

## CITY OF MOUNTAIN VIEW

### ENVIRONMENTAL PLANNING COMMISSION

#### STAFF REPORT

WEDNESDAY, NOVEMBER 17, 2021

## 5. STUDY SESSION

### 5.1 Google North Bayshore Master Plan

#### RECOMMENDATION

Discuss and provide input on the proposed Google North Bayshore Master Plan located on a 127-acre project site, generally located in an area bounded by Charleston Road to the north, Stevens Creek to the east, Plymouth Street and Space Park Way to the south, and Huff Avenue to the west. The Plan area also includes portions of the Gateway Master Plan located at the northwest corner of Shoreline Boulevard and the U.S. 101 freeway northbound on-ramp in the P-39 (North Bayshore) Precise Plan.

#### PUBLIC NOTIFICATION

The Environmental Planning Commission (EPC) agenda is advertised on Channel 26, and the agenda and this report appear on the City's Internet website. All property owners and tenants within a 750' radius and other interested stakeholders were notified of this meeting. The meeting was also announced on the City's project webpage: [www.mountainview.gov/googleshorebird](http://www.mountainview.gov/googleshorebird).

#### BACKGROUND

##### Project Location

The approximately 127-acre Google North Bayshore Master Plan (Master Plan) area is generally located in an area bounded by Charleston Road to the north, Stevens Creek to the east, Plymouth Street and Space Park Way to the south, and Huff Avenue to the west. The plan area also includes portions of the Gateway Master Plan located at the northwest corner of Shoreline Boulevard and the U.S. 101 freeway northbound on-ramp. The master plan project area is surrounded by existing suburban office developments to the north and west; and a mix of commercial, office, and mobile home development to the south of the proposed Shorebird neighborhood.

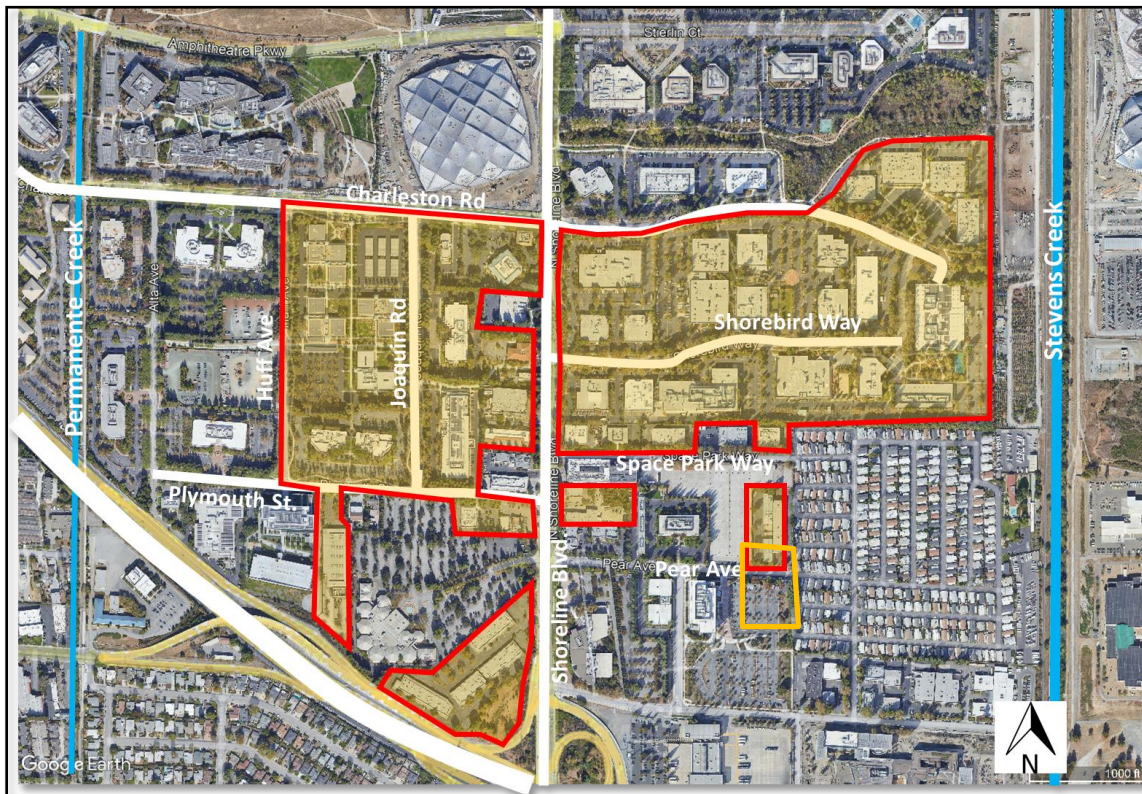


Figure 1: Location Map

### **Prior Meetings and Hearings**

In March 2021, the City Council authorized requalification of 1.3 million square feet of North Bayshore Nonresidential Bonus FAR to Google, subject to a minimum community benefit value of \$42 million and held a Study Session providing input on a preliminary Master Plan proposal (see Exhibit 1 – [City Council Study Session, March 23, 2021](#)). Key Council feedback and direction on the preliminary Master Plan included:

1. Supported overall land use plan, open space strategy, and BMR proposal.
2. Explore more park and open space around residential land uses.
3. Requested the exploration of an alternative location for the parking structure proposed at the end of Shorebird Way.
4. Supported concept of district parking at Shoreline Amphitheatre and directed the applicant to explore sharing the district parking facility with other non-Google property owners/tenants.

