

NORTH BAYSHORE PRECISE PLAN
(P39)

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL
NOVEMBER 25, 2014
RESOLUTIONS NO. 17917 AND 17918

AMENDED

DECEMBER 12, 2017

(EFFECTIVE DATE: FEBRUARY 22, 2018)

RESOLUTION NO.

18186

SUMMARY

RESIDENTIAL USES ADDED PLUS
ADDITIONAL POLICY AND TEXT
REVISIONS

TEXT AND MAP REVISIONS

Guidelines are the City’s expectations for how site, building, and infrastructure design and improvements should be designed. Projects should demonstrate how they address each guideline, however there is flexibility in how projects meet each guideline depending on project specific design and location. These guidelines are typically written with a “should” statement. In some instances, guidelines allow an activity to occur but do not mandate its implementation. These guidelines are written with a “may” statement.

Purpose and Authority of the Precise Plan

The Precise Plan represents the implementation of the General Plan’s goals and policies for the North Bayshore Change Area. The North Bayshore Precise Plan amends the 2014 Precise Plan that replaced the area’s land use and development regulations contained in the Mountain View City Code (Chapter 36, Zoning Ordinance) and the five Precise Plans that formerly regulated this area including P(1) Shoreline West, P(2) Charleston South Industrial, P(3) North Shoreline Boulevard, P(33) L’Avenida South, and P(34) North Bayshore.

The North Bayshore Precise Plan shall guide all land use and development decision-making processes for the area. This Precise Plan also establishes that Master Plans, as described in Section 3.5.2 of this Precise Plan, will help implement the goals and objectives of the Precise Plan. Section 3.5.2 also describes the purpose, requirements, and process for Master Plans.

The Precise Plan does not replace or augment building safety codes or other non-planning related codes. All applications for new construction, substantial modifications to existing buildings, and changes in land use shall be reviewed for conformance with this Precise Plan. This Precise Plan is adopted under the authority of the City’s Zoning Ordinance, which establishes Precise Plans as a tool to regulate land use and development.

and any proposed shared parking strategy for the site, the Zoning Administrator shall determine how the parking FAR for mixed-use projects will be calculated .

Table 4: Floor Area Ratio Standards

STANDARDS	GATEWAY		CORE		GENERAL		EDGE	
	BASE	MAXIMUM	BASE	MAXIMUM	BASE	MAXIMUM	BASE	MAXIMUM
Non-Residential Project	1.0	2.35	0.45	1.50	0.45	1.0	0.45	0.65
Residential Project	1.0	4.50	1.0	4.50	1.0	3.50	1.0	1.85
Mixed-use Non-Residential and Residential Project*	1.0	4.50, with the non-residential area equal to or less than 2.35	1.0, <u>with the non-residential area equal to or less than 0.45 *</u>	4.50, with the non-residential area equal to or less than 1.5	1.0, <u>with the non-residential area equal to or less than 0.45*</u>	3.50, with the non-residential area equal to or less than 1.0	1.0, <u>with the non-residential area equal to or less than 0.45 *</u>	1.85, with the non-residential area equal to or less than 0.65
Hotel	1.0	2.35	0.45	1.85	N/A	N/A	N/A	N/A

*in locations where residential uses are allowed

3.5.2 Master Plan

The master planning process provides a coordinated and integrated approach to larger developments or areas under certain conditions. This process allows the City to achieve key Precise Plan objectives, such as creating new publicly-accessible streets, while allowing projects flexibility and an administrative process focusing on key development objectives. This section outlines the conditions and requirements for the master planning process:

1. **Conditions for master planning.** Master Plans shall be required ~~for~~ within each of the following Complete Neighborhood Areas ~~within in~~ in North Bayshore: Pear, Shorebird, Joaquin-North, and Joaquin-South (North Bayshore Gateway Master Plan). Master Plans may be initiated by either the City of Mountain View or property owners. Master Plans may include standards and guidelines more unique or specific to a smaller area but shall be consistent with the larger Precise Plan. Flexibility regarding Precise Plan or Master Plan regulations shall be determined through the Planned Community (PC) Permit process, subject to required findings. The Precise Plan includes action items to develop the process and requirements for master planning Complete Neighborhood areas.
2. **Joaquin-South (North Bayshore Gateway Master Plan).** The City of Mountain View initiated and adopted the North Bayshore Gateway Master Plan. The North Bayshore Gateway Master Plan establishes the desired development objectives and specific regulations applicable to this area.

Master Plans may be required for any development project in North Bayshore (excluding authorized gatekeeper projects or 100% affordable housing projects) in order to help implement the policy objectives and principles of the Precise Plan. Criteria for this requirement may include, but is not limited to, parcel size; project complexity, including construction timing and phasing; and required public improvements.
3. **Development projects and Master Plans.** Development projects within Complete Neighborhood areas (excluding 100% affordable housing projects) shall demonstrate compliance with an adopted or proposed Master Plan for that area, in addition to all other City requirements. Criteria for determining compliance with an adopted or proposed Master Plan shall include, but is not limited to, how the development project meets the goals and objectives of the Master Plan including compatible or complementary land uses; how the project creates connections to other parcels, streets, greenways or publicly accessible areas; the phasing and integration of public improvements; and contributions to public benefit or district-improvement projects within the Master Plan or larger area. For areas without an adopted or proposed Master Plan, Precise Plan requirements shall apply.
4. **Parcel adjacency.** Master plans shall be used for adjacent parcels or if district parking is proposed.
5. **Coordination.** The project applicant shall coordinate with the City regarding development proposals for surrounding parcels, to coordinate street and pedestrian connections, and to identify other key issues.

- 6. Master plan preparation.** Master plans shall include the following minimum components:
- a.** Signed development applications from all property owners within the proposed master plan.
 - b.** Materials such as maps, surrounding and proposed uses, proposed building locations, circulation plan, total square footage, open space, and other materials that demonstrate compliance with the purpose and intent of the Precise Plan.
 - c.** Parking strategy, including but not limited to, shared parking or district parking facilities.
 - d.** Urban design strategy, including a conceptual architecture plan, including how the location, intensity, and uses of planned and future buildings function and relate to each other, the project site, and surrounding area.
 - e.** Phasing and implementation strategy, including the timing and plans for any public improvements. The Master Plan shall identify an initial, intermediate, and final phase. The initial phase can be developed at lower intensities than allowed by the Precise Plan. The intermediate phase must show an increase in intensities and/or land use types in accordance with Precise Plan principles. The final phase must show how the completed Master Plan achieves the target number of residential units, land uses, minimum densities, and other Complete Neighborhood concepts identified in the Precise Plan.

f. Other components as deemed necessary by the City.

7. **District parking.** If the project applicant proposes to accommodate required parking off site, the master plan shall include the parking structure (or below grade parking) location, number of parking stalls, number of parking stalls required for the new development, and the non-automobile connections between the project site and district structure. Any parking structures shall meet the standards and guidelines described in the Land Use and Design Chapter and Mobility Chapter.
8. **Developments with different character area / building height boundaries/ mix of uses.** Existing or proposed developments with parcels in different character areas or building height zones may be provided flexibility through the Master Plan process. Building intensities (FAR) or heights may be adjusted between subject parcels if 1) the Master Plan and subsequent Planned Community Permit demonstrates conformance with the purpose and intent of the Precise Plan, including but not limited to, superior siting, architectural design, and transitions; 2) the overall FAR of the project does not exceed the allowable FAR of the combined subject parcels; and 3) the maximum allowable building heights are not exceeded in their respective character areas. Master Plans proposing a mix of uses consistent with the purpose and intent of the Precise Plan may be granted exceptions to standards under the process outlined in Section 3.5.6.
9. **Administrative process.** Once the master plan application is deemed complete by the City, the Master Plan shall be reviewed by the Environmental Planning Commission, who will provide a recommendation to the City Council. Future Amendments to approved or adopted Master Plans shall be subject to the same administrative process established for the approval of Master Plans.
10. **Planned Community (PC) Permit Process.** The City Council shall determine, at the time of Master Plan approval, the City's subsequent development review process for PC Permit applicants associated with an approved Master Plan.



