CITY OF MOUNTAIN VIEW

ENVIRONMENTAL PLANNING COMMISSION
STAFF REPORT
WEDNESDAY, JUNE 3, 2020

5. PUBLIC HEARINGS

5.1 Request for Consideration of a Master Plan for District Parking; Planned Community Permit and Development Review Permit to Construct a Five-Story, 799,482 Square Foot Office Building Above One Level of Podium Parking, a Four-Level Parking Garage, and Site Improvements Associated with the Development; Heritage Tree Removal Permit to Remove 414 Heritage Trees; Vesting Preliminary Parcel Map; and Initial Study of Environmental Significance Pursuant to Section 15168 of the CEQA Guidelines Located at 1860-2159 Landings Drive

RECOMMENDATION

That the Environmental Planning Commission (EPC):

1. Recommend the City Council approve an Initial Study of Environmental Significance for the Google Landings Project pursuant to Section 15168 of the California Environmental Quality Act (CEQA) (Exhibit 1 to the EPC Staff Report).

2. Adopt a Resolution Recommending that the City Council Approve a Master Plan for District Parking; Planned Community Permit and Development Review Permit to construct a Five-Story, 799,482 Square Foot Office Building Above One Level of Underground Parking, a Four-Level Parking Garage, and Site Improvements Associated with the Development; and a Heritage Tree Removal Permit to Remove 414 Heritage Trees at 1860-2159 Landings Drive, to be read in title only, further reading waived (Exhibit 2 to the EPC Staff Report).

3. Adopt a Resolution Recommending that the City Council Approve a Vesting Preliminary Parcel Map to Dedicate Easements and Area for City Right-of-Way at 1860-2159 Landings Drive, to be read in title only, further reading waived (Exhibit 3 to the EPC Staff Report).

PUBLIC NOTIFICATION

The Commission's agenda is advertised on Channel 26, and the agenda and this report appear on the City's Internet website. All property owners within a 750' radius and other interested stakeholders were notified of this meeting. A City Council meeting will be held regarding this project, tentatively scheduled for June 23, 2020, and property owners and interested parties will be notified.

BACKGROUND

Project Summary

The approximately 41.66-acre project site project consists of multiple properties and includes the replacement of 15 existing office buildings (totaling approximately 258,224 square feet) with a new 799,482 square foot office building with one level of underground parking and a separate four-level parking garage. The office building is located on Landings Drive south of Charleston Road, west of Permanente Creek, and north of Highway 101 (referred to as "Landings office"). The parking garage is in a separate location between Alta Avenue and Huff Avenue, midblock between Charleston Road and Plymouth Street (referred to as "Huff garage"). A new pedestrian and bicycle greenway path will connect the two sites bridging over Permanente Creek. The project also includes other site improvements, such as habitat enhancements to Permanente Creek, parking lot improvements to the properties located at 1851-1875 Charleston Road, and a new frontage road along U.S. 101 (see Exhibit 4—Project Plans).

Figure 1: Location Map

North Bayshore Precise Plan

The project site is located in the General Character Area of the North Bayshore Precise Plan (NBPP). The NBPP envisions the General Character Area as an office

employment-focused area with a lower-density, more campus-like environment than the Core and Gateway Character Areas. The NBPP also allows for buildings and blocks to be larger in this location than in the other areas but specifies they should be connected by a network of internal campus quads, greenways, and walkways. The General Character Area allows development intensity up to a 1.0 floor area ratio (FAR) and building heights up to six stories.