5. Supported community benefit ideas and directed the applicant to explore contributing to early delivery of Eco Gem and other parks.
6. Consider dedicating to the open space for schools to the City directly, which can make the decision about a potential partnership with the school district.
7. Additional retail and entertainment uses in the Gateway area.

To address Council feedback and direction from this Study Session, the applicant has made the following modifications to the Master Plan proposal:

1. Eliminated structured parking at the end of Shorebird Way.
2. Dedicating a four-acre parcel to the City for a potential future partnership with the Mountain View Whisman School District.
3. Reconfiguration of land uses to add more residential uses in the Joaquin neighborhood located north of the green loop.
4. Added a new residential site along Pear Avenue.
5. Additional active uses in residential uses in Joaquin neighborhood.
6. Slight revision to open space configuration for better distribution across the Master Plan and between residential and nonresidential land uses.

### **Community Outreach**

In September and October 2021, the applicant hosted two virtual community meetings with property owners in the area to introduce the project and gain feedback. Around 45 community members in total attended the two meetings. A majority of the speakers at these meetings were interested in details of the affordable housing proposal such as the timing of the land dedication, unit mix and bedroom counts, the proposed Transportation Demand Management programs, and local services such as a grocery store that might be incorporated into the project. Attendees were supportive of the connectivity and bicycle-pedestrian amenities proposed through the Plan area. Apart from this, the applicant has done other outreach meetings and hosted an online survey. A summary of the public comments across all the outreach meetings is provided in Exhibit 2 to this staff report – Community Outreach Summary.

## ANALYSIS

This section of the report provides an overview of the Master Plan proposal and includes questions for the EPC on key aspects of the project. Please note the project numbers shared in this report may change with further refinement of the Master Plan through the development review process.

### Project Overview

A Master Plan is a high-level plan that identifies key components of a future development, such as the location and distribution of development, parking and circulation networks, and coordination of improvements. As a result, if the Master Plan is approved, subsequent development permits will be required for each phase of construction in order to review detailed site and building designs, and confirm compliance with City regulations and the Master Plan. Per the NBPP, the Master Plan is required to be reviewed by the Development Review Committee (DRC) and the EPC with a final decision by the City Council.

In September 2021, Google submitted the Master Plan to the City in partnership with LendLease, an international real estate development and investment group (collectively referred to as Google). The Master Plan proposes to demolish all existing structures within the Master Plan boundaries in order to construct the following (also see Exhibit 3 – Project Plans):

- Up to 7,000 residential housing units spread across various sites in three complete neighborhoods, with a target of 20% as affordable units (15% units to be delivered through land dedication and 5% inclusionary units);
- Up to 295,000 square feet of active ground-floor active uses, including retail and community spaces;
- Up to 31 acres of public park land, with 19 acres as dedicated public park land to the City and 12.5 acres as privately owned, publicly accessible (POPA) open space areas;
- 3.1 million square feet of office across six locations (1.3 million net new square feet as allocated through Bonus FAR);
- Three aboveground parking structures in addition to integrated parking at each residential location;
- District office, residential, and active-use parking;



- New public and private service streets and pedestrian and bicycle on-street and off-street improvements; and
- A central utility plant and private utility district to serve new buildings in the Master Plan area with water, wastewater, recycled water, thermal energy (heating and cooling), and power.