Shaded sidewalk in North Bayshore.

6.4 Streetscape Design

North Bayshore's public right-of-ways and adjacent street frontage provide opportunities to enhance the area's streetscape design. Traditional streetscape improvements such as tree planting, pedestrian-scaled lighting, and stormwater features all contribute to the quality of public areas. Wider sidewalks or public street frontage design can create opportunities for outdoor seating areas, landscaping planting, and other common areas.

Standards

1. **Street tree canopy.** Street trees on Gateway, Transit, Neighborhood, Service and Access streets shall be placed at intervals no more than 50 feet (exempting driveways) along at least 60% of the total block length, except where prohibited because of habitat considerations.
2. **Shaded sidewalks.** Shade from trees on Gateway, Transit, Neighborhood, Service and Access streets shall be provided to cover at least 40% of the total length of existing and planned sidewalks, except where prohibited because of habitat considerations. Trees must provide shade within 10 years of landscape installation.
3. **Street tree plantings.** Street tree species shall be selected in consultation with the City and/or from a ~~landscape palette developed for North Bayshore~~ the North Bayshore Street Tree Guidelines. Plantings shall carefully consider root medium and width and soil volume of planter strips or wells. Trees shall be planted in the ground. Tree species shall be selected that are compatible with recycled water.
4. **Street tree irrigation.** All street trees shall receive automatic irrigation using recycled water if a recycled water main is available along the street frontage. Property owners fronting street trees shall be responsible for providing irrigation.
5. **Continuous sidewalks.** Continuous sidewalks or equivalent provisions for walking, such as a bicycle- and pedestrian-only path, shall be provided along all streets.

Appendix F:

Bonus FAR Review Guidelines (Amended ~~December 12, 2017~~)

(insert Council adoption date)

The purpose of the North Bayshore Precise Plan Bonus FAR Review Guidelines (“Guidelines”) is to provide criteria for how new North Bayshore development can qualify for Bonus Floor Area Ratio (FAR). Bonus FAR helps implement the City’s 2030 General Plan goals and policies for the North Bayshore Change Area and the intent and principles of the North Bayshore Precise Plan. These Guidelines are adopted pursuant to the City’s North Bayshore Precise Plan.

Effective Date

The City of Mountain View North Bayshore Precise Plan Bonus FAR Review Guidelines shall become effective concurrent with the effective date of the North Bayshore Precise Plan, as amended.

GENERAL REQUIREMENTS

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A. Applicability

1. The Guidelines shall apply to any net new office development within the North Bayshore Precise Plan area over 0.45 FAR requesting a Bonus FAR.
2. The amount and type of requested Bonus FAR shall comply with provisions listed within the North Bayshore Precise Plan.
3. Any Bonus FAR applications submitted after March 23, 2021 shall be limited to properties within the North Bayshore Precise Plan Complete Neighborhood boundaries as identified in Figure 4 of the North Bayshore Precise Plan, as amended.

B. Application ~~Submittal~~ Timeline

1. ~~To be considered for review under these Guidelines, a~~Applications shall be considered by the City Council at public meetings scheduled in either Fall or Spring ~~April or October~~ of any year. Specific meeting dates and times ~~are subject to change based on a recommendation from~~ will be determined by the City Manager.
2. Notices regarding the Bonus FAR application process and deadlines will be sent by the City to all property owners within the North Bayshore Precise Plan Complete Neighborhood boundaries. Bonus FAR applications from property owners within this area shall then be submitted to the Community Development Department by the City specified deadline. A City Council meeting will then be scheduled within 90 days of said deadline.
3. ~~Application materials shall be submitted to the Community Development Department at least 30 days prior to the scheduled City Council meeting on this matter.~~
4. ~~For Bonus FAR applications deemed eligible to apply for a planning permit on May 5, 2015, Applicant shall submit said planning application, including any required Master Plan application, or a request for an extension, no later than December 1, 2018.~~

C. Application Materials

1. Applicant's proposal must describe how the requested Bonus FAR project implements the Precise Plan's guiding principles (Create Complete Neighborhoods; Create Distinct Areas within North Bayshore; Promote Housing Affordability; Enhance Ecosystems and Habitat; Improve Transportation Connections to North Bayshore; Expand and Improve Open Space; Create Walkable, Human-Scaled Blocks; Concentrate Growth to Support Transit; Make the Area Highly Sustainable; Promote Transit, Biking, and Walking; Construct Buildings that Support Public Areas; Minimize the Potential Consequences of Sea Level Rise; Promote Economic Diversity; and Promote Retail, Entertainment, and the Arts).
2. Applicant's proposal, as applicable by Character Area, shall comply with the required Non-Residential Bonus FAR Combinations shown on Figures 8-11 in Section 3.3.4 of the North Bayshore Precise Plan, including public benefits or district-improvement projects. Public benefits or district-improvement projects may include, but are not limited to, the examples listed in Section 3.3.4 of the North Bayshore Precise Plan.
3. Applicants shall submit conceptual design information regarding their proposal, including a site plan, architectural design and massing, landscaping, parking plan and/or other information as determined by the Community Development Director. Applicants can propose demonstrate compliance with the Bonus FAR requirements request through text, maps, graphics, or other presentation materials. Copies of all materials shall be submitted with the application package.

D. Review Process

1. The City Council shall determine which proposals qualify for Bonus FAR utilizing the thresholds and criteria in Section F below. The City Council shall review all submitted applications at the same time at the determined public hearing date.
- ~~2. Once the 3.6 million square feet of net new commercial office building area analyzed by the General Plan EIR and Precise Plan EIR has been either qualified for a Bonus FAR or reduced from other North Bayshore development requests, then no additional Bonus FAR requests or other North Bayshore development may be granted or entitled until additional building area capacity is authorized by further CEQA analysis.~~
3. ~~Applications deemed by the City Council as qualifying for Bonus FAR may proceed through the City's development review process based on their qualified FAR amount.~~ The City Council may qualify applicants for some, none, or all of the requested Bonus FAR amount. Qualification means that the project is eligible to apply for the specified amount of Bonus FAR.