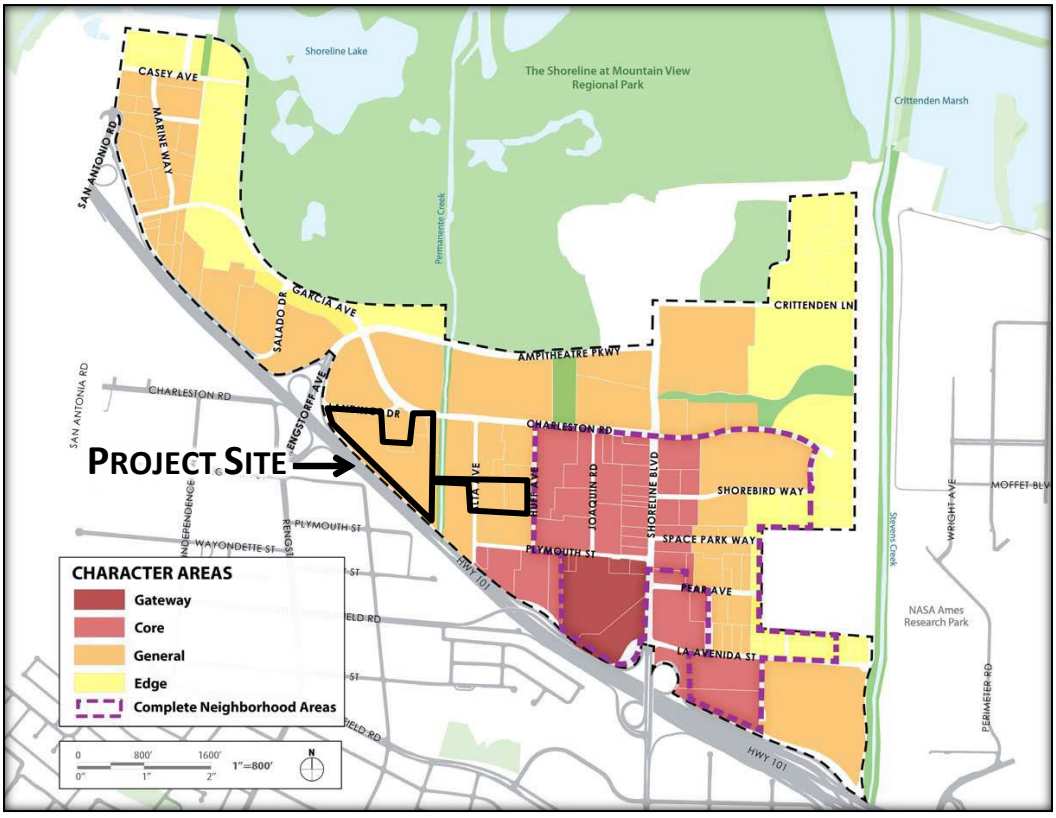

Figure 2: North Bayshore Precise Plan Character Area Map

Previous Hearings and Meetings

Bonus FAR Allocation

In 2015, Council allocated Google square footage in North Bayshore to reach 1.0 FAR on the project site so long as the bonus FAR criteria are met. The project site is allowed a base of 0.45 FAR. A bonus of 0.30 FAR is allowed if a project provides a LEED Platinum® building and a public benefit or district improvement project focused on transportation. An additional bonus of 0.25 FAR is allowed if the project achieves one of the following: a higher-performing green building; zero-net green building; or an additional public benefit or district-improvement project. The 2015 Bonus FAR application by Google proposed community benefits totaling an

estimated $35.55 million and demonstrated compliance with the Bonus FAR provisions to qualify for the maximum 1.0 FAR (see Exhibit 5—2015 Bonus FAR Proposal).

City Council Study Sessions

The proposed project was reviewed at two City Council Study Sessions on December 11, 2018 (see Exhibit 6—December 11, 2018 City Council Study Session Memo) and October 1, 2019 (see Exhibit 7—October 1, 2019 City Council Study Session Memo). The feedback and direction from these Study Sessions are summarized below:

- Generally supported the overall design of the office building and the environmental restoration features of the project;

- Supported the off-site parking garage on Huff Avenue being shared between the Landings office project and Charleston East office project (currently under construction at 2000 North Shoreline Boulevard);

- Supported the heights of both the office and parking garage;

- Supported the exception to the office building setbacks that do not meet building placement and frontage requirements in the NBPP;

- Requested consideration of additional tree conservation on-site and off-site tree plantings in advance of the project entitlements to help reestablish tree canopy which would be lost by project construction which have been incorporated into the project;

- Supported a public circulation path around the office structure and not directly through the center of the site due to heightened security concerns by the applicant; and

- Generally supported the proposed community benefit package with an increase in valuation from 2015 values at $35.55 million to $44.6 million based on inflation and replacement of certain proposed items with new items (which are discussed later in this report).

Development Review Committee

The project was reviewed by the Development Review Committee (DRC) at three meetings where they provided feedback and recommended site and architectural changes on several iterations of the project design. The project received a final recommendation of conditional approval from the DRC on April 15, 2020. Specific DRC design recommendations for City staff to review with the building permit submittal are included as Condition of Approval No. 6 in Exhibit 2.

ANALYSIS

Project Overview

The proposed project includes the following components, which are further described below:

- The Landings office building and landscaped grounds that surround it;
- Improvements to the Permanente Creek channel and a pedestrian/bicycle bridge that crosses the creek;
- A new frontage road along the project frontage adjacent to U.S. 101 connecting to Landings Drive;
- Parking lot improvements at 1851 and 1875 Charleston Road;
- The Huff parking garage; and
- A greenway connection across the north end of 900 Alta Avenue that connects the existing greenway at Alta Avenue to the Permanente Creek Trail.

Figure 3: Site Plan

Landings Office Building

The proposed five-story building includes 799,482 square feet of office and associated amenity space above one level of underground parking. The ground level of the building includes entry lobbies, workspaces, employee cafés, and amenities, while the upper floors are office areas. The design includes a series of repeating building segments at graduating heights where the center of the building, at the ground floor, is "lifted" to create a large open space patio beneath the building. The building facade is comprised primarily of bird-friendly fritted glass and accented by variegated metal panels.

The one-level below-grade parking garage includes 1,145 parking spaces and is accessed via a driveway near the northeast end of the new frontage road and a driveway at the southeast end of the new frontage road.

The landscaped area surrounding the office building includes private, outdoor office amenity areas as well as publicly accessible landscape areas and pedestrian and bicycle pathways.