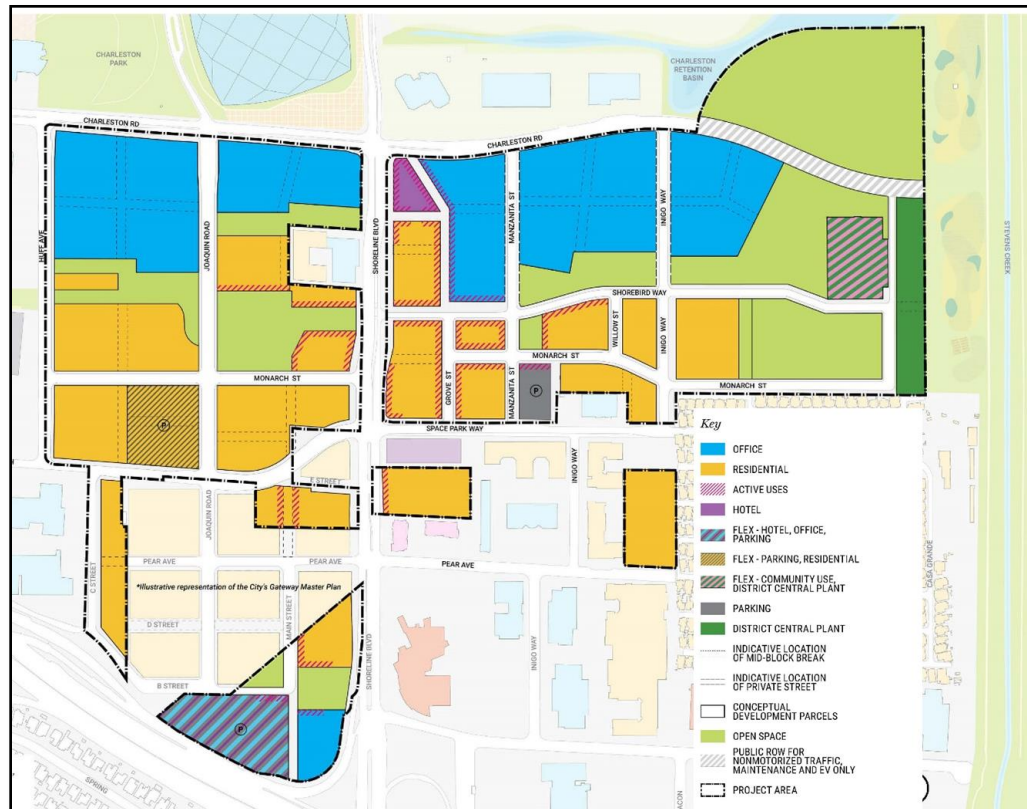


Figure 2: Master Plan Land Use Diagram

In addition to these project components, Google is requesting a Development Agreement (DA) for an extended entitlement period of up to 30 years, allowing implementation and construction of the Master Plan over a 30-year time span.

### General Plan and Zoning

The General Plan envisions North Bayshore as a key change area within the City, with a more intensive mix of commercial and residential land uses; preservation and enhancement of surrounding habitat areas that help sensitive species remain and thrive; a new mix of different open space types; and a new network of streets and greenways that break up large existing blocks.

A majority of the Master Plan area has a General Plan Land Use Designation of North Bayshore Mixed-Use, and a portion of the project is Mixed-Use Center (North Bayshore), which envisions a variety of land uses, including a vibrant mix of office, commercial, lodging, entertainment, commercial, lodging, entertainment, and residential uses. The proposed Master Plan aligns with the General Plan by introducing new residential neighborhoods, redeveloping existing office development with new Class A office space, introducing new retail and service uses that will help support the new residents of the area, and adding new parks and open space areas.

Located in the [North Bayshore Precise Plan](#) (NBPP) area, the Master Plan envisions transforming a suburban office and industrial area into a diverse neighborhood, consistent with the NBPP. The Master Plan spans two complete neighborhoods (Joaquin and Shorebird) and all four Precise Plan character areas – Gateway, Core, General, and Edge. A majority of the project area is within the Gateway, Core, and General character areas with a few parcels in the Edge character area (see Figure 3 below).

