

North Bayshore

PRELIMINARY MASTER PLAN

Google



Community + Nature



North Bayshore Preliminary Master Plan



The North Bayshore Preliminary Master Plan will help realize the vision of the City of Mountain View's North Bayshore Precise Plan by transforming an existing suburban office park into a sustainable and thriving neighborhood with new homes, parks, restaurants, services, and jobs. North Bayshore will become a place where inspiration, discovery, and opportunity are integrated with nature.



Housing

7,000 new residential units
5:1 jobs-housing linkage

- Five square feet of residential for every one square foot of net new office ($\pm 1.3m$ sf)
- 20 percent affordable target (1,400 residential units)
- Mix of studio, 1-, 2- and 3-bedroom units (rental and for-sale)
- Housing centered around jobs, retail, public open space, and transit

Note

For the purpose of this Preliminary Master Plan, up to 7,000 residential units are proposed to be delivered as part of this Project. Residential unit count is based on an average unit size of ± 700 net square feet. The total number of units shown (both market rate and affordable), and active uses, hotel and open space square footage/acreage are all subject to adjustment in the final, approved Formal Master Plan and subsequent PCPs.



Open space

± 34 acres of publicly-accessible open space

- ± 18 acres of Google-owned land dedicated to the City for public parks, recreation, and habitat restoration
- ± 7.6 acres of privately-owned, publicly-accessible street-level open space
- ± 9 acres of other trails and open space
- Native, low-water, and pollinator-friendly plant species for ecological diversity and resilience



Community

±285,000 sf public retail & community spaces
4-acre dedicated elementary school site

- ±265,000 sf of street-level shops, dining, services, and other active uses such as a grocery market
- ±20,000 sf of street-level community space for an urban ecology education center
- Inclusive environments with thoughtful community uses and spaces for all ages and abilities



Mobility

±4 miles of new walking and cycling trails

- All residential units and offices within a five-minute walk of a public transit stop
- Completion of Charleston Transit Corridor as envisioned in the NBPP and prioritizing multimodal transportation options above single occupancy vehicle transportation to help achieve NBPP's mode split goals
- Small blocks created for easy pedestrian wayfinding and car-free trips
- Bike-pedestrian path links to the Permanente and Stevens Creek Trails, ±500 miles of Bay Trail, and downtown Mountain View
- Development of a central district parking facility at the Shoreline Amphitheatre