Figure 4: Aerial View of Office Building

The proposed office building complies with the development standards and guidelines of the NBPP, including FAR, height, and design principles, with the exception of the building placement and frontage location requirements. The NBPP allows exceptions to these standards to allow innovative building and site designs if the resulting design meets the intent of these standards. Staff believes the design of the building and site layout meet the NBPP intent to provide pedestrian-scaled buildings and open spaces that relate to the public realm while providing innovative architecture. Council was supportive of the proposed exceptions at the Study Session on December 11, 2018.

Parking Lot Improvements at 1851 and 1875 Charleston Road

The property at 1875 Charleston Road is developed with an office building and 153-space parking lot, currently leased by Google. The property at 1851 Charleston Road is developed with two barns, two sheds, a single-family home, and a three-unit multi-family residential structure, which are nonconforming since the current zoning does not allow residential uses. The project proposes to demolish the six structures on the 1851 Charleston Road site, including the four residential units, and relocate a majority of the 1875 Charleston Road parking spaces to the adjacent 1851 Charleston Road property, reducing the total number of parking spaces provided to 100 spaces (a 53-space reduction). The relocation of the parking to the 1851 Charleston Road property is proposed in order to allow the use of the southern part of the 1875 Charleston Road property as landscaping and open space in the

Landings project for the duration of the Google lease, which is in approximately 37 years. A condition of approval requires that once the lease terminates, any pathways, landscaping, and open-space amenities would need to be relocated onto the Landings Office site, which will require review and approval of a permit modification by the City at that time. The existing units on-site are currently occupied and subject to the City's Tenant Relocation Assistance Ordinance (TRAO). The applicant will be responsible for complying with the TRAO requirements, which is included as a condition of approval.

Frontage Road

A new frontage road, which is identified as a priority transportation project in the NBPP, is proposed along the southern edge of the Landings office site and would connect the western end of Landings Drive, continue south parallel to U.S. 101, and ultimately terminate at a cul-de-sac on the west side of Permanente Creek. The frontage road would include two-way vehicle lanes, a sidewalk along the northern side of the road adjacent to the project site, and a pedestrian/bicycle multi-use path along the southern side of the road adjacent to the freeway. In conjunction with the construction of the frontage road, minor changes to the parking lot layout and a relocated driveway are proposed at 2171 Landings Drive.

Permanente Creek Improvements and Pedestrian/Bicycle Bridge

The project proposes improvements to Permanente Creek and its riparian habitats through widening of the creek and restoration of native vegetation to help support local biodiversity. A pedestrian-bicycle path is proposed along the eastern side of Permanente Creek and would connect to a new east-west pedestrian/bicycle bridge over the creek. The bridge also provides pedestrian and bicycle access between the Landings office building and the Huff garage and connects to the green loop, which is a key pedestrian/ bicycle connectivity element in the NBPP. The western bank of the creek will be widened to create plantable slopes, allowing planting of riparian and wetland species for new habitat areas and to buffer the existing creek. The bridge crossing and creek improvements will be designed to accommodate the base flood elevation of the creek and maintain existing flood protection measures.

Greenway at 900 Alta Avenue

The proposed greenway is located at the northern edge of the 900 Alta Avenue property and would connect from the new bridge over Permanente Creek, providing direct bicycle and pedestrian access from the Landings office site to the Huff garage.

Huff Garage

The Huff garage is proposed to serve as a district parking facility for the Landings and Charleston East office buildings. As part of the Charleston East project approvals in 2017, the City approved a temporary parking solution for Charleston East by allowing parking in the Shoreline Amphitheatre parking lots (Lots C and D) through a lease agreement until December 31, 2025, which allowed Google time to reallocate parking spaces to the future Landings office site, or another approved location. Use of the Huff garage by the Charleston East office project is anticipated to begin after December 2025, when the Amphitheatre parking lot lease expires.

Figure 5: Huff Garage Elevation

The parking garage also includes approximately 10,500 square feet of publicly accessible retail space on the ground floor to activate the frontage. The four-level parking garage includes a total of 1,709 parking spaces, with 1,200 spaces for the Charleston East project, 454 spaces for the Landings project, and 55 spaces for the on-site retail areas. Vehicular access to the parking garage would be from both Huff Avenue and Alta Avenue.

The design of the garage includes a kinetic facade comprised of a series of colored panels which will both screen the parking behind it and provide an appealing building facade. The pedestrian entrances to the garage provide breaks in the massing of the garage and are clad with wood to complement the remainder of the facade and provide further building articulation.

Trees

A tree survey was completed for the project site by HortScience/Bartlett Consulting and reviewed by the City arborist. The tree survey identified, measured, mapped, and rated the trees for preservation, which took into consideration the trees' age, health, structural condition, and proximity to the proposed structures and site development. A total of 1,292 trees, including 561 Heritage trees, exist on the project site today. The project proposes to remove 414 Heritage trees and 644 non-Heritage trees due to poor health and conflict with the proposed buildings, utilities, and site improvements. Approximately 1,279 California native and region-appropriate trees with a minimum box size of 24" are proposed to be planted to replace the Heritage and non-Heritage trees to be removed, including 326 trees at off-site locations prior to the project being built as requested by Council to help reestablish tree canopy as soon as possible. Proposed replacement trees include native tree species appropriate to the North Bayshore Area and consist primarily of oak, willow, redbud, and buckeye trees.