E. Post-Review Process

1. ~~Applications whose Bonus FAR applications are eligible to apply shall submit a complete application for either a Master Plan and/or a Planned Community Permit no later than one year from the date of City Council Bonus FAR authorization. Applicants may be granted one six-month extension by the City Council.~~
2. If Bonus FAR development projects are substantially modified from the original qualifying Bonus FAR authorization request, either by project scope or FAR amount, then the Bonus FAR request shall return to the City Council for review and requalification within the one-year authorization period. In considering a request for requalification, the City Council ~~may~~ shall use the qualifying thresholds and criteria listed below. ~~An applicant shall submit a planning application or request an extension for the Bonus FAR request no later than two years from the date City Council grants requalification.~~

F. Qualifying Thresholds and Criteria

1. **Thresholds.** To be considered for a Bonus FAR allocation by the City Council, Bonus FAR proposals must meet the following thresholds: ~~The City Council may consider the following criteria in evaluating Bonus FAR applications, including but not limited to:~~

- ◆ Proposals submitted after March 23, 2021 shall be limited to properties within the North Bayshore Precise Plan Complete Neighborhood boundaries.
- ◆ The proposal must demonstrate substantial compliance with the Precise Plan's vision and guiding principles. The proposal must also include a number of new residential units to help balance the amount of any new office FAR in a manner similar to the maximum development amounts allowed by the North Bayshore Precise Plan and/or consistent with recent North Bayshore mixed-use office and residential projects, including any previous Bonus FAR allocations.
- ◆ ~~How the proposal meets the Precise Plan's vision and guiding principles, including each of the Precise Plan's Character Area goals and objectives and the Plan's strategies for new residential uses in North Bayshore;~~

2. **Criteria.** The City Council may consider the following public benefit criteria in evaluating Bonus FAR applications, including, but not limited to:

- ◆ An amount of affordable housing that exceeds the requirements listed in the North Bayshore Precise Plan;
- ◆ The number of vehicle trips associated with the development and any proposed improvements to implement the CIPAction Plan, and the effect on trip cap and roadway performance;
- ◆ Size/scope of habitat enhancements;
- ◆ Small business preservation and enhancements;
- ◆ Non-auto transportation improvements and performance;
- ◆ Enhanced community benefits;
- ◆ District-wide improvements, which could include transportation, habitat, or utility projects in collaboration with different companies; and
- ◆ Phasing of proposed improvements and development;

- ◆ Impacts to staff resources; and
- ◆ The quality and thoroughness of submitted application materials.

North Bayshore Precise Plan: Draft Map Revisions

August 2021

The following maps include existing Precise Plan maps on the left side of each page. Proposed revised maps are shown on the right side of each page, with the specific changes noted with a 'red cloud' graphic.

Figure 4: Complete Neighborhood Areas

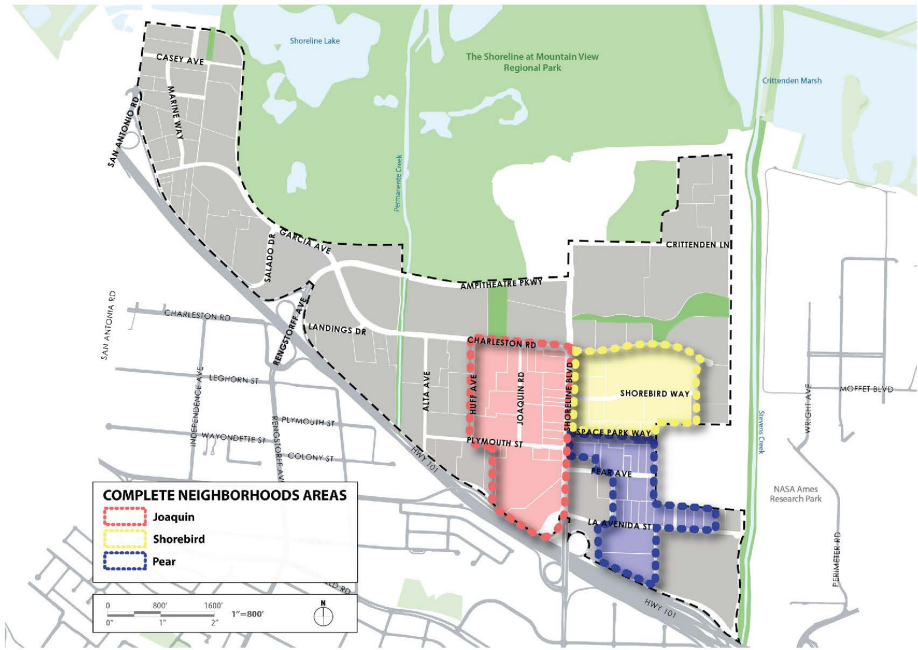


Figure 4: Complete Neighborhood Areas

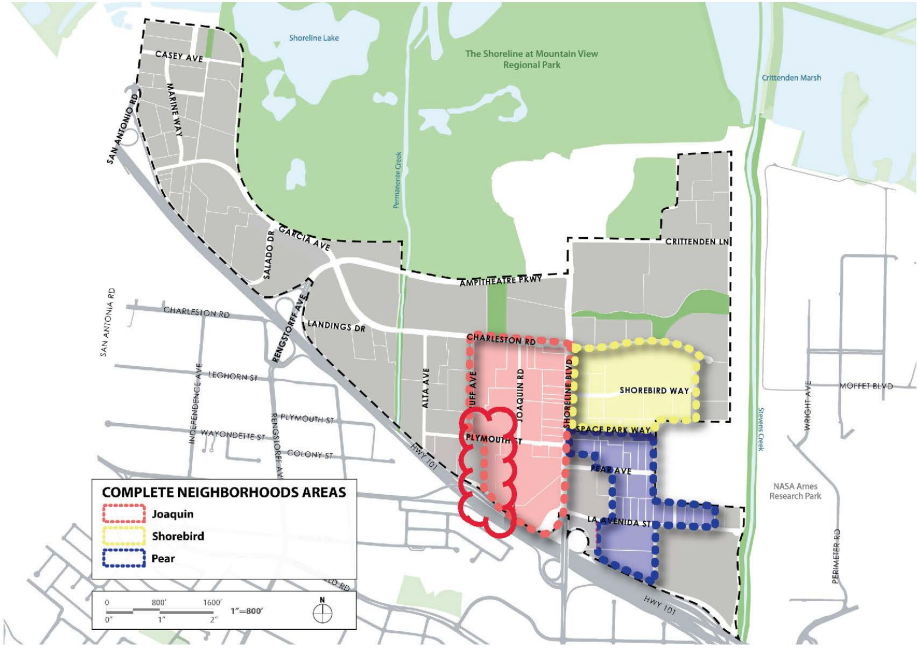


Figure 5: Conceptual Public Open Space Plan



Note: Locations of new open space areas are conceptual. Exact locations will be determined as the Plan is implemented.

Figure 5: Conceptual Public Open Space Plan



Locations of new open space areas are conceptual. Exact locations will be determined as the Plan is implemented.

