats in parking structures: crimes and vehicles hitting pedestrians. The fact that parking structures are placed where there are people, valuables, and a low level of activity make them prime targets for criminal activity. Additionally, the co-location of both pedestrians and vehicles moving in a confined space within parking structures and along the same traffic lanes creates potential for conflicts. Our analysis of the security implications of the City's proposed changes to relocate the elevator towers of Parking Structures A and B centers around those two concerns.

An important design principle in preventing crime in a parking structure and one of the five elements of Crime Prevention Through Environmental Design ("CPTED") is to enhance natural surveillance. Sites are designed so that users can see farther and wider, making it harder for criminals to hide or carry out their activities. The implication is to have pedestrian movement through areas visible to others and to reduce the distance a pedestrian has to walk while his / her visibility is obscured to others. The same principle applies once the pedestrians exit the parking structure. Pedestrian vulnerability decreases in areas most likely to be visible to others.

With the current Irvine Company plan, both elevator queuing areas are visible to each other along the drive aisle on the west side of the parking structures. Pedestrians walking along the northwest drive aisle and the southwest drive aisle are also visible from the elevator area. There is, however, little natural surveillance along the east drive aisle. The general tendency for patrons is to park as close as possible to the elevator or the exit, which would dictate that parking stalls along the west, south, and north drive aisles would fill first. There are pedestrian exits adjacent to the elevators on the ground floor. The close proximity of all the exits to Palomar Avenue enhances the natural surveillance for pedestrians leaving the parking structures. The vehicular entrances to the parking structures are adjacent to the elevators, allowing the drivers to become familiar with the layout of pedestrian routes even before leaving his or her vehicle. He or she, therefore, can quickly and easily locate an exit or the elevator. By designing a layout that allows patrons to quickly gain orientation and not wander within the parking structures, the risks of being struck by a vehicle or attacked by an assailant are reduced.

The City's proposed modification to the Irvine Company design and layout of the elevators to the rear of Parking Structures A and B causes patrons to walk a farther distance towards the elevators adjacent to the crosswalk intersection, thus increasing usage of those specific elevators and wait time on each floor. This proposed modification would also increase the pedestrian movement along the drive aisles and consequently increase the chances of being struck by a vehicle or exposed to a potential assailant, since patrons would have to walk from all points in the parking structures to get to the crosswalk intersection.

It's important to highlight that a common building practice is to place an exit near the elevator. This practice has been implemented in the current Irvine Company design. If that practice is applied to the City's proposed design, a perimeter exit would be placed adjacent to the elevator at the back of the parking structure. Should patrons choose to use that exit, they would exit or enter the parking structure at the back where the natural surveillance from Palomar Avenue is greatly reduced, particularly during hours of darkness.

It is also favorable for the entrances to parking structures to be highly visible from the street.

*Some part of the elevator lobbies should face a public area, such as a street, to make them visible from the outside.*

*December 1, 2005 by Richard C. Rich  
ASIS Security Management Magazine*

*The full interior of the elevator car, or as much of it as possible, should be visible when the doors are open, lest intruders lurk in a corner.*

*December 1, 2006 by Steve Jones  
ASIS Security Management Magazine*

Furthermore, the City of Sunnyvale Parking Structure Design Guidelines state:

*"Elevators and stairs should be located along the exterior periphery of the building, preferably on a street side, and oriented so that the elevator lobby is visible from the street at each level. The use of glass or other similar transparent material on enclosed stairs and on the back of the elevator cab and shaft is encouraged to allow maximum surveillance from the exterior." (Page 20, Plan Layout #3 of the Guidelines)*

*"Locate and design elevators and stairways to allow internal and external visibility." (Page 9, Security #2 of the Guidelines)*

*"Locate stairs in visible locations adjacent to pedestrian sidewalks and walkways." (Page 13, Item 6 Parking Deck Guidelines, Site Development #1 of the Guidelines)*

Relocating the elevator and pedestrian exits to the back of the parking structures would lessen the visibility for pedestrians, and create additional risk to personal safety for patrons. This relocation contradicts the City of Sunnyvale's Parking Structure Design Guidelines. Furthermore, even if the elevator and pedestrian exits were placed at the rear of the parking structures, this would not guarantee pedestrian traffic would follow the path leading to the crosswalk and reduce the chance of jaywalking

across Palomar Avenue. Therefore, in order to minimize jaywalking, we recommend implementing a series of positive control measures.