The following table shows the existing and estimated future tree canopy coverage for the project site:

Table 1: Tree Canopy Coverage

Existing	34 percent
Retained + New After Five Years	21 percent
Retained + New After 10 Years	34 percent
Retained + New At Full Maturity	41 percent

Gateway Vehicle Traffic Analysis

The 2017 NBPP established a policy for managing vehicle trips in and out of North Bayshore with a vehicle trip cap based on the roadway capacity of the three primary (Gateway) arterials into North Bayshore (North Shoreline Boulevard, Rengstorff Avenue, and San Antonio Road). The NBPP also established a 45 percent single-occupant vehicle (SOV) trip target, covering the entire district, in the morning (a.m.) peak period. Achieving this target for existing and future employment was estimated to allow future development in North Bayshore to proceed without exceeding the vehicle trip cap.

The NBPP, supported by the 2013 Shoreline Transportation Study, also identified Priority Transportation Improvements that support all modes of transportation, including operational improvements and realignments that improve traffic flow at

particularly constrained locations and facilities for alternative modes (pedestrian, bicycle, and transit).

Monitoring Gateway traffic in the a.m. peak hour has been conducted on a regular basis over the last six years. The results of the last monitoring event in February 2020 indicated the Shoreline Boulevard gateway exceeded capacity by 60 vehicles in the a.m. peak hour, while the Rengstorff Avenue and San Antonio Road gateways had unused capacity available.

Project Gateway Evaluation

The San Antonio Road gateway is the least utilized of the three gateways, and the currently anticipated projects are not expected to exceed the gateway capacity at San Antonio Road. For this reason, the project's gateway evaluation focused on the Shoreline Boulevard and Rengstorff Avenue gateways.

The project's gateway analysis involved adding the anticipated a.m. peak hour trips from foreseeable near-term projects and the Landings project to the existing gateway volume and compared this to existing capacity (see Table 2). The results indicate that the Rengstorff Avenue and Shoreline Boulevard gateways will be over capacity by approximately 206 and 1,543 trips, respectively, during the peak hour when all existing approved projects are considered. The Landings project is the biggest contributor to the Rengstorff Avenue gateway as shown in Table 2.

Table 2: Rengstorff Avenue and Shoreline Boulevard Gateway Volumes and Capacity— Two-Way a.m. Peak Hour

	Rengstorff Avenue	**Shoreline Boulevard**
Existing Volume	2,890	3,170
New Developments		
Intuit, Microsoft, Shashi, Sobrato	77	1,025
Charleston East	104	388
Landings	425	70
Total Projected Volume	3,496	4,653
Current Capacity	3,290	3,110
Capacity Deficit	206	1,543

Shoreline Boulevard Gateway

Although the Shoreline gateway shows a significant capacity deficit, the Capital Improvement Program (CIP) infrastructure projects currently under way will significantly offset this deficit. The CIP projects include: Northbound Shoreline Boulevard/U.S. 101 Off-Ramp Realignment, Project 19-59; Plymouth Street/Space Park Way Realignment, Project 20-40; and Shoreline Boulevard Interim Bus Lane and Utility Improvements, Project 18-43 (Reversible Bus Lane). These projects were identified in the NBPP as Priority Transportation Improvements and are shown in Figure 6.