Figure 6: Conceptual Retail Center



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Figure 7: Character Areas

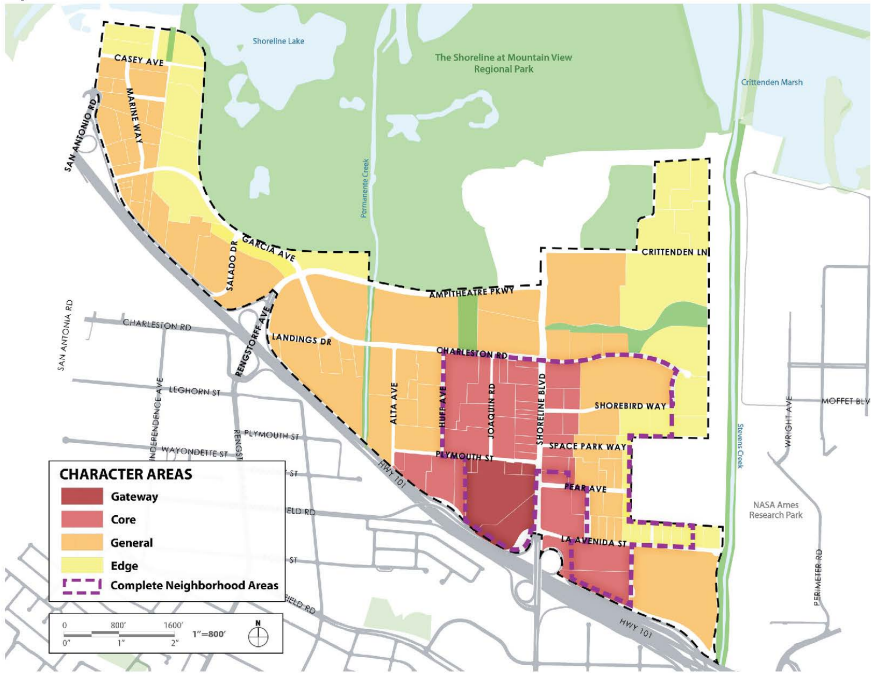


Figure 7: Character Areas

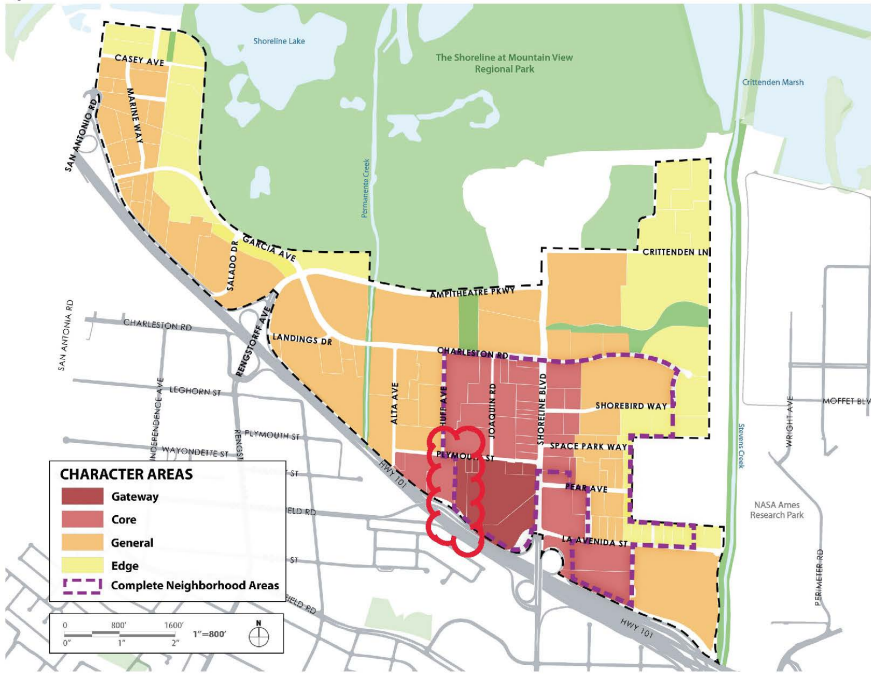


Figure 13: Maximum Non-Residential Building Height Map

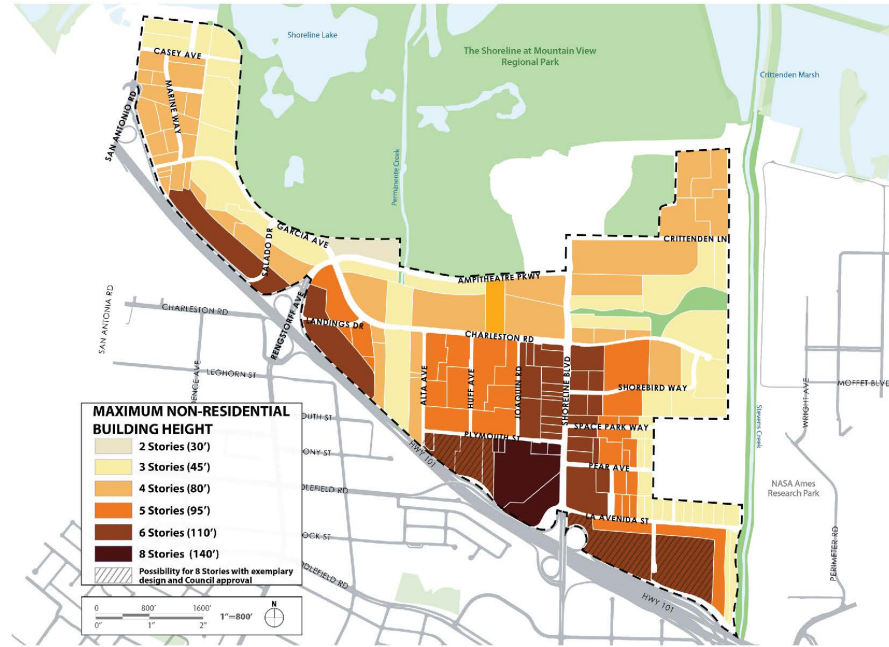


Figure 13: Maximum Non-Residential Building Height Map

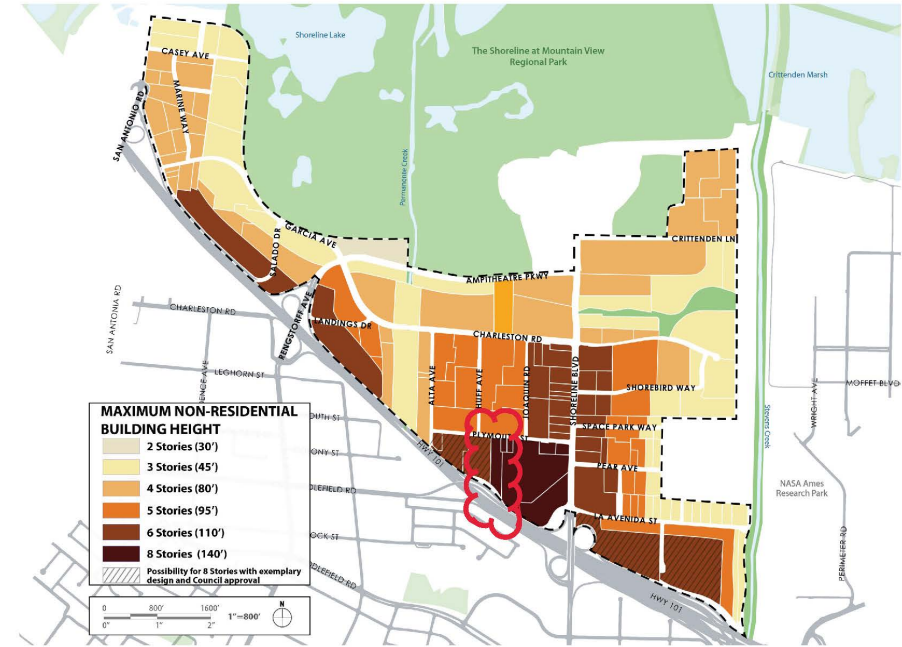


Figure 14: Maximum Residential Building Height Map

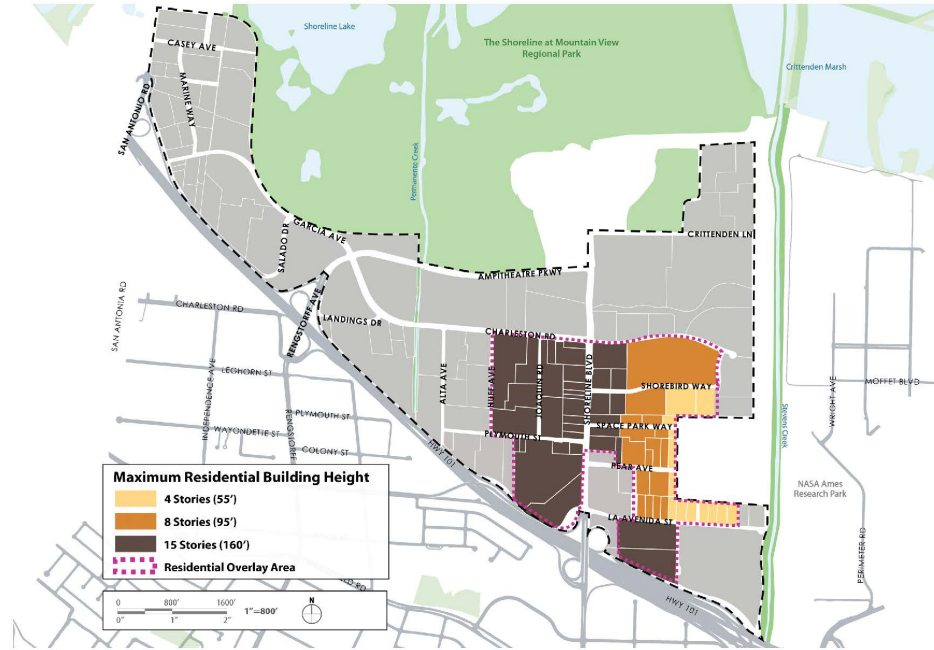