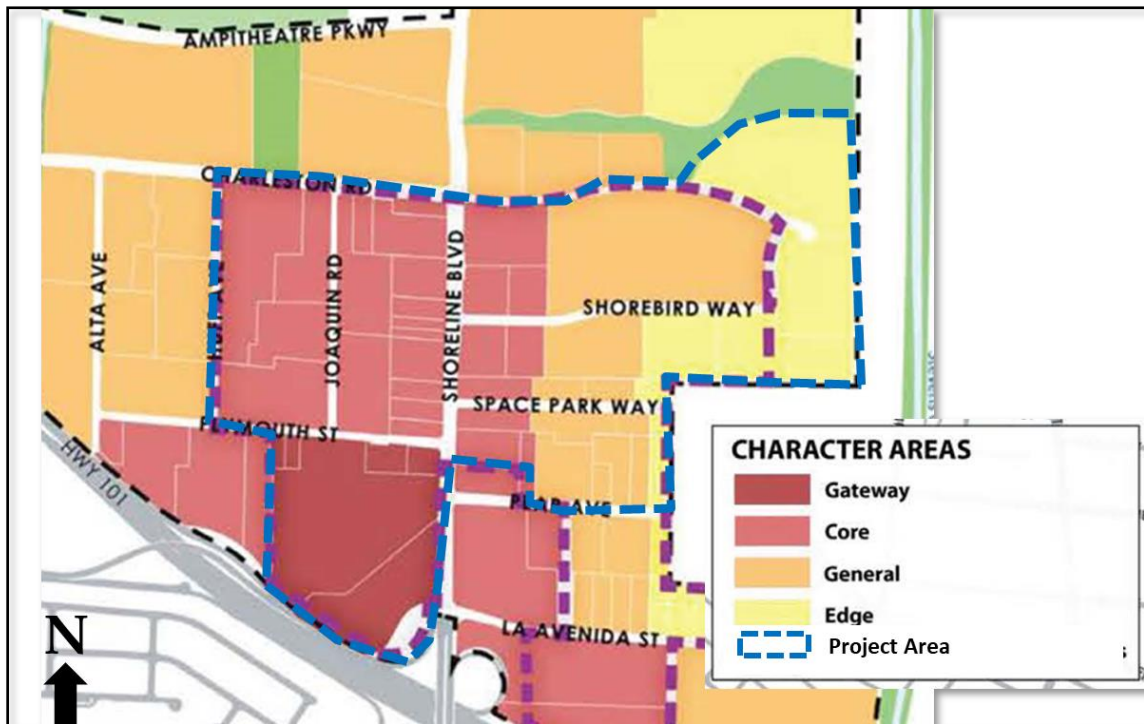


Figure 3: Precise Plan Character Areas

The Gateway character area proposal includes high-intensity mixed uses (residential, retail, open space, hotels, and office) with pedestrian connections to adjacent parcels to facilitate the NBPP vision of a mixed-use center at this site.

The Core and the General character area proposals in both the neighborhoods also include a similar mix of uses equally dividing residential and nonresidential uses in the area with supporting ground-floor retail and open spaces. Both of these areas in the proposal include a robust network of open space and pedestrian connections and comply with the vision of each of the NBPP character areas.

A few parcels in the proposal are within the Edge character area. In compliance with the NBPP vision, these parcels are proposed to be developed with lower-intensity uses (such as a school, open space, residential district parking garage, and district utility systems) that are generally compatible and less impactful to the adjacent sensitive habitat area.

Overall, Google's proposal complies with the General Plan and NBPP, including an integrated land use proposal with complete neighborhood, district facilities, expanding and improving public open space, enhancing and maintaining sensitive habitat areas, and contributing to areawide transportation improvements. Staff will continue to work with the applicant in the coming months to refine the land use plan layout.

### **Community Benefits**

As per the NBPP, all nonresidential and residential bonus FAR projects have to meet certain standards above Base FAR projects, including higher environmental performance (e.g., LEED), contribution to public-benefit or district-level improvements, provide minimum amount of residential units on-site, and implement additional green building and site design measures.

The Precise Plan identifies many important infrastructure improvements required for creating complete neighborhoods and implementing the vision and guiding principles of the Precise Plan. These include Priority Transportation Improvements that are to be funded from a combination of North Bayshore Impact Fees, Shoreline Regional Park Community Fund, and community benefits.

The Charleston Transit Corridor is identified as a major Priority Transportation Improvement in need of funding that will support the land uses proposed in the Master Plan. The design has been funded and will be completed in 2022, at which time it will be ready to advertise for construction. However, there is currently not

enough funding available for the estimated construction costs of approximately \$40 million.

At the March 23 2021 meeting, the City Council authorized requalification of 1.3 million square feet of North Bayshore Nonresidential Bonus FAR to Google subject to a minimum community benefit value of \$42 million. Section 3.3.4 on Page 65 of the [Precise Plan](#) identifies bonus FAR project standards. In accordance with these standards, Google is proposing to dedicate land for affordable housing (15% of the project's total residential units), green building, and site design measures as set forth in Appendix B of the NBPP. Additionally, Google is also providing a monetary contribution towards Charleston Transit Corridor Phase 2 and 3 construction, a priority transportation improvement for the Precise Plan area; and a monetary contribution towards delivery of Eco Gem, a proposed public open space in the Master Plan. In total, Google's community benefit package is estimated at \$42 million (see Table 1). It should be noted that Google's proposal to provide \$35 million in community benefit contribution towards construction of the Charleston Transit Corridor would allow this key priority transportation improvement project to be completed in the near future. Staff recommends including this in the Community Benefits package because it will provide a key transportation project.

**Table 1: Proposed Community Benefits**

<b>Contribution</b>	<b>Description of Benefit</b>	<b>Value of Benefit</b>
<b>Priority Transportation Improvement</b>	Direct monetary contribution to the City towards the Charleston Transit Corridor Development, Phases 2 and 3	\$35 million
<b>Park Land Development</b>	Monetary Contribution towards delivery of Eco Gem	\$7 million
<b><i>Proposed Total Community Benefits</i></b>		<b>\$42 million</b>

To evaluate Google's community benefit proposal, City staff is working with a consultant to prepare an economic analysis. While Google's proposal of community benefits aligns with projects presented and identified in a previous City Council Study Session for bonus FAR allocation, staff is seeking input from the EPC on the proposed community benefits. Community benefits by other development projects in the Precise Plan area have been monetary contributions and infrastructure improvement projects to the City.



## **Affordable Housing**

The applicant is proposing up to 7,000 residential units (rental and for-sale) in the Master Plan. The proposed 7,000 residential units would provide 71% of total residential units planned in the NBPP area, which calls for up to 9,850 residential units, including a goal of 20% affordable units (approximately 1,400 affordable housing units).

New residential developments in North Bayshore can satisfy the Precise Plan's affordable housing requirements (15% inclusionary units) by either complying with the Citywide affordable housing requirements under the BMR Ordinance or choosing one of the two density bonus options: a City density bonus option (under the Density Bonus Ordinance) or a North Bayshore Bonus FAR option (15% inclusionary units or land donation).