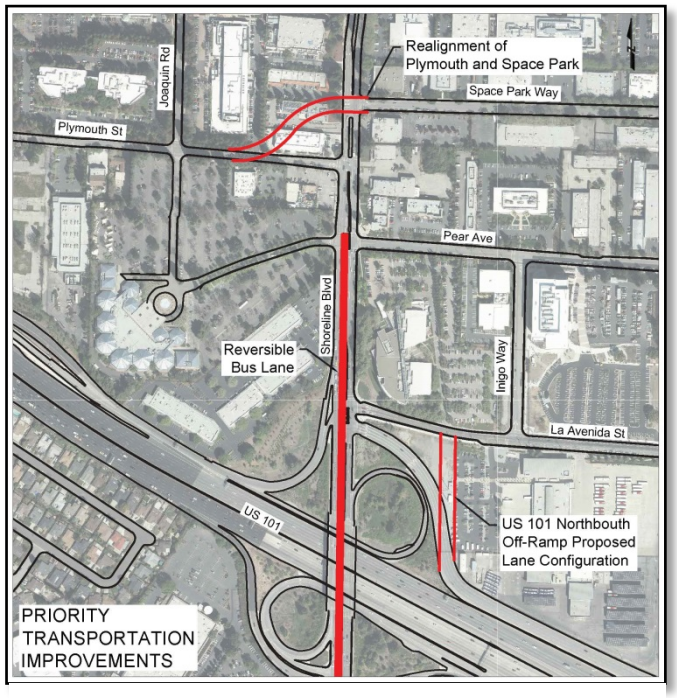

Figure 6: Shoreline Transportation Improvements

In 2017, Council approved the Charleston East office development project. A Gateway analysis was performed to evaluate the transportation improvements needed to meet the gateway capacity requirements of the Charleston East project. For this analysis, staff and the City's traffic engineering consultant, TJKM, used the Vissim traffic simulation model to evaluate scenarios that included the additional traffic from the foreseeable near-term development projects with a combination of potential transportation improvements. The results indicated that the Charleston East project required the completion of both the northbound Shoreline Boulevard/U.S. 101 off-ramp realignment and Plymouth Street/Space Park Way realignment Priority Transportation Improvements to avoid exceeding the Shoreline Boulevard gateway capacity. It was also determined that these transportation projects, to be constructed by the City, would not be completed prior to occupancy of the Charleston East project. Google identified an interim strategy to decrease the number of overall employees in North Bayshore and not increase the number of employees during the period between occupancy and the completion of the two transportation projects. A condition of approval was included to establish the present baseline of employees in the North Bayshore and to monitor the baseline pre- and post-occupancy of the project to ensure employee trips remain within the trip cap. The monitoring of the

baseline of employees will continue until the two transportation projects are complete. Google has been in compliance with this condition.

Using the same consultant and Vissim traffic simulation, the results of the traffic modeling for the Landings project indicate that the shift of Charleston East traffic to the Huff garage will aggravate operational circulation in the a.m. period at Shoreline Boulevard northbound left to Plymouth Street. The Plymouth Street/Space Park Way Realignment at Shoreline Boulevard CIP project is currently planned to provide one northbound Shoreline Boulevard left-turn lane to Plymouth Street and one lane in each direction on the realigned Plymouth Street between Shoreline Boulevard and Joaquin Road. The following transportation improvements were evaluated in the Gateway analysis to address Landings Drive potential effects on this intersection (see Figure 7):

- Adding a second northbound left-turn lane (Shoreline Boulevard to Plymouth Street); and

- Expanding to two eastbound and westbound lanes on Plymouth Street between Shoreline Boulevard and Joaquin Road.

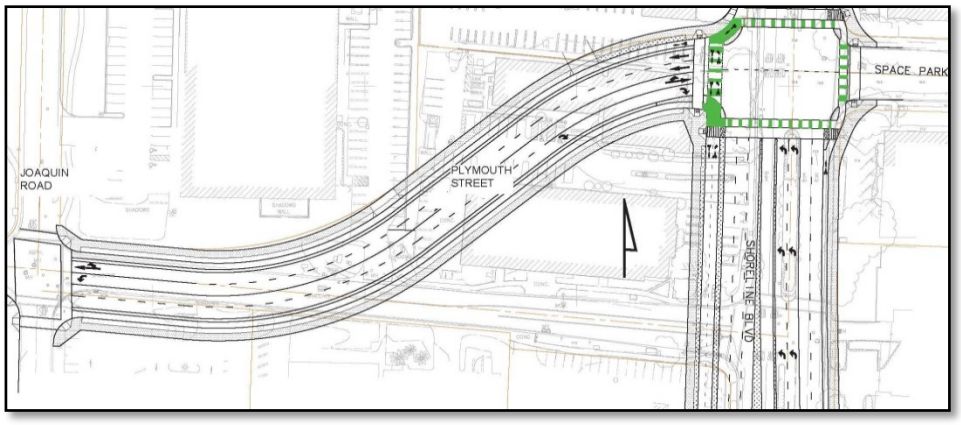

Figure 7: Plymouth Street-Space Park Way Realignment Improvements

The two NBPP Priority Transportation Improvements (northbound Shoreline Boulevard/U.S. 101 off-ramp realignment and Plymouth Street/Space Park Way realignment), along with the modifications identified above for the Plymouth Street/Space Park Way realignment, will provide additional capacity at the Shoreline Boulevard gateway for the trips associated with the Landings Drive project. These projects are anticipated to be completed within the next three years,

which is prior to when the Landings Drive project is expected to be occupied. Once the transportation and near-term development projects, including Landings Drive, are completed, Shoreline Boulevard is expected to continue operating at capacity.

Rengstorff Avenue Gateway

The Rengstorff Avenue Gateway is projected to be over capacity by 206 trips in the a.m. peak hour once the near-term projects and Landings Drive are occupied. This gateway is primarily constrained by two factors:

Figure 8: Rengstorff Avenue Gateway

1. Vehicles exiting from the northbound U.S. 101/ Rengstorff Avenue off-ramp with destinations north to Amphitheatre Parkway or west to Garcia Avenue must merge and traverse (weave) with northbound Rengstorff Avenue lanes, causing delays for existing northbound Rengstorff Avenue drivers; and

2. The queue of vehicles heading northbound on Rengstorff Avenue to turn right on Charleston Road in the single right-turn lane extends into the northbound U.S. 101/Rengstorff Avenue off-ramp, effectively blocking access to vehicles from the off-ramp traveling to Amphitheatre Parkway and Garcia Avenue and causing merging delays.