Figure 14: Maximum Residential Building Height Map

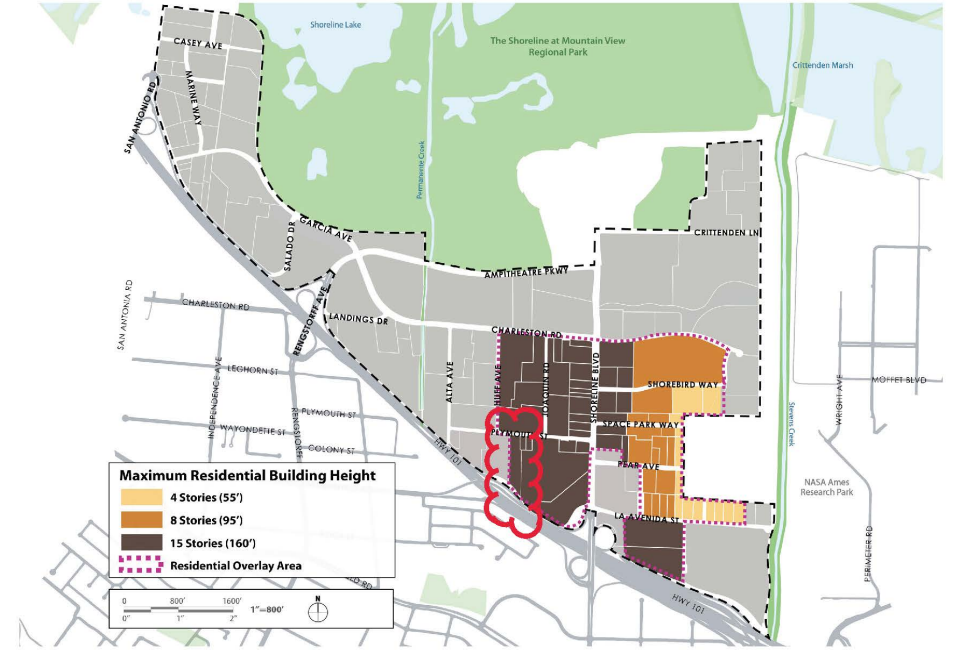


Figure 19: Transfer of Development Rights - Sending and Receiving Sites

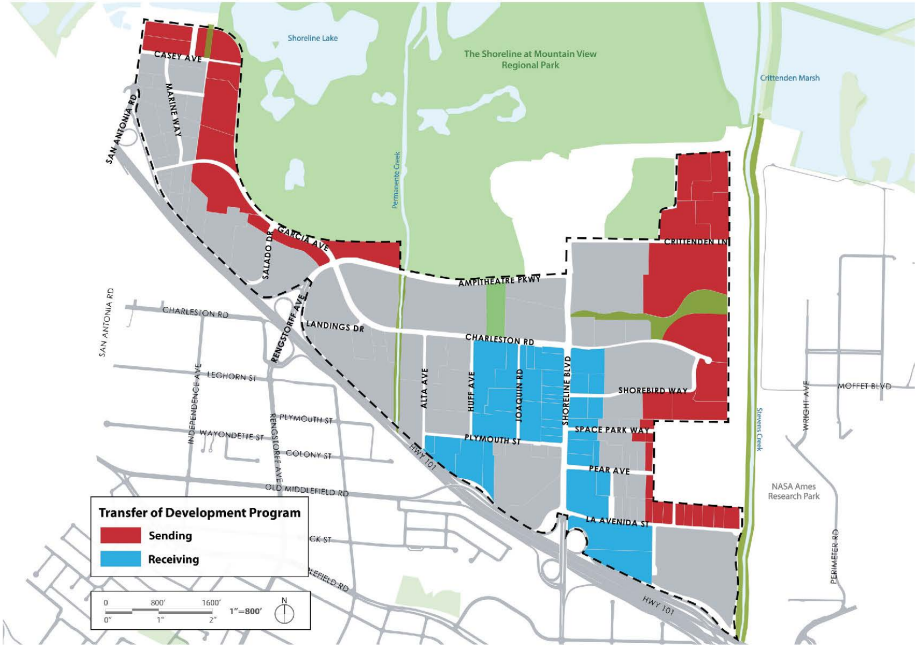


Figure 19: Transfer of Development Rights - Sending and Receiving Sites

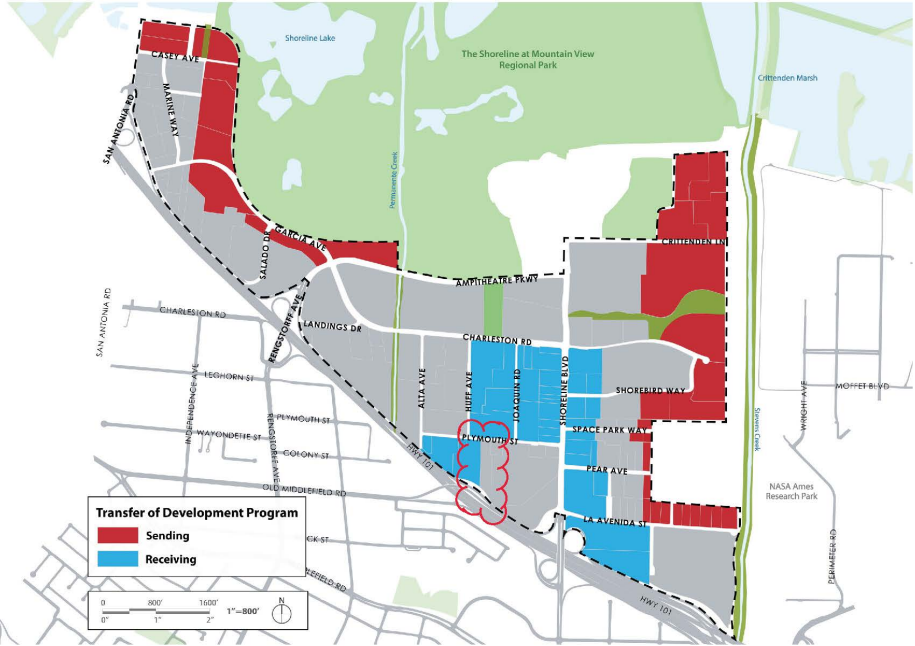


Figure 21: Habitat Overlay Zone Map

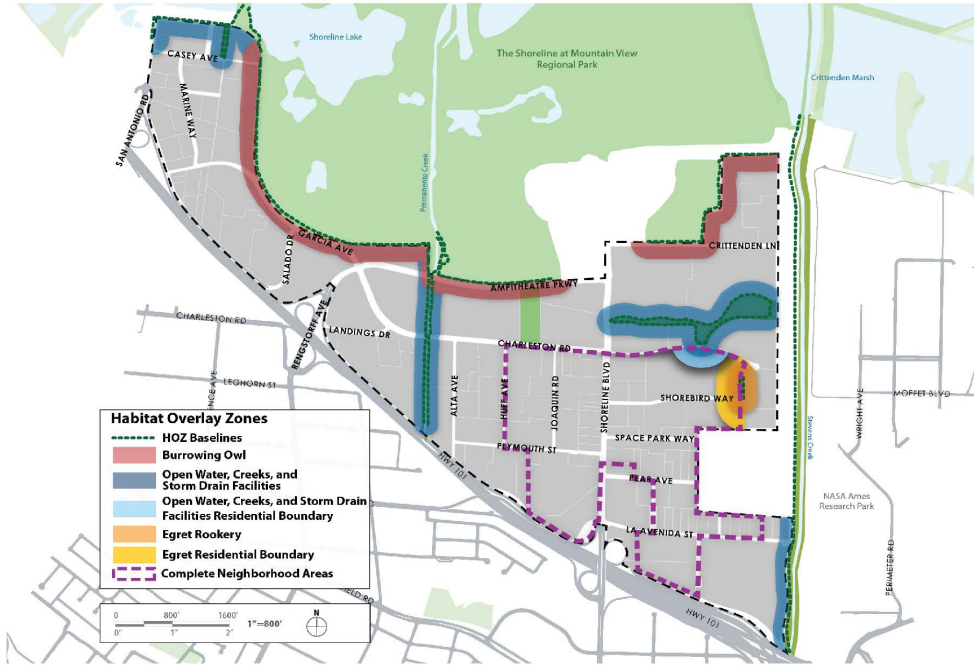


Figure 21: Habitat Overlay Zone Map

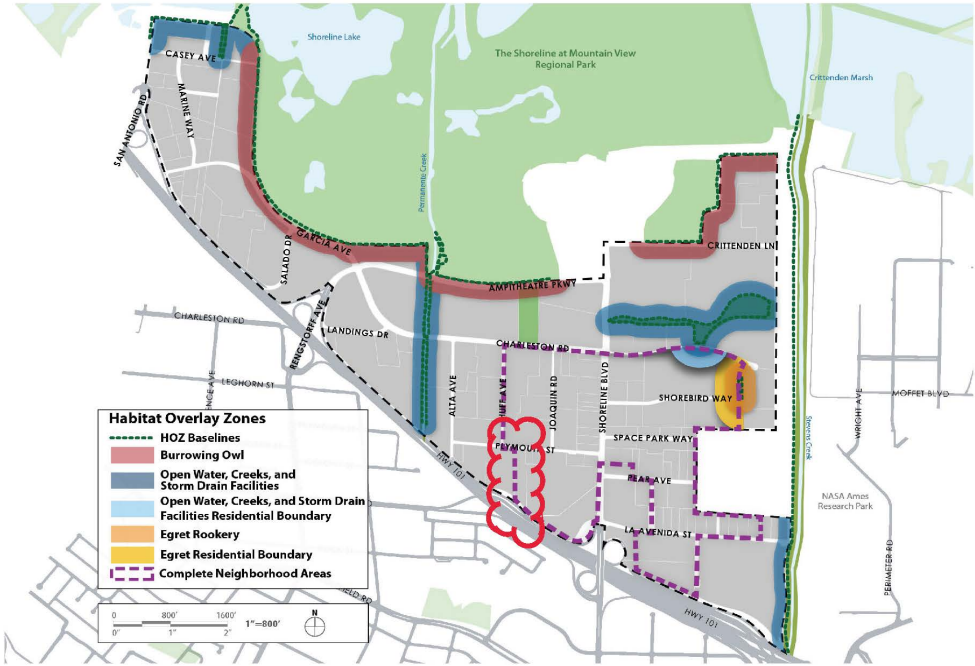