Google's Master Plan proposes to meet the NBPP affordable housing goal of 20% and individual project requirement of 15% through a combination of land dedication to achieve 15% of the BMR units and 5% inclusionary component within the market-rate residential buildings. Specific location of site(s) for land dedication have been identified in the Master Plan (see Figure 4 below). Further details on the unit mix, size, and bedroom count will be formalized as part of the review process.

Projects are eligible for a Tier 1 Bonus FAR if the projects provide at least 15% of the total residential units—on-site or through the land dedication provisions of the NBPP Affordable housing Guidelines—at affordable rent or sales prices. The Precise Plan's Base FAR of 1.0 would allow 4,900 residential units, including 735 affordable units (15% of total units). Google is proposing a Tier 1 Bonus Residential FAR to achieve 7,000 units. Google's proposal, therefore, exceeds the 15% affordable housing requirements for the Tier 1 residential Bonus FAR by 5%.

The BMR proposal will require further details (such as unit mix, unit size, income classification, etc.) and review to confirm compliance with BMR regulations. Additionally, the approach of combining some on-site units with land dedication would provide delivery of some units at the same time as the market-rate units, while also achieving the NBPP goal of land ownership for affordable housing. An economic feasibility study conducted during preparation of the North Bayshore Affordable Housing Guidelines in 2019 indicated significant challenges in developing inclusionary housing in North Bayshore. Therefore, the current land dedication proposal would be a more feasible option and may result in a higher yield of units. Additionally, this option provides the greatest flexibility to the City

to preserve affordability in the long term and target specific affordable housing options.



Figure 4: Master Plan Residential Sites

### Parks and Open Space

A network of public parks and open space is proposed throughout the Master Plan (see Figure 5 below and Figure 5.1.1 of Exhibit 2—Project Plans). This includes 12 distinct open spaces, which accounts for 19 acres of public park space and 12 acres of privately owned/publicly accessible (POPA) areas. The proposed public open space dedication includes at least one publicly accessible neighborhood park in each of the neighborhoods along with central open space in the Gateway area, and a robust network of pedestrian paths and bike trails for improved internal and regional connectivity. The estimated required park land for the development included in the Master Plan is 33.6 acres or \$351 million of in-lieu fees. Overall, Google’s intent is to meet the required park land obligations through a combination of land dedication to the City, park land credit for POPAs, and the payment of in-lieu fees. A brief description of the proposed open spaces and concept is provided in Table 5.1.1 of Exhibit 3—Project Plans.

City staff is generally supportive of the identified public park lands and open space areas. Refinements to the location, size, and public versus POPA configurations will continue through review of the Master Plan. Staff's intent for the refinements is to create appropriately sized, centrally located open spaces and to ensure an appropriate mix of public parks, POPAs, and in-lieu fee payments related to planned adjacent land uses and infrastructure. Further details and assessment will be required for complete compliance assessment of the POPA request with the current Park Land Ordinance. It should be noted that the park development for all park land dedication to the City would follow the City's design and construction process, which includes public outreach, review by the Parks and Recreation Commission, and approval by the City Council.



Figure 5: Proposed Open Space Plan

The preliminary Master Plan presented to the City Council at the [March 23, 2021 Study Session](#) included a four-acre site to be dedicated to the Mountain View Whisman School District (MVWSD). Council suggested the applicant consider dedicating this land to the City, which could allow for a potential partnership with MVWSD for a school at this location. In response to this direction, the Master Plan includes a four-acre public open space near the eastern edge of the Master Plan area, identified on the plans as "Shorebird Yards," to be dedicated to the City. As noted in the Study Session, the issue of park land credit for a partnership with the schools

will require additional research of the City's ordinances, adopted plans, and State laws. Staff is following up on this research and will bring it back for consideration with the Master Plan at a later date.

### **District Parking and Shoreline Amphitheatre**

In compliance with the NBPP, the proposal includes shared parking facilities for office and residential uses and a district parking approach to help manage parking demand. District parking allows for a substantial reduction in total parking capacity below the maximum allowed in the Precise Plan, which helps support the needed vehicle trip reductions. Additionally, district parking can ensure that parking is used efficiently.

A district-serving residential parking garage will be provided in each of the neighborhoods to support residential parking. Only 10% of the office parking will be provided on-site, with the other 90% of office parking in three district office parking structures, including one proposed at Shoreline Amphitheatre Lot C.

Google has proposed a 4,330-stall parking garage on Lot C for the district parking, with this parking available for shared use with Live Nation and the City during nonbusiness hours. At the March 23, 2021 Study Session, Council was generally supportive of the use of Lot C for district parking. Using Lot C for district parking would allow more land within the project area to be used for housing and/or open space development while providing parking located close to the office uses. The current Lot C surface parking lot is leased by Live Nation and subleased by Google until 2025 under similar shared use provisions, and this arrangement has not interfered with parking for events at the Amphitheatre. A parking structure on Lot C is also unlikely to limit future City opportunities or decisions for the Amphitheatre property.