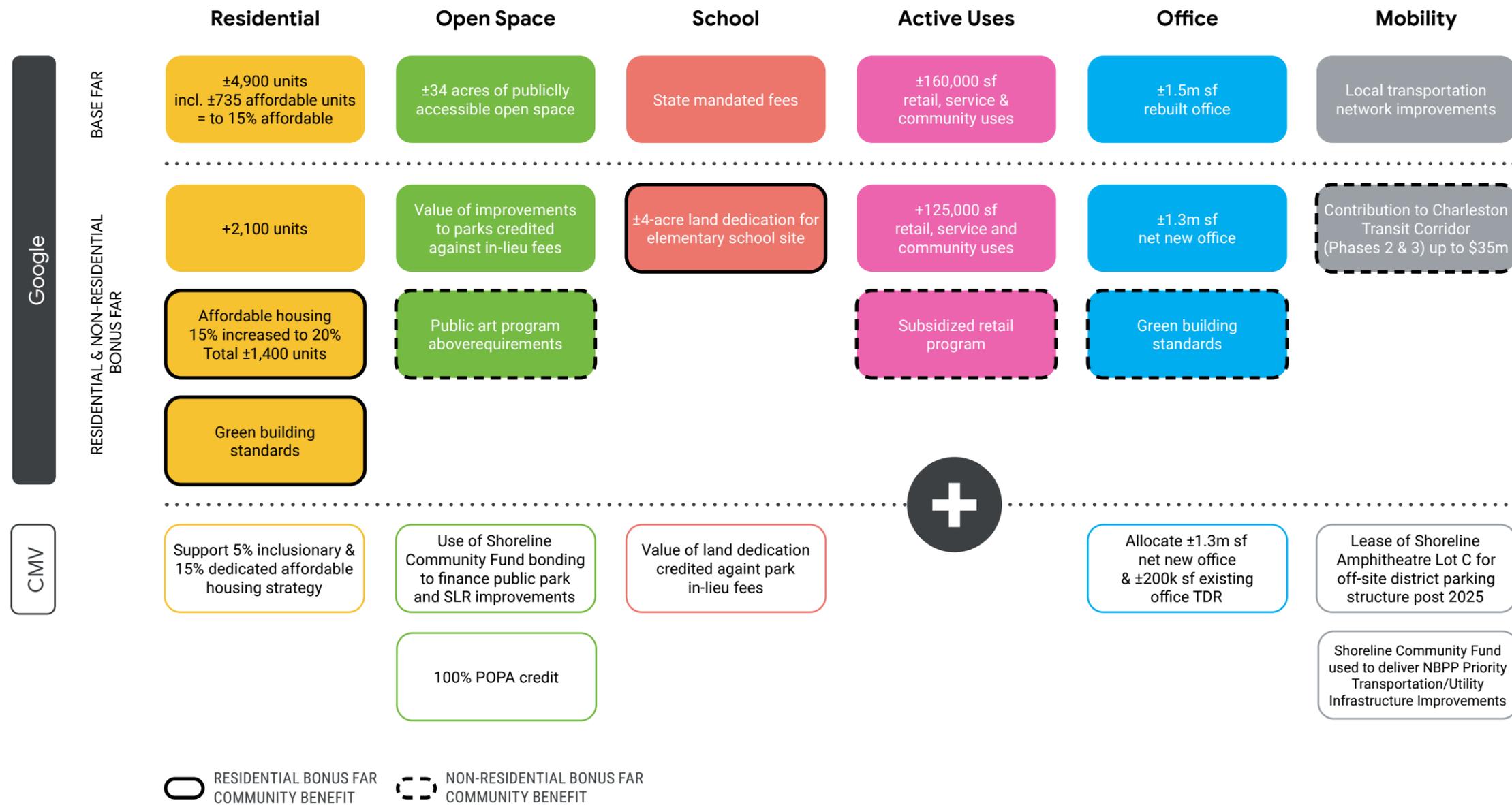
Sustainability

100% renewable energy and all-electric for all offices and residential

- LEED Platinum standard for all new office and minimum 120 point GreenPoint-rated standard for all residential buildings
- Solar photovoltaic panels and electric vehicle charging stations for all buildings
- All-electric energy in housing and offices
- Innovations in cross-laminated timber construction and district systems strategies; improved water quality with green infrastructure solutions for stormwater management

All of these strategies are aligned with Google's goal to operate with carbon-free energy 24/7 in all of its data centers and campuses worldwide by 2030.

How Google and the City can work together





Illustrative rendering conceptual only, subject to change

Project team

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FEHR & PEERS: TRANSPORTATION

ALLEN MATKINS: LAND USE AND ENTITLEMENTS

EPS: FISCAL IMPACT ANALYSIS

Contents

1. VISION	1	4. IMPLEMENTATION	45	5. COMPLIANCE	59
1.1 VISION	2	4.1 BONUS FAR	46	5.1 CONFORMANCE FRAMEWORK	60
		Flexible FAR	46	General Plan conformance	60
		Residential FAR	46	Precise Plan conformance	61
2. PROJECT OVERVIEW	5	Non-residential FAR	48	Draft Gateway Master Plan conformance	69
2.1 PROJECT OVERVIEW	6	Bonus FAR qualifying criteria	50	Overall Project conformance	71
Land use and urban form	8	4.2 OFFICE FAR TRANSFER	51		
Housing	10	4.3 PHASING	52	6. APPENDIX	75
Active uses	12	4.4 ENTITLEMENT FRAMEWORK	54	6.1 ABBREVIATIONS	76
Schools	13	CEQA environmental review	54	6.2 GEOGRAPHIC REFERENCES	77
Parks and open space	14	Development agreement	54		
Ecology	17	Master plan	55		
Transportation and mobility	18	Vesting tentative subdivision map	55		
Utility infrastructure	22	Planned community permit process and other subsequent horizontal improvement approvals	55		
District systems	22	Preliminary development agreement terms	56		
Sustainability and resilience	23	4.5 FINANCING	57		
3. PROJECT PLANS	25				