Figure 23: Existing Street Network



Figure 23: Existing Street Network



Figure 24: Conceptual New Streets



The proposed street alignments shown in these figures are illustrative as the precise location will be determined during the entitlement process.

Figure 24: Conceptual New Streets



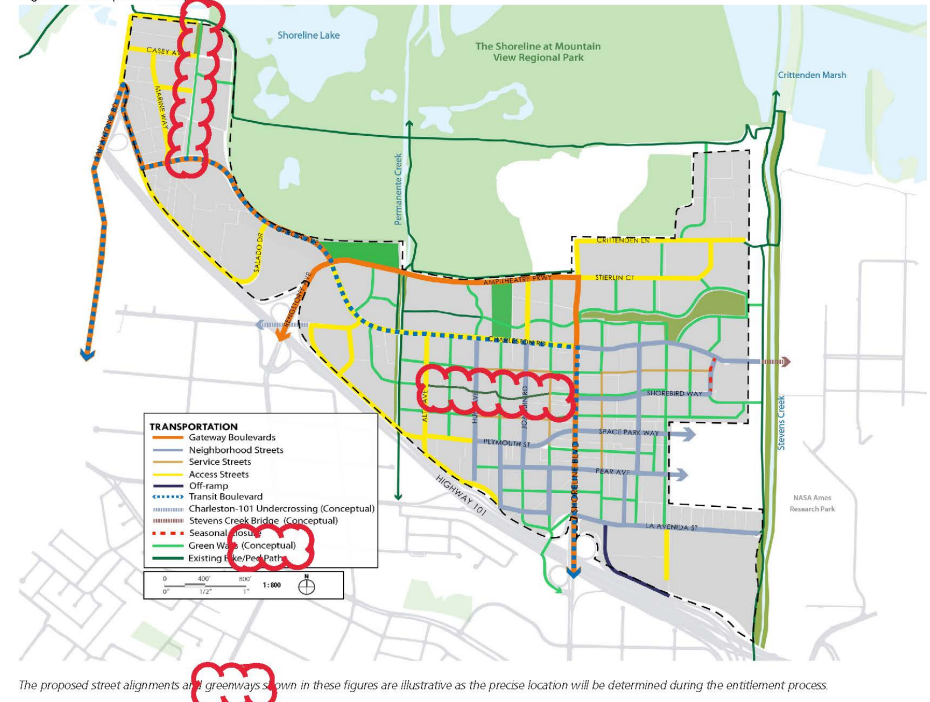
The proposed street alignments and greenways shown in these figures are illustrative as the precise location will be determined during the entitlement process.