The Master Plan anticipates a gradual reduction in the residential parking ratio over the life of the Plan as more amenities and services are delivered in the area. For early residential projects, additional off-site residential parking above maximum allowed (0.65 space per unit) would be provided within the parking garage proposed for Lot C. This is to address the higher parking demand and vehicle dependency until improved and additional public transit services are in operation and district-serving retail and amenities are developed in the area.

**Table 2: Parking Ratios**

<b>Land Use Type</b>	<b>Allowed Precise Plan Parking</b>	<b>Proposed Parking</b>
<b>Office</b>	Max. 2.7 spaces per 1,000 square feet of gross building floor area	2.0 spaces per 1,000 square feet <sup>1</sup>
<b>Active Use – Retail/Community Space</b>	No Maximum	4 spaces per 1,000 square feet
<b>Multi-Family Residential</b>	Micro Units – 0.25 space/unit 1 BR – 0.5 space/unit 2 BR – 1.0 space/unit 3 BR – 1.0 space/unit	0.65 space per unit at full build-out

**Construction Phasing**

Google is requesting up to 30 years to construct the Master Plan in eight phases. The conceptual phasing plan, shown in Figure 6, proposes a mix of office and residential development sequencing as follows. The proposed phasing pattern allows Google to rebuild the existing office square footage to be demolished and make space for new residential development in the area.

- Phase 1 – demolition of 849,970 square feet of existing office buildings in the Shorebird complete neighborhood and rebuilding of existing office space into new buildings – 1,118 residential dwelling units (DU) and related parking.
- Phase 2 – 1,794 residential DU, related parking, and neighborhood-serving uses in the Shorebird complete neighborhood.
- Phases 3 and 4 – office buildings in the Shorebird complete neighborhood.
- Phase 5 – 612 residential DU with 23,953 square foot of active uses in the Joaquin neighborhood along Shoreline Boulevard.
- Phase 6 – 486,280 square feet of office (north) and 916 residential DU (south) on the eastern portion of the Joaquin complete neighborhood.



- Phase 7 – 770,023 square feet of office (north) and 1,800 residential DU (south) on the western portion of the Joaquin complete neighborhood.
- Phase 8 – 250,000 square feet of office, 760 residential DU, and 180,000 square feet of active uses and open area in the Gateway area.
- About 80% of the dedication for park land is proposed to be provided by Phase 2.