The same Gateway analysis approach, model, and evaluation that was conducted for the Shoreline Boulevard gateway was used for the Rengstorff Avenue gateway. Several scenarios were modeled with existing conditions, near-term developments, and various NBPP Priority Transportation Improvements. Additional

transportation improvements evaluated included those improvements shown in shown in Figure 9 and described as follows:

- Charleston Road/Rengstorff Avenue/Amphitheatre Parkway/Garcia Avenue intersection improvements:
  - Adding a second northbound right-turn lane (Rengstorff Avenue to Charleston Road); and
  - Adding a third westbound left-turn lane (Rengstorff Avenue to Charleston Road);
- Realignment of the U.S. 101/Rengstorff Avenue on- and off-ramps with a connection to Landings Drive; and
- Frontage Road connection from the Landings Drive site to Plymouth Street, including the Permanente Creek bridge (identified as a Priority Transportation Improvement in the NBPP).

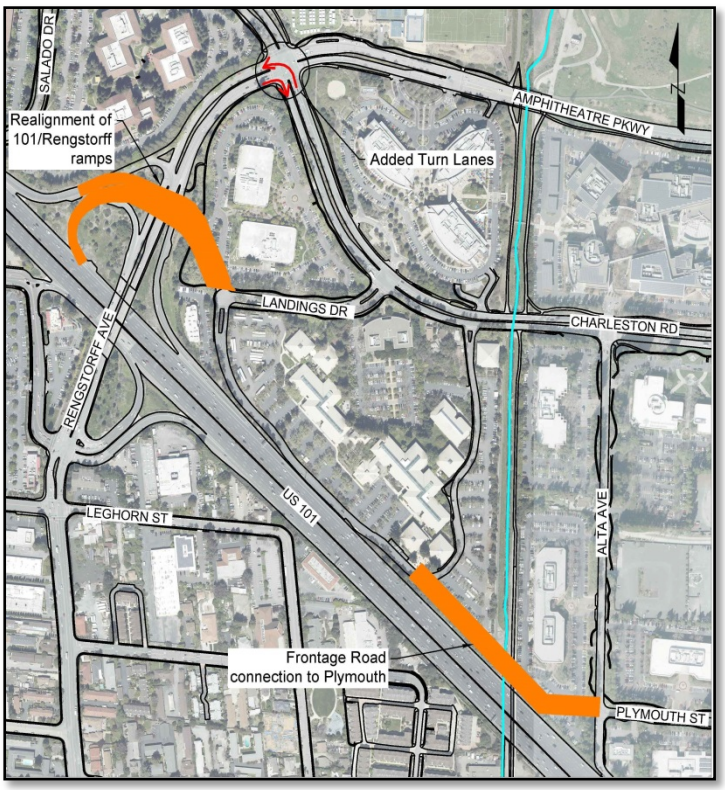

Figure 9: Rengstorff Area Improvements

The results indicate that with the U.S. 101/Rengstorff Avenue ramp realignment and Frontage Road connection, a significant number of vehicles can avoid Charleston Road to reach destinations east of Rengstorff Avenue, increasing capacity and improving traffic flow at the Rengstorff Avenue gateway and along Charleston Road. This project also relieves the merging conflict on Rengstorff Avenue. With these improvements, the Rengstorff Avenue gateway capacity would be sufficient, and delay and travel time would be similar to or

improved compared to pre-COVID-19 conditions.

Additional traffic modeling was performed to identify if intersection modifications and other measures, without the larger transportation infrastructure projects such as the Rengstorff Avenue ramp realignment project, could be implemented to allow the project to meet the gateway capacity requirements. The results indicate that with the Charleston Road/Rengstorff Avenue/Amphitheatre Parkway/Garcia Avenue intersection improvements (i.e., added turn lanes) and a reduction of 200 peak hour trips, the Rengstorff Avenue gateway will perform adequately but close to capacity. The analysis also showed that vehicle traffic on Charleston Road would be congested in the peak period without the Rengstorff Avenue ramp realignment and Frontage Road connection projects.

Recent Changes

The recent COVID-19 crisis has changed where office employees work and has resulted in significant changes to the circulation network, which can be anticipated to continue for the foreseeable future. As a result, traditional strategies to address operational traffic improvements for development projects may also be changing. Google has also acknowledged that future work environments for their employees may be different, which would continue to have an impact on the circulation network from what has previously been studied. At a City Council Study Session held on May 12, 2020, staff presented preliminary information from the North Bayshore Circulation and Feasibility Study and received direction from Council to evaluate programmatic strategies as alternatives to the major transportation infrastructure projects being studied. The programmatic strategies to be studied will include enhanced transportation demand management activities, including congestion pricing and increased telecommuting. As part of the Study, staff will evaluate whether the programmatic strategies alone will suffice or whether specific transportation infrastructure improvements would also need to be part of the solution. Additional time is needed to study, evaluate, and discuss potential strategies and transportation improvements with Council to determine appropriate solutions to the traffic situation.

Timing of Projects and Improvements

The NBPP allows new development but dictates the vehicle capacity must not be exceeded at the gateways. However, implementing transportation programs and/or improvements takes years to implement, and fees to fund the programs/improvements must be collected from development before these programs/improvements can be implemented. Recognizing this, the NBPP allows

a new development expected to exceed gateway capacity to be built prior to the transportation improvements as long as the development application proposes strategies to comply with the vehicle trip cap. Google expects to occupy the Landings Drive project as soon as fall 2023. Google has proposed a strategy for maintaining trips within the gateway capacity prior to the completion of the transportation programs/improvements required for the development.