The current Irvine Company plan proposes a series of positive controls, including a three-foot by three-foot shrub running between the face of the parking structures and Palomar Avenue that would safely route pedestrians from garage exits to the crosswalk intersection. Irvine Company has also added electronic control gates at points of ingress and egress, as well as a proposed robust sign program including painted garage floor wayfinding. Irvine Company's plan will be much more effective in preventing jaywalking than moving the elevators to the back of the parking structure. This plan will also maintain a higher degree of natural surveillance and lessen the walking exposure of pedestrians to accidents or crime. With implementation of these measures, B2G Global Strategies believes Irvine Company's parking structures are consistent with safe design and address issues of concern regarding pedestrian safety raised by DPW.

#### **ABOUT B2G GLOBAL STRATEGIES**

B2G Global Strategies ("B2G") is an international consulting and investigations company specializing in investigations, due diligence, security, financial review and policy guidance for the business and government sectors in North and South America, Asia and Europe. B2G was established on April 30, 2013 as a "For Profit" corporation in the State of California under entity number C3561127. B2G currently maintains an active status with the California Secretary of State's office and maintains its principal office at 79 Vantis Drive, Aliso Viejo, California 92656. B2G holds a valid Private Investigators License in the State of California, Bureau of Security and Investigative Services under PI License number 28275. The Qualified Manager for the PI license is Steven L. Gomez, and the Principals listed under the PI license as Officers are Steven L. Gomez, Timothy McNally, and Lisa Garcia. More information about B2G can be found on the company website at [www.b2gstrategies.com](http://www.b2gstrategies.com).

B2G is led by Chairman, Tim McNally, a former Assistant Director with the Federal Bureau of Investigation and a highly experienced consultant on compliance and security assessment matters worldwide, particularly in North and South America, as well as Asia. After his experience with the FBI, Mr. McNally has continued working in the following capacities: the Executive Director of Security and Legal Services for The Hong Kong Jockey Club, the world's largest sports betting and horse racing operator; the Compliance Chairman for Grupo Caliente, the largest gaming operator in Mexico; and as a regulatory, compliance and investigative consultant for a multitude of corporations, gaming operators, and regulatory bodies in the United States and abroad. Through this experience, Mr. McNally has



maintained extensive contacts and discreet sources within various industries in the private sector and government agencies throughout the United States, South America, and Asia.

As the Chief Executive Officer of B2G, Steven L. Gomez is responsible for overall operations of the company as well as all consulting projects being conducted in both domestic and international settings. Mr. Gomez is a highly experienced consultant on investigative, due diligence and security assessment matters worldwide, particularly in North and South America, as well as Asia. In this capacity, Mr. Gomez has managed and participated in over 200 domestic and international engagements, most of which were focused in the United States but also involved cities in Asia, Central and South America, Europe, Australia and Africa. Moreover, Mr. Gomez is frequently utilized by media outlets to provide live commentary and guidance on domestic and international security issues. Mr. Gomez's prior security and investigative experience consists of 22 years as a Special Agent with the FBI, which included serving as the Special Agent in Charge of the FBI's Counter-Terrorism Division in Los Angeles. In this capacity, Mr. Gomez was responsible for managing domestic and international cases in the United States and Southeast Asia. Most notable was Mr. Gomez's role in leading the U.S. investigation into the 2008 Mumbai, India terror attacks. Mr. Gomez also played a central role in the 2011 Los Angeles Mayor's Blue Ribbon Panel to review security procedures at the LAX Airport, serving as the Chair of the Counter-Terrorism/Homeland Security Committee.