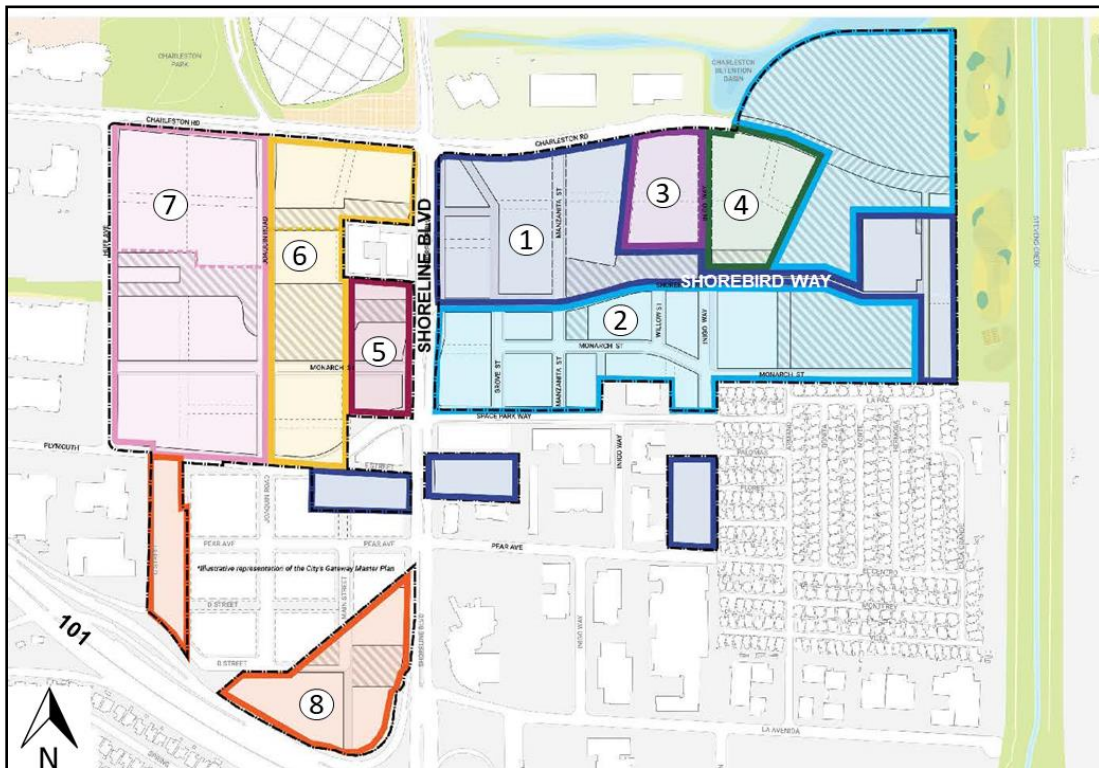


Figure 6: Conceptual Construction Phasing Plan

**Implementation of the Complete Street Network**

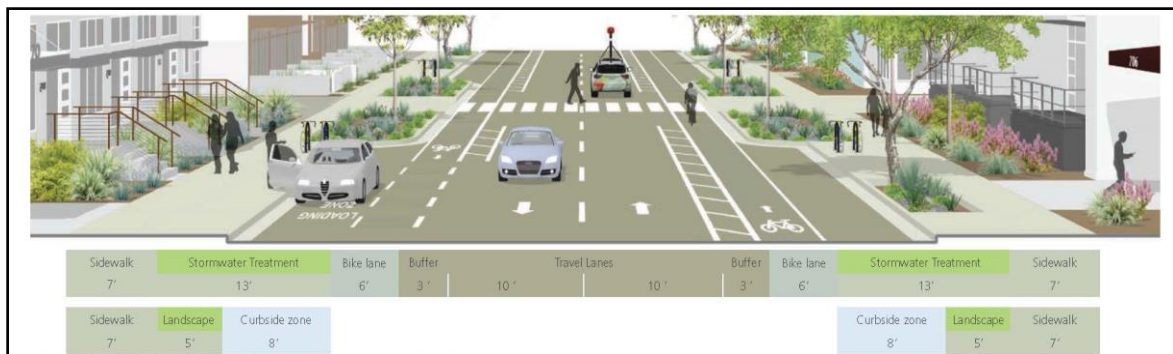
Since 1970, North Bayshore has been developed with low-rise industrial buildings behind heavily landscaped meandering paths shielded from public view by berms with street trees (see Figure 7 below) and lined by streets that are primarily built for automobiles.



**Figure 7: Existing Joaquin Road in NBPP**

The NBPP envisions the transformation of the existing street network into a connected grid of existing and new streets that support a variety of mobility options. It creates an integrated set of street typologies to support new land uses envisioned for the area and the conversion of a suburban park into an urban mixed-use environment with buildings set closer to streets with new bicycle, pedestrian, and transit infrastructure.

The NBPP establishes conceptual street diagrams (see Figure 8 below) within the plan area to support a reduction in single-occupancy vehicle (SOV) use and an increase in multi-modal transportation modes. Implementation of these new street configurations will require rebuilding existing streets to incorporate new infrastructure, and removal of existing trees and replanting of new street trees and landscaping that promote the biodiversity goals of the NBPP. The goal of increasing biodiversity is also a goal in Council's Fiscal Year 2021-2023 Strategic Priorities.



**Figure 8: NBPP Conceptual Street Section**

Google's Master Plan proposal complies with the conceptual street network as prescribed in the Precise Plan.

Implementation to achieve the vision of multi-modal street infrastructure and urban neighborhoods NBPP will necessitate:

- Redesign of the street infrastructure, including sidewalks, landscaping, bicycle paths, transit lanes, and automobile lanes.
- Potential vacation of existing easements and/or dedication of new easements to effectuate the above.
- Removal of existing street trees and the replacement with new street trees. In total, about 594 street trees within the Master Plan area will have to be removed and replaced with new street trees that comply with the biodiversity goals of the NBPP. A more detailed discussion of all trees in the Master Plan area including street trees is provided below.

*Question 1: Does the EPC have any additional input regarding land use, affordable housing, parks and open space, district parking, construction phasing and implementation of the complete streets network?*

### **Tree Removal and Replacement Framework**

The Master Plan area has approximately 3,772 existing trees, with about 26% of trees in the existing street right-of-way (streetside trees and trees in the median) and in built-to area. Over 40% of the existing trees are in poor health. A significant percentage of these trees are not native to the area and are not suitable for the local climate.

In compliance with achieving the vision in the NBPP of newly created neighborhoods and street infrastructure, the majority of trees in the public right-of-way and on private property would need be removed and replaced with more biodiverse varieties that are more suited to the climate. Examples of recent projects that have incorporated this approach include the Google Landings and Huff garage projects. Table 3 below lists the trees expected to be removed, including street trees.

**Table 3: Tree Removal Estimates<sup>1</sup>**

	<b>Number of Trees</b>
Total existing in Master Plan area	3,772
Total to be removed in rebuilt in the right-of-way (street trees) to comply with the Precise Plan	594
Total to be removed in build-to area	421
Total to be removed due to new streets and development footprint (beyond the build-to area)	1,763
<b><i>Total to Be Removed</i></b>	<b>2,586</b>

In order to create a consistent approach and achieve the vision of the NBPP, the following tree removal and replacement framework is proposed. This will help guide tree removal and replacement requirements for future Planned Community Permits that are expected to follow the Master Plan:

1. Strive to retain and integrate existing healthy trees as follows:
  - a. In open space areas, including public and private open space, along the green loop, etc.
  - b. Into site design if the trees are healthy, have high habitat value, and contribute to the area’s ecological goals (examples include private and common open space areas, rear buffers, etc.).
2. Explore the opportunity to transplant healthy trees that are suitable for the local climate and integrate them into the site design (examples include side and rear buffers, open space areas, etc.).
3. Where trees are removed, replace with trees that contribute to tree canopy and meet the goals of biodiversity (build-to-areas and private property).