Figures

<i>Figure 2.1.1</i>	PROJECT AREA	7
<i>Figure 2.1.2</i>	NORTH BAYSHORE TODAY	7
<i>Figure 2.1.3</i>	PRELIMINARY MASTER PLAN	9
<i>Figure 3.1.1</i>	NBPP COMPLETE NEIGHBORHOODS	27
<i>Figure 3.1.2</i>	EXISTING PARCELS	28
<i>Figure 3.1.3</i>	EXISTING PARCELS (MARINE WAY & SHORELINE AMPITHEATER LOT C)	29
<i>Figure 3.1.4</i>	NBPP CHARACTER AREAS	30
<i>Figure 3.1.5</i>	PRELIMINARY MASTER PLAN	32
<i>Figure 3.1.6</i>	PRELIMINARY MASTER PLAN & OFF-SITE DISTRICT PARKING GARAGES	33
<i>Figure 3.1.7</i>	PARKS ANF OPEN SPACE PLAN	34
<i>Figure 3.1.8</i>	PARKS AND OPEN SPACE PLAN (PEDESTRIAN SHEDS)	35
<i>Figure 3.1.9</i>	STREET NETWORK	36
<i>Figure 3.1.10</i>	STREET CLASSIFICATION	37
<i>Figure 3.1.11</i>	MULTI-MODAL TRANSPORTATION NETWORK	38
<i>Figure 3.1.12</i>	PEDESTRIAN NETWORK	39
<i>Figure 3.1.13</i>	BICYCLE NETWORK	40
<i>Figure 3.1.14</i>	TRANSIT NETWORK	41
<i>Figure 3.1.15</i>	DISTRICT PARKING STRATEGY	42
<i>Figure 3.1.16</i>	BUIDING HEIGHTS	43
<i>Figure 4.1.1</i>	BLENDED RESIDENTIAL FAR	46
<i>Figure 4.1.2</i>	BLENDED NON-RESIDENTIAL FAR	48
<i>Figure 4.2.1</i>	EXISTING OFFICE FAR TRANSFER	51
<i>Figure 4.3.1</i>	PHASING PLAN	52
<i>Figure 4.3.2</i>	NON-RESIDENTIAL BONUS FAR PER PHASE	53
<i>Figure 5.1.1</i>	DRAFT GATEWAY MASTER PLAN LAND USE COMPLIANCE	70

Tables

<i>Table 2.1.1</i>	PARKS AND OPEN SPACE	15
<i>Table 2.1.2</i>	DISTRICT PARKING GARAGES	19
<i>Table 2.1.3</i>	CAR PARKING RATIOS	19
<i>Table 3.1.1</i>	DEVELOPMENT PROGRAM	31
<i>Table 4.1.1</i>	BLENDED RESIDENTIAL FAR	46
<i>Table 4.1.2</i>	RESIDENTIAL BONUS FAR COMPLIANCE	47
<i>Table 4.1.3</i>	ENHANCED RESIDENTIAL COMMUNITY BENEFITS	47
<i>Table 4.1.4</i>	BLENDED NON-RESIDENTIAL FAR	48
<i>Table 4.1.5</i>	NON-RESIDENTIAL BONUS FAR COMPLIANCE	49
<i>Table 4.1.6</i>	ENHANCED NON-RESIDENTIAL COMMUNITY BENEFITS	49
<i>Table 4.1.7</i>	NBPP BONUS FAR QUALIFYING CRITERIA	50
<i>Table 5.1.1</i>	ASSESSMENT FRAMEWORK	60
<i>Table 5.1.2</i>	COMBINED NBPP NEIGHBORHOOD TARGETS	65
<i>Table 5.1.3</i>	SHOREBIRD NBPP NEIGHBORHOOD TARGETS	66
<i>Table 5.1.4</i>	JOAQUIN NBPP NEIGHBORHOOD TARGETS	67
<i>Table 5.1.5</i>	PEAR NBPP NEIGHBORHOOD TARGETS	68
<i>Table 5.1.6</i>	GATEWAY MASTER PLAN TARGETS	70

Introduction

The *North Bayshore Precise Plan* establishes a master planning process to provide a coordinated and integrated approach to achieving the objectives of the Precise Plan. In 2015 the City of Mountain View allocated ±2.2m sf of Non-Residential Bonus FAR to various projects within North Bayshore, including ±1.45m at Shoreline Commons and ±100,000 at Rees, part of which is land subject to this application. To date, this combined Bonus FAR remains undeveloped. To that end, this Preliminary Master Plan provides an overview of Google's current proposal to create a mixed-use development on ±122 acres in North Bayshore, Mountain View.