The review and analysis reflected in this report was authored by Thomas J. LaFreniere. Mr. LaFreniere has a degree in Mechanical Engineering from Michigan Technological University. He has also served as a Combat Engineering Officer in the United States Marine Corps. After military service, Mr. LaFreniere was employed as a project engineer for the Army Corps of Engineers for two years prior to his appointment as special agent with the NCIS. Mr. LaFreniere retired from the Federal Bureau of Investigation, where he served as a special agent and a supervisory special agent, specializing in violent crimes, organized crime and terrorism. Mr. LaFreniere was also a tactical agent, and during his career was in charge of both the San Francisco SWAT program and the Crisis Management Program. After retirement from the FBI, Mr. LaFreniere has offered his services as a private investigator and security consultant. He has done numerous security and threat assessments, as well as instruction and consultation in personal security for both professionals and for victims of stalking or threats. This includes providing Personal Protection Training, at least eight times in the last six years, involving personal safety and responding to risks posed when moving through secluded and dark areas such as parking structures late at night. He is certified as a provisional auditor under ISO 28000 (Security Management Systems for the Supply Chain) and is a member of the American Society of Industrial Security International.

As a global consulting firm, B2G enjoys a competitive edge due to the expertise of its personnel who have extensive experience in handling complex investigations, intelligence collection and analysis, risk

and security assessments, public policy research and evaluation, and suitability reviews of financial activities and organizational structures. B2G manages a comprehensive network of consultants and investigators in North and South America, Asia, Europe, and Australia who have access to public records, regulatory policy and procedure documents, discreet source information, and current country environments. We bring together a team of experts with fresh ideas and individual records of success in business, consulting, policy analysis and investigations. Each member of B2G, to include partners, managers, and investigators, have been providing top-notch services in the areas of policy guidance, security consulting, investigations and strategic solutions for businesses and government entities for decades. The combined talent and reach of B2G members in both the domestic and international arena is extensive, which enables B2G to provide valuable and real-time service to its clients.

### **Our Guiding Principles**

Our core principles are integrity, objectivity and independence in every investigation. Our findings and analysis are based solely on our thorough research and every investigative finding and conclusion is evidence based. We never accept projects that seek a preferred result.

Any questions regarding this report can be directed to Steven L. Gomez, Chief Executive Officer, at email: [SLGomez@b2gstrategies.com](mailto:SLGomez@b2gstrategies.com), office number (619) 354-3126 or mobile number (301) 538-7220.

Very truly yours,

B2G Global Strategies, Inc.

By: 

Steven L. Gomez  
Chief Executive Officer

March 31, 2017

REPORT AS PRESENTED AT  
4/10/17 PLANNING  
COMMISSION HEARING

Jose Bustamante  
Senior Director, Development & Reinvestment  
Irvine Company Office Properties  
5451 Great America Parkway  
Santa Clara, CA 95054

**Subject: Report of Assessment on Pathline Park Project in Sunnyvale, California**

Dear Mr. Jose Bustamante,

B2G Global Strategies, Inc. ("B2G") is pleased to submit this report that contains the results of a security assessment conducted by B2G representative, Mr. Thomas LaFreniere, for Irvine Company Office Properties regarding the Pathline Park Project in Sunnyvale, California.