Figure 25: Complete Conceptual Street Framework



The proposed street alignments shown in these figures are illustrative as the precise location will be determined during the entitlement process

Figure 25: Complete Conceptual Street Framework



The proposed street alignments and greenways shown in these figures are illustrative as the precise location will be determined during the entitlement process

Figure 46: Priority Transportation Improvements

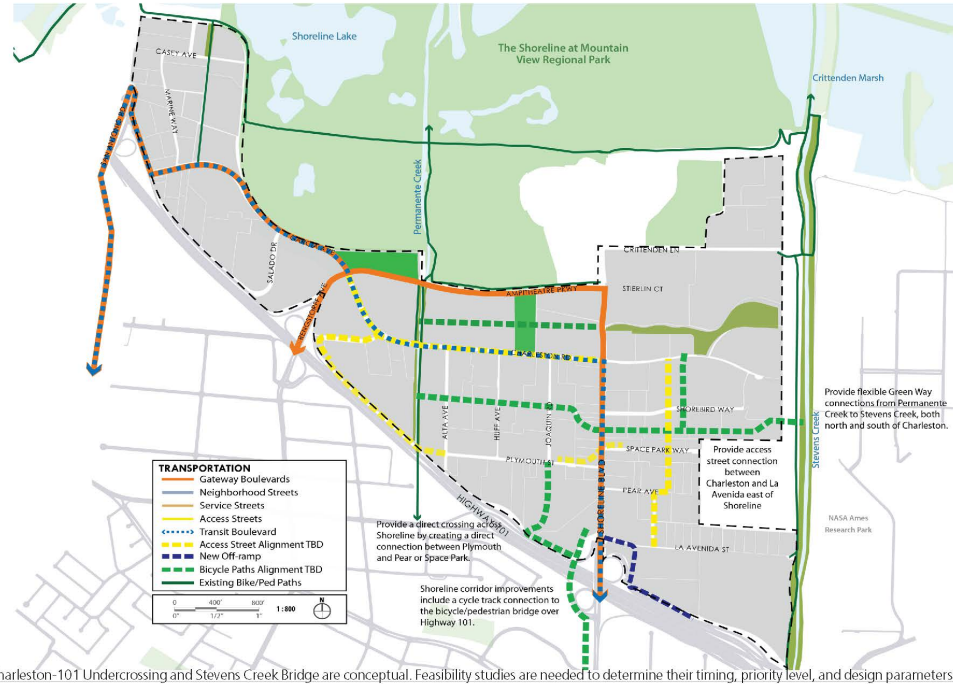
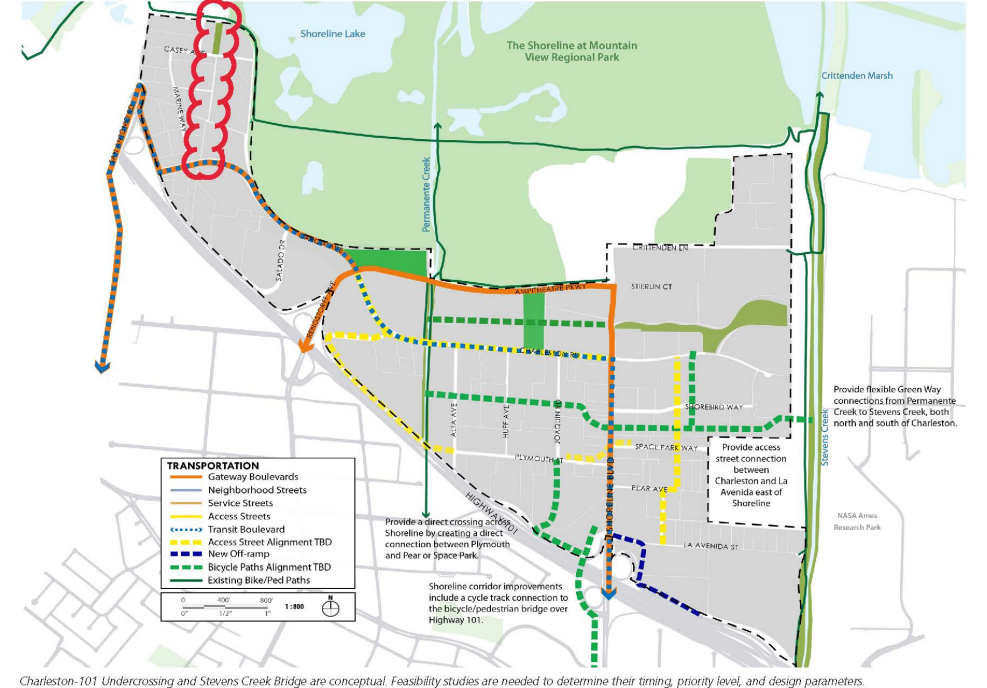


Figure 46: Priority Transportation Improvements



Charleston-101 Undercrossing and Stevens Creek Bridge are conceptual. Feasibility studies are needed to determine their timing, priority level, and design parameters.

Figure 47: Complete Bicycle Network

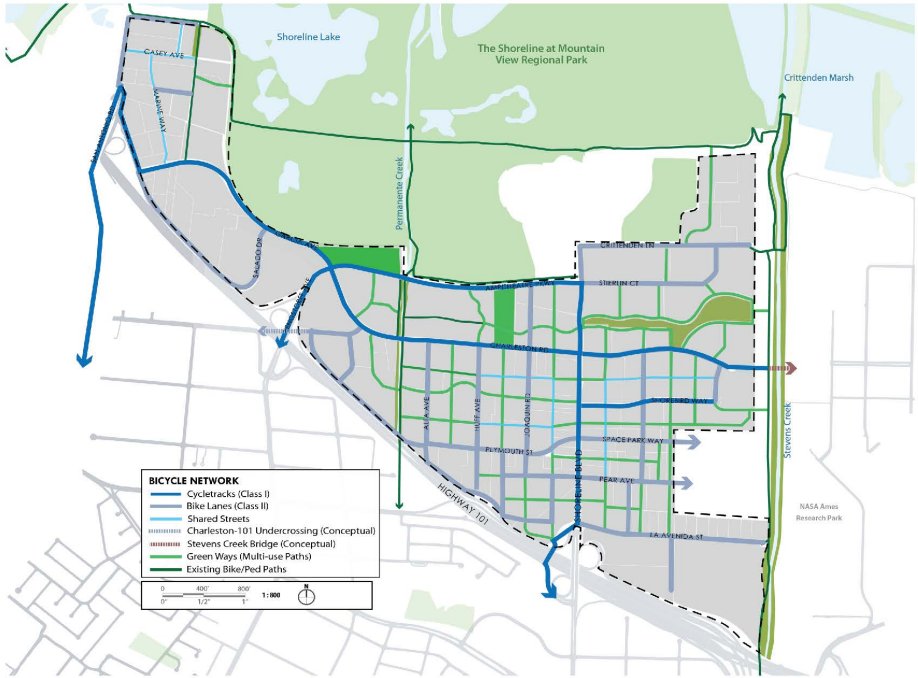
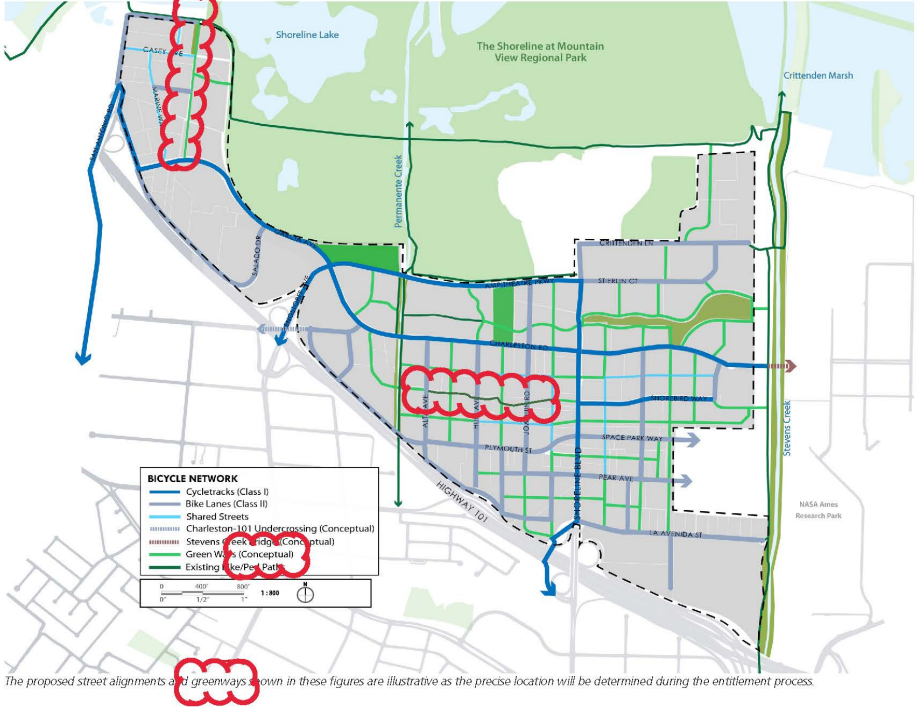