This application: outlines Google's development proposal; provides a high-level technical assessment of the Project against the requirements of the NBPP; and includes a formal request to City Council to allocate to the Project 1,303,250 sf of Non-Residential Bonus FAR and sufficient Residential Bonus FAR to facilitate 7,000 new residential units.

The Project complies with the NBPP Bonus FAR requirements, including the delivery of certain community benefits that are above and beyond the requirements of the NBPP. It responds to the master plan submittal requirements of the NBPP, and outlines the Project's proposal for land use location and intensity, urban design, open space, mobility, district parking, infrastructure, sustainability, and implementation and phasing strategies.

This Preliminary Master Plan is the first step in a multi-stage entitlement process that will enable the realization of NBPP's across a majority of the land area envisioned by the NBPP Complete Neighborhoods. Pending City Council's allocation of Bonus FAR and endorsement of Development Agreement terms, including community benefits and certain City obligations and agreements, Google would subsequently submit a Formal Master Plan application for City Council's review and consideration for approval.

The formal application will be accompanied by a Development Agreement that will support the long-term implementation of the Master Plan, as well as a vesting tentative subdivision map. The objective is to have the CEQA analysis, Development Agreement, Master Plan, and VTSM all approved at the same City Council meeting.

This Preliminary Master Plan is divided into five parts:

- Part 1: Project vision
- Part 2: Project overview
- Part 3: Project plans
- Part 4: Project implementation
- Part 5: Project conformance

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1. VISION



PROJECT VISION

1.1. Vision

Transforming North Bayshore

We are grateful for the City's leadership, planning, and community outreach efforts to reimagine what North Bayshore can become. We appreciate the creativity and hard work that the City has invested in creating the vision and guiding principles of the North Bayshore Precise Plan. We recognize that this is a unique opportunity to work together in partnership with the City and the community to transform all of this hard work into reality and create housing opportunities for everyone seeking to call Mountain View home.

Over the past two years, we have listened to the feedback provided by the City Council and City staff and we have continued to engage with the community to ensure this Preliminary Master Plan reflects the many voices and collective goals for the future of North Bayshore. Our collaboration has directed us to provide vibrant, sustainable, and complete neighborhoods that are focused on the health and well-being of residents, workers, and visitors alike.

This Preliminary Master Plan outlines how the proposed Project will help realize the vision of the NBPP, transforming an existing suburban office park into a thriving, mixed-use neighborhood with new homes, parks, restaurants, services, and jobs, all centered around public transit and all interwoven with the rich ecological fabric of North Bayshore's creeks and restored natural habitat areas.

The opportunity

HOUSING

We understand that one of the City's highest priorities is to create new housing, both market rate and affordable, and that this is one of the region's most pressing needs. In order to help the City achieve its housing goals, Google and its residential development partner, Lendlease, have focused their attention on coming up with a plan that would deliver up to 70 percent of the NBPP's housing target. Together, we have the opportunity to deliver housing at a scale unmatched in the market, at a time when the need is as great as ever. This Project will deliver 7,000 new homes, including 1,400 new affordable homes, which would make it the largest residential project in Mountain View's history.

Delivering housing has become increasingly difficult for developers in the Bay Area, given limited land, increasing cost burdens of development, length of permitting and approvals, financing, escalation, and uncertainty of construction costs.

That uncertainty has grown ever more acute over the past year with the economic impacts of COVID-19 and the resulting deterioration in the Bay Area's residential market conditions. Accordingly, this Preliminary Master Plan seeks to leverage the higher land values of office development as the 'currency' to support residential development and robust community benefits.

OPEN SPACE

Urban green spaces have profound benefits for human health and are for many of us the primary way we experience nature in our daily lives. In addition to the benefits they provide to our health and well-being, urban green spaces are increasingly recognized as critical for maintaining biodiversity, with the potential to support an abundance of native plants and animals. To build on existing nature assets and reinforce North Bayshore's native ecological identity, the Project begins with open space and habitat areas that create great experiences and provide meaningful habitat value.

The Green Loop, a publicly accessible pedestrian and bicycle network, connects existing and new trails, paths, and bicycle routes, including the Stevens and Permanente Creek Trails. The Green Loop also links existing and new open spaces, from the most ecological (closest to Stevens Creek), through neighborhood parks, urban plazas, and social gathering places. The Green Loop provides a daily intersection between people and nature, linking places of deep ecological value with highly social and urban spaces.