Google will be required to submit and implement an interim reduction plan to reduce trips, beyond their base trip cap, during the peak period, in order to not exceed the Rengstorff Avenue gateway trip capacity between the time of occupancy and the implementation and/or completion of transportation programs/improvements. The interim trip reduction plan is in addition to the requirement to implement a Transportation Demand Management Plan to achieve a 45 percent SOV rate. A condition of approval is included for the reduction of 200 peak hour trips and the monitoring of these trips after construction of the project to confirm the project's trips remain within the trip cap. The interim trip reduction plan will be submitted to the City demonstrating strategies, programs, and implementation to attain lower project trips during the peak period. The trip counts will be monitored and reported until the earlier of the implementation and/or completion of transportation programs/improvements, or six years after the issuance of the Certificate of Occupancy. The monitoring report will be prepared by a third party.

Summary of Gateway Requirements

A combined approach to a solution for this project's exceedance of the gateway capacity includes the implementation of existing CIP projects as well as this project's specific gateway improvement requirements. Google will be responsible to implement and/or contribute funding to specific gateway transportation improvements, including the costs of any right-of-way acquisition needed to implement these improvements. The improvements include:

- Charleston Road/Rengstorff Avenue/Amphitheatre Parkway/Garcia Avenue intersection:

    - Install a second northbound right-turn lane (Rengstorff Avenue to Charleston Road); and

    - Install a third westbound left-turn lane (Rengstorff Avenue to Charleston Road);

- Plymouth Street/Space Park Way Realignment at Shoreline Boulevard intersection:

  - Contribute funding for the design and construction costs associated with a second northbound left-turn lane (Shoreline Boulevard to Plymouth Street); and

  - Contribute funding for the design and construction costs associated with additional eastbound and westbound lanes on Plymouth Street between Shoreline Boulevard and Joaquin Road; and

- Implement an approved interim trip reduction plan to provide for a reduction of 200 peak hour trips and the monitoring of these trips after construction of the project. The interim trip reduction will continue until the implementation and/or completion of transportation programs/improvements, or six years after the issuance of the Certificate of Occupancy.

The implementation of these measures will allow the project to address the operational traffic needs for the development and not exceed the gateway trip capacity.

Project Traffic Study

A traffic study was prepared by Fehr & Peers for the proposed project and provides a supplemental traffic analysis that builds upon the NBPP environmental analysis certified in November 2017. Trip generation for the project was based on the Institute of Transportation Engineers Trip Generation Manual with modifications to reflect the NBPP a.m. peak period mode shares required to be met by all new development in the North Bayshore Area. The traffic analysis also includes trip reductions based on the applicant's Transportation Demand Management (TDM) Plan, which serves as the road map for the project to achieve these mode-share targets and includes programs such as telecommuting/flexible work schedules; commuter shuttle services; membership in the Transportation Management Association (TMA); and many other programs.

Roadway traffic operations were evaluated for the peak a.m. and p.m. commute hours during a typical midweek day during the morning (7:00 a.m. to 10:00 a.m.) and evening (4:00 p.m. to 7:00 p.m.) peak periods at 28 study intersections. Vehicle trip distribution was completed using the City of Mountain View travel demand model, which incorporates information about the residential origins of Google employees.

The results of the traffic study show the following five intersections would be deficient due to the estimated traffic from the project:

1. Charleston Road/Rengstorff Avenue/Amphitheatre Parkway/Garcia Avenue (a.m. and p.m. peak hours);

2. Rengstorff Avenue/U.S. 101 southbound ramps (a.m. and p.m. peak hour);

3. Shoreline Boulevard/Pear Avenue (a.m. peak hours);

4. Shoreline Boulevard/La Avenida-U.S. 101 northbound ramps (a.m. and p.m. peak hours); and

5. Shoreline Boulevard/Middlefield Road (a.m. peak hours).

The traffic study recommends that the project provide operational improvements to the first deficient intersection identified above (Charleston Road/Rengstorff Avenue/Amphitheatre Parkway/Garcia Avenue). Therefore, a condition of approval is included for this project at this intersection as outlined in the Gateway analysis (added turn lanes).

The traffic study does not recommend improvements to the second deficient intersection due to the physical infeasibility. The third and fourth deficient intersections listed above have recommended improvements in the traffic study (Shoreline Boulevard, both at Pear Avenue and at La Avenida/U.S. 101), though the impacts at these locations will be addressed with the improvements from the three planned Capital Improvement Program (CIP) projects previously identified in the Gateway analysis: northbound Shoreline Boulevard/U.S. 101 off-ramp realignment, Plymouth Street/Space Park Way realignment, and the reversible bus lane.

The fifth deficient intersection (Shoreline Boulevard/Middlefield Road) in the traffic study recommends converting the westbound and eastbound approaches to include two left-turn lanes. These improvements have been included in the reversible bus lane project (Shoreline Boulevard Bus Lane and Utility Improvements, Project 18-43) prior to the traffic study, and the reversible bus lane project will be advertising for construction bids this summer.