Figure 47: Transit Network



The proposed street alignments and greenways shown in these figures are illustrative as the precise location will be determined during the entitlement process.

Figure 48: Transit Network | page 187

Figure 48: Transit Network

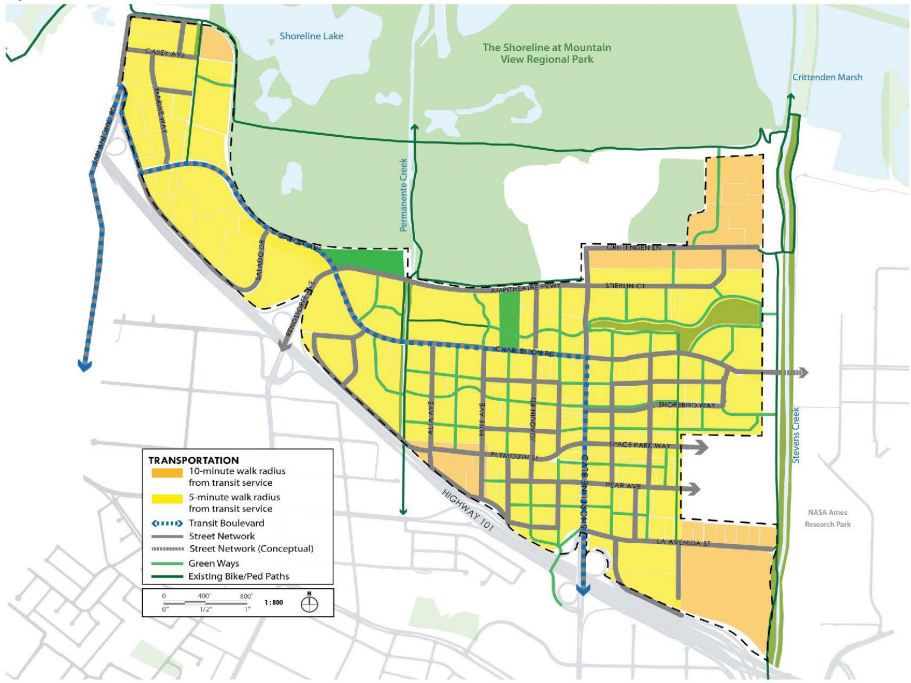


Figure 48: Transit Network

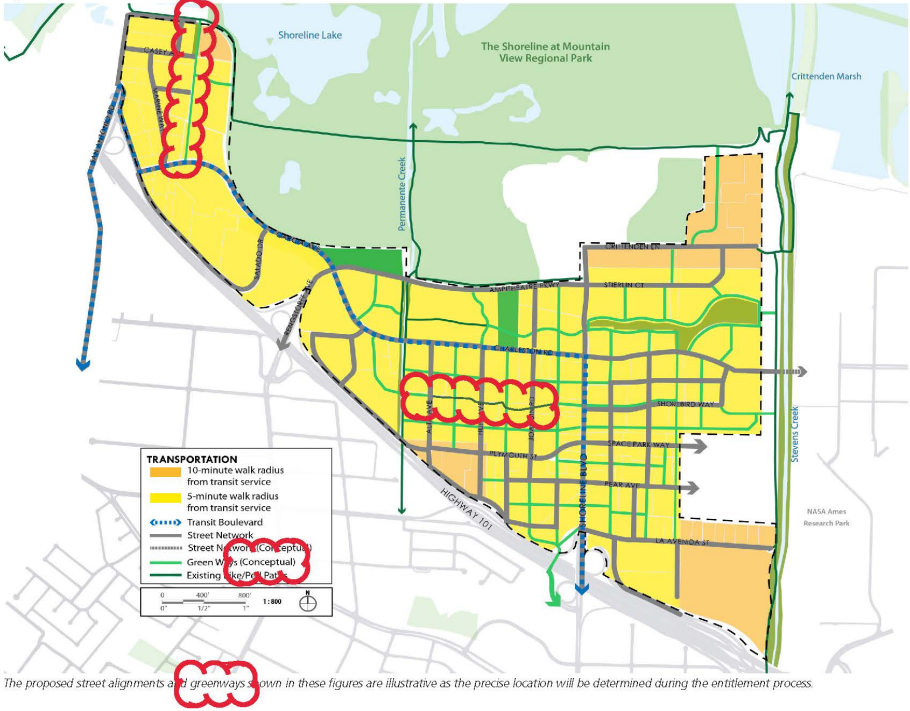


Figure 55: Priority Transportation Improvements

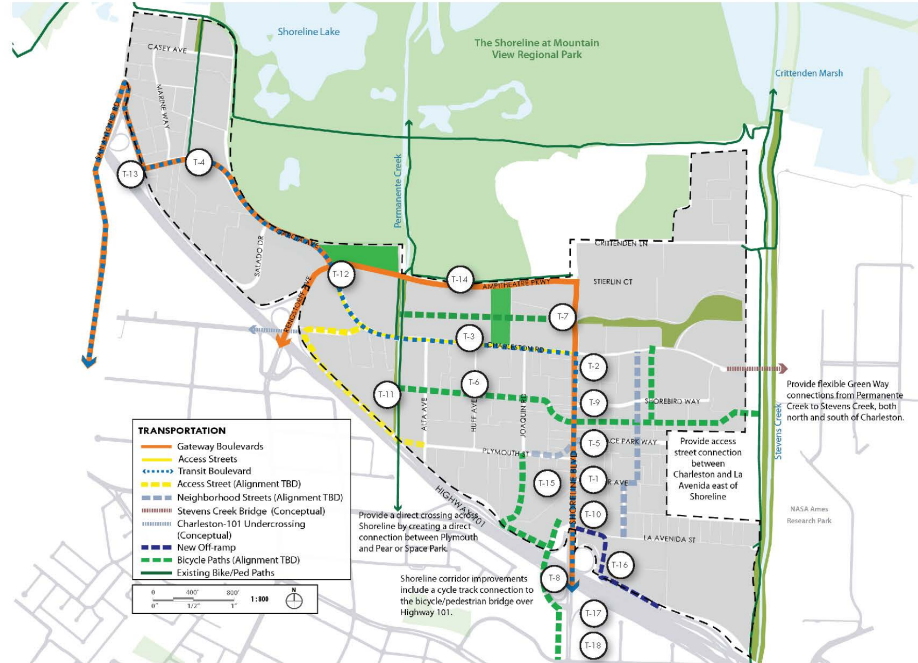


Figure 55: Priority Transportation Improvements