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<sup>1</sup> Tree removal numbers presented in the table are from previous tree surveys and aerial tree counts. A tree survey for the Master Plan area is under way, and the numbers would be updated based on the survey.

***Question 2: Does the EPC support the proposed framework of tree removal and replacement necessary for implementation of the Master Plan consistent with the Precise Plan vision?***

### **Development Review Streamlining**

Following approval of a Master Plan, a Planned Community (PC) Permit will be required to develop individual development projects associated with the Master Plan. The Precise Plan prescribes that following Master Plan approval, the City Council shall determine, at the time of Master Plan approval, the City's subsequent development review process for a Planned Community (PC) Permit associated with an approved Master Plan. Google is requesting a streamlined permit review process for future planned community and other development permits so that permits consistent with the Master Plan would be reviewed by the Development Review Committee (DRC) with a final decision by the Zoning Administrator at an Administrative Zoning (ZA) public hearing.

The master planning process provides a coordinated and integrated approach to larger developments or areas. The proposed Master Plan substantially complies with the Precise Plan and helps to achieve its objectives. It also sets the land use, affordable housing, open space, and infrastructural framework to guide development in the Master Plan area. Additionally, the streamlined permit review process provides a reasonable balance between retaining a public input process with a ZA public hearing for new development and providing a streamlined permit review process for Planned Community Permits and related permits under the adopted Master Plan. It is also consistent with guidance in the recently adopted East Whisman Precise Plan that recognizes the role that a Master Plan framework provides in guiding subsequent permits. Staff, therefore, recommends the streamlined permit review process for future Planned Community Permits and related permits.

***Question 3: Does the EPC support the proposed streamlined development review process?***

### **Development Agreement**

Along with the Master Plan, the applicant is requesting a Development Agreement (DA) to allow an extended entitlement period of up to 30 years to secure the timing of development milestones and fees/funding from the project. Google has stated that an extended entitlement period is necessary for the build-out of the multi-phased project. DAs must be reviewed by the Zoning Administrator at a public hearing with a recommendation forwarded to the City Council, who makes a final



decision. In exchange for the substantial vesting benefits of a DA, the project is expected to provide public benefits that exceed the community benefits required by the Precise Plan. These public benefits are evaluated on a case-by-case basis based on the project and DA requests.

Google’s proposed DA public benefits include a list of public benefits, amounting to \$14.5 million, through in-kind improvements by the project sponsor and funding to the City (see Table 4). Staff’s initial assessment recognizes that the public benefits provided in the DA are generally consistent with the goals for affordable housing, infrastructure, and the need to help small businesses that create vibrant neighborhood-serving uses in the Precise Plan. This is being provided for informational purposes to the EPC.

The final DA will be adopted by the City Council in conjunction with the Master Plan.

**Table 4: Development Agreement Public Benefits**

Contribution	Description of Benefit	Value of Benefit
<b>Affordable Housing</b>	5% inclusionary affordable housing (above the 15% affordable units required by the NBPP)	TBD
<b>People-Centric Benefit Contribution</b>	Small Business Diversification Program	\$14.5 million
	Supporting local artists through the commissioning of site-specific public art installations above NBPP requirements	
	Other “people-centric” programs	
<b>Sea Level Rise Project</b>	Monetary Contribution to City for Sea Level Rise Capital Improvement Projects	\$500,000

## ENVIRONMENTAL REVIEW

The project requires environmental review under the California Environmental Quality Act (CEQA) prior to any final public hearings, including analysis of transportation, utilities, and air quality. An Environmental Impact Report is being prepared to assess environmental impacts of the project and will be brought forward for consideration with the Master Plan.

## NEXT STEPS

Following feedback from the EPC at this Study Session, the Master Plan will be reviewed at a City Council Study Session tentatively scheduled for December 14, 2021. Following the Study Sessions, the Master Plan will continue through the development and environmental review process.

## CONCLUSION

This Study Session gives the EPC the opportunity to provide input on key Master Plan topics to guide and refine the project. Staff requests EPC feedback on the following questions:

1. Does the EPC have any additional input regarding land use, affordable housing, parks and open space, district parking, construction phasing, and implementation of the complete streets network?
2. Does the EPC support the proposed framework of tree removal and replacement necessary for implementation of the Master Plan consistent with the Precise Plan vision?
3. Does the EPC support the proposed streamlined development review process?

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DP/2/CDD/807-11-17-21SR

- Exhibits: 1. [City Council Study Session, March 23, 2021](#)  
2. [Community Outreach Summary](#)  
3. [Project Plans](#)