**Background**

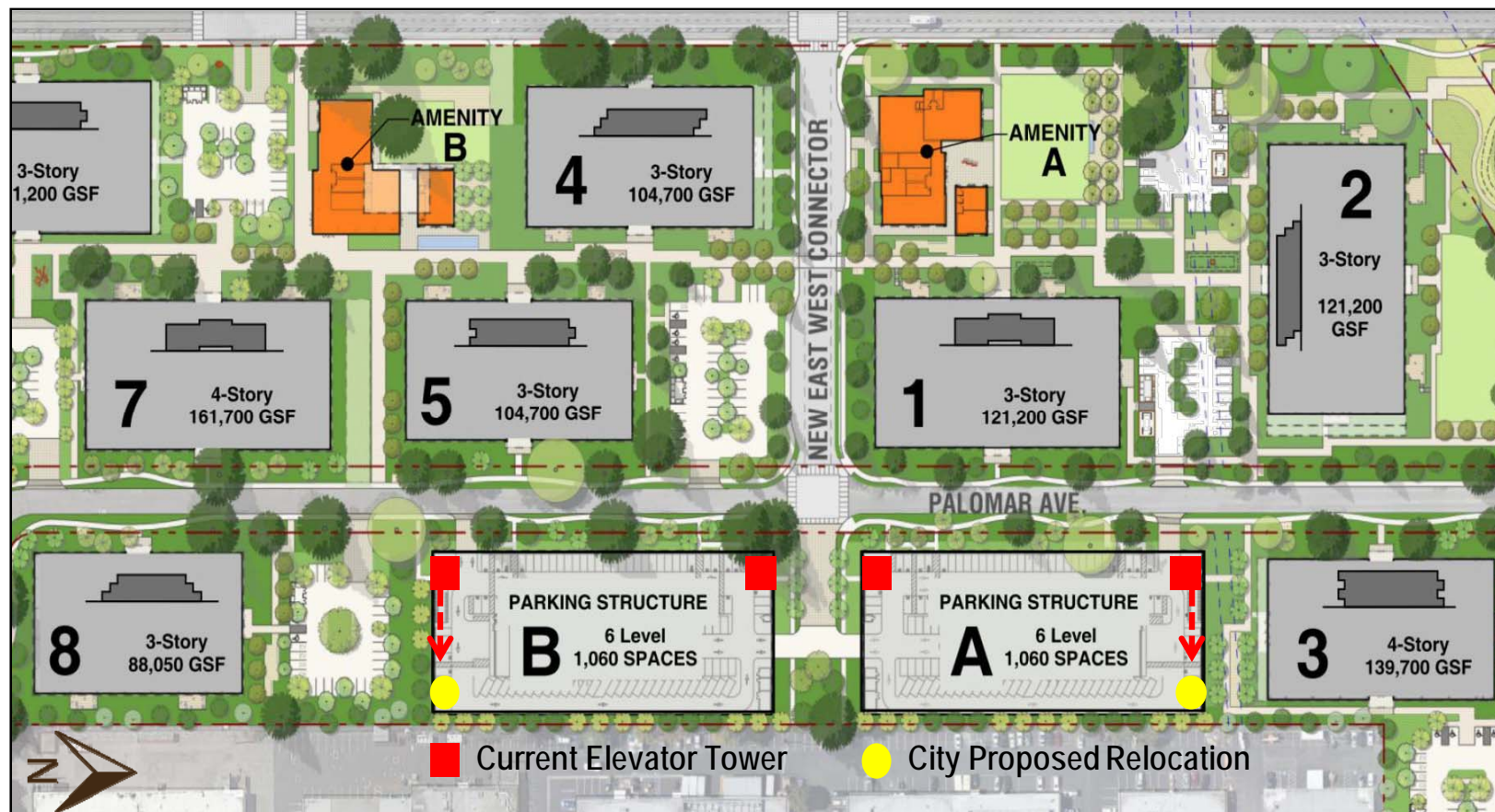
Irvine Company is currently seeking development approval from the City of Sunnyvale on the Pathline Park Project in Sunnyvale, California, consisting of twelve multi-story office buildings and four parking structures.

The City of Sunnyvale Department of Public Works ("DPW") is requiring Irvine Company to: 1) relocate Parking Structure A's northwest elevator tower to the northeast corner (rear of the property) and 2) relocate Parking Structure B's southwest elevator tower to the southeast corner (rear of the property).

DPW's concern is that Parking Structure A's northwest elevator tower and Parking Structure B's southwest elevator tower would encourage patrons to exit the respective parking structures and "jaywalk" across Palomar Avenue. (*Note: Jaywalking means violating pedestrian traffic laws, most often by crossing a street illegally*). The current design has only one crosswalk intersection at the East-West Connector Road and Palomar Avenue. DPW's intent is to direct patrons to utilize the Parking Structure A's southwest elevator tower and Parking Structure B's northwest elevator tower, which are nearer to the crosswalk intersection.