The traffic study also evaluates potential traffic impacts from this project to State Route 85 and U.S. 101. With the addition of the project trips, no new impacts would

occur beyond the impacts which were identified in the NBPP Environmental Impact Report (EIR). The NBPP EIR describes the degradation in Level of Service (LOS) on the freeway system caused by the 3.4 million square feet of new development in the NBPP, of which this project is a part. The City Council adopted a Statement of Overriding Considerations in November 2017, overriding the significant unavoidable impacts to freeways disclosed in the NBPP EIR; therefore, no improvements to the freeway are recommended as part of this project.

Parcel Map

A Vesting Preliminary Parcel Map for the project includes the dedication of easements and land area for the public-right-of-way. Staff finds the project is consistent with the requirements of the Subdivision Map Act, the City's Subdivision Ordinance, and the General Plan with incorporation of the draft Conditions of Approval (see Exhibit 3—Resolution for the Vesting Preliminary Parcel Map).

Community Benefits

The project proposes an updated community benefits package from the original Bonus FAR proposal in 2015, which included $35.55 million in community benefits. Google's updated proposal, which has been increased to account for inflation, now includes $44.6 million in community benefits. At the last City Council Study Session on October 1, 2019, Council provided feedback on items listed in the community benefits package and directed that the bicycle/pedestrian bridge over Permanente Creek, valued at $2.3 million and serves as the link between the office project and the parking garage, be excluded from the package but the net zero water proposal for the site valued at $5.8 million be allowed to be included as a community benefit. Council also directed that the final community benefits proposal be presented at the project entitlement hearings for consideration.

Figure 10 is a summary of the proposed community benefits, for which a more detailed description can be found in Exhibit 8.

Figure 10: Community Benefits Package

	Community Benefit	Value
1	Permanente Creek Enhancement and Adjacent Open Space	$15,000,000
2	Net Zero Water	5,800,000
3	Transportation Programs & Infrastructure	19,237,000
4	Rengstorff Avenue Signal Timing	1,200,000
5	Magical Bridge Park	900,000
6	Disadvantaged Communities Programs and Improvements	2,500,000
	TOTAL	$44,637,000

ENVIRONMENTAL REVIEW

The adopted North Bayshore Precise Plan EIR (2014) and Subsequent EIR (SEIR) (2017) comprehensively evaluated the environmental impacts of the NBPP, which allow an increase in the intensity of office and commercial uses within the area, including the proposed project intensity.

Subsequent activities which were included in the scope of a program EIR may be determined to be adequately evaluated under CEQA, and no further environmental documents may be required if it is determined that no new environmental effects will occur and no new mitigation measures would be required for the subsequent activity.

An Initial Study of Environmental Significance was prepared for this project to evaluate whether any new environmental effects would occur as a result of the project which were not already examined under the program EIR and SEIR (see Exhibit 1—Initial Study of Environmental Significance for the Google Landings Project). Project-specific technical studies were also prepared to provide technical guidance in the areas of utilities, transportation, air quality, geotechnical and hazardous materials, biological resources, and trees.

The Initial Study prepared for the project found that, with implementation of the NBPP standards and guidelines, State regulations, City standard conditions of approval, and mitigation measures identified in the NBPP EIR (2014), NBPP SEIR (2017), and 2030 General Plan and Greenhouse Gas Reduction Program EIR (2013), the proposed project would not result in any new environmental impacts beyond those already evaluated in these EIRs.

NEXT STEPS

Following this EPC public hearing, the project and EPC recommendation will be considered at a City Council public hearing, tentatively scheduled for June 23, 2020.

CONCLUSION

The proposed development of the project site with a 799,482 square foot office building above one level of underground parking, a four-level parking garage, and site improvements associated with the development are consistent with the NBPP and furthers the vision and goals for development in the North Bayshore Area. The site and architectural design of the project, including colors, materials, and architectural elements, are well-designed and compatible with the surrounding area. Additionally, approval of the project would not result in significant environmental impacts with implementation of the conditions of approval; therefore, the proposed project would not have a significant impact on the environment.

Staff finds the proposed project is consistent with the 2030 General Plan, the NBPP, Subdivision Ordinance, and other adopted City regulations and, therefore, recommends the EPC recommend approval of the project to the City Council.

ALTERNATIVES

1. Recommend approval of the project with modified conditions.

2. Refer the project back to the Development Review Committee for additional consideration.

3. Recommended that the Council not adopt the CEQA document or deny the project.

Prepared by:

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Approved by:

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Assistant City Manager/
Community Development Director

SW/6/CDD
818-06-03-20SR

Exhibits:
1. Initial Study of Environmental Significance for the Google Landings Project
2. Resolution for Master Plan, Planned Community Permit, Development Review Permit, and Heritage Tree Removal Permit
3. Resolution for Vesting Preliminary Parcel Map
4. Project Plans
5. 2015 Bonus FAR Proposal
6. December 11, 2018 City Council Study Session Memo
7. October 1, 2019 City Council Study Session Memo
8. Community Benefits Proposal