Below is a diagram of Parking Structures A and B:



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## **Security Issues**

There are two primary safety or security threats in parking structures: crimes and vehicles hitting pedestrians. The fact that parking structures are placed where there are people, valuables and little activity make them prime targets for criminal activity. Additionally, the co-location of both pedestrians and vehicles moving in a confined space in parking structures and along the same drive aisles inside the parking structures creates the potential for accidents. The following analysis of the security implications of the City's proposed changes to relocate the elevator towers of the Parking Structures A and B centers on those two concerns.

An important design principle in preventing crime in a parking structure is to enhance natural surveillance. Sites are designed so that users can see farther and wider, making it harder for criminals to hide or carry out their activities. The implication is to have pedestrian movement through areas visible to others and to reduce the distance a pedestrian has to walk while his / her visibility is obscured to others. The same principle applies once the pedestrians exit the parking structure. Pedestrian vulnerability decreases in areas most likely to be visible to others.

With the current Irvine Company plan, both elevator queuing areas are visible to each other along the drive aisle on the west side of the parking structures. Pedestrians walking along the northwest drive aisle and the southwest drive aisle are also visible from the elevator area. There is, however, little natural surveillance along the east drive aisle (back of the parking structures). The general tendency for patrons is to park as close as possible to the elevator or the exit, which would dictate that parking along the west, south, and north drive aisles would fill first. There are pedestrian exits adjacent to the elevators on the ground floor. The close proximity of all the exits to Palomar Avenue enhances the natural surveillance for pedestrians leaving the parking structures. The vehicular entrances to the parking structures are adjacent to the elevators, allowing the drivers to become familiar with the layout of pedestrian routes even before leaving their vehicles. They, therefore, can quickly and easily locate an exit or the elevator. By permitting patrons to quickly acquire orientation within the parking structure, designers can avoid forcing them to wander within the parking structure which, in turn, reduces the risk of people being struck by a vehicle or attacked by an assailant.

The City's requirement to move the elevator to the back of the parking structure for Parking Structure A and B causes patrons to walk a farther distance towards the elevator towers adjacent to the crosswalk intersection, thus increasing that elevator usage and increasing the wait time on each floor. That concept would also increase the pedestrian movement along the drive aisles, since they would have to walk from all points in the parking structures to get to the crosswalk intersection. This would increase

pedestrian traffic along drive aisles in the parking structures thereby increasing the chance of pedestrian / vehicle injury and exposure to an assailant.

Additionally, it's important to highlight that a common building practice is to place an exit near the elevator. This practice has been implemented in the current Irvine Company design. If that practice is applied to the City's requirement, a perimeter exit would be placed adjacent to the elevator at the back of the parking structure. Should patrons choose to use that exit, they would exit or enter the parking structure at the back of the building where the natural surveillance from Palomar Avenue is greatly reduced, thus increasing the patrons' vulnerability. With regards to Parking Structure B, patrons could potentially walk from the back of Parking Structure B to the back of Office Building 8. This would make patrons more vulnerable to an assailant than if a route along Palomar Avenue was used, particularly during hours of darkness.

It is also favorable for the entrances to parking structures to be highly visible from the street. The City of Sunnyvale *Parking Structure Design Guidelines* states:

*"Elevators and stairs should be located along the exterior periphery of the building, preferably on a street side, and oriented so that the elevator lobby is visible from the street at each level. The use of glass or other similar transparent material on enclosed stairs and on the back of the elevator cab and shaft is encouraged to allow maximum surveillance from the exterior." (Page 20, Plan Layout #3 of the Guidelines)*

*"Locate and design elevators and stairways to allow internal and external visibility." (Page 9, Security #2 of the Guidelines)*

*"Locate stairs in visible locations adjacent to pedestrian sidewalks and walkways." (Page 13, Item 6 Parking Deck Guidelines, Site Development #1 of the Guidelines)*

Placing the elevator and pedestrian exit at the back of the parking structures would lessen the visibility for pedestrians, and create additional risk to personal safety for patrons. This City elevator tower relocation to the rear of the parking structures contradicts the City of Sunnyvale's Parking Structure Design Guidelines.

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By: \_\_\_\_\_

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Chief Executive Officer