COMMUNITY

Complete neighborhoods necessitate opportunities for shared experiences so that people can connect and engage with one another. To cultivate strong social bonds and a real community feel, the Project aims to establish a place layered with experiences that bring together the new and existing communities. At its core sits a vibrant social center, curated with diverse food and beverage options, daily services, retail, and entertainment. Two new hotels aim to bring additional evening activation to the area.

Accessible parks will provide a variety of opportunities from passive to active recreation, and will be programmed with ongoing events, art, and play spaces.

Establishing new pedestrian and bicycle friendly social connectors, such as the Green Loop, in both Shorebird and Joaquin will provide a healthy and safe way to interact and move around the site while also opening up new connections to the Bay and downtown. This Project seeks to create further opportunities to bring people together through learning – with a new school, local programming, vendors, skills training, and educational moments set within the natural environment.

MOBILITY

Transforming a suburban office park into vibrant new neighborhoods also means taking a comprehensive approach to transportation and mobility – one that encourages people to get out of their cars.

Better mobility options can have big outcomes: improving public health, changing behavior, alleviating congestion, reducing greenhouse gas emissions and vehicle miles traveled, improving safety for cyclists and pedestrians, and simply creating great public places.

We are committed to helping enhance mobility solutions and getting people to think and act differently about how they can move around in a more sustainable way. With a multifaceted approach, the Project looks to transition from the reliance on single occupancy vehicles to a high-functioning network by promoting community shuttles, improved local street networks, and regional connections to transit, and by fostering active mobility through enhanced and protected walking and biking paths that connect to the surrounding communities and the Bay Trail system.

SUSTAINABILITY

We strive to build sustainability into everything we do. Our priorities are to accelerate carbon-free; advance circular systems; and cultivate healthy spaces and places to share the benefits with communities where we operate around the world. We constantly look for ways to be even more responsible in our use of energy, water, and other natural resources – and to empower others to do the same.

In addition to shifting everyday mobility toward more planet-friendly walking and biking, this Preliminary Master Plan embraces a whole-systems approach and includes impactful environmental sustainability measures from the building to district scales. Measures include designing open space and buildings to meet or exceed the NBPP's performance standards, addressing localized flooding through green infrastructure features, providing 100 percent of our energy supply via renewable resources, and constructing all-electric residential and office buildings.



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2. PROJECT OVERVIEW



PROJECT OVERVIEW

2.1. Project overview

This Preliminary Master Plan seeks approval for an allocation of Bonus FAR to facilitate a mixed-use development predominantly within the Shorebird and Joaquin Complete Neighborhoods, as well as an adjoining parcel in the Pear Complete Neighborhood. The following summarizes the key elements of the Project:

- ±3,150,000 sf of office space comprised of 1,303,250 sf of net new office, the redevelopment of ±1,757,250 sf of existing office, and ±89,500 sf of retained office
- 7,000 new residential units
- dedication of ±18 acres of public open space and ±7.6 acres of privately owned publicly accessible open space, and an additional ±9.2 acres of other trails and open space

Note

For the purpose of this Preliminary Master Plan, up to 7,000 residential units are proposed to be delivered as part of this Project. Residential unit count is based on an average unit size of ±700 net square feet. The total number of units shown (both market rate and affordable), and active uses, hotel and open space square footage/acreage are all subject to adjustment in the final, approved Formal Master Plan and subsequent PCPs.

To comply with the NBPP Bonus FAR requirements, the Project proposes the following:

- 20 percent affordable housing (an additional five percent above NBPP Bonus FAR requirements)
- a contribution up to \$35m toward the construction of the Charleston Transit Corridor
- 4-acres of land dedication, including a joint use park, to MVWSD for an elementary school
- LEED Platinum for new office buildings and minimum 120 point GreenPoint-rated or equivalent residential buildings
- providing funding and below-market rent structures to support small businesses, nonprofit business, and community support organizations located within the Project Area
- supporting local artists through the commissioning of site-specific installations above NBPP requirements

The Project will generate on the order of ±\$169m in development-related impact fees.

This Preliminary Master Plan is intended to comply with the purpose and intent of the NBPP development standards and guidelines.

Alongside Google's commitment, the Project will require a collective effort with the City to implement the vision at a district scale. To complement our commitments and to set the foundation for a public-private partnership with the City, it is important to consider the policies that will support and enable the Project. In this regard, we would request the City's agreement to the following:

- a development agreement to support the long-term implementation of the Project;
- allocation of 1,303,250 sf of new office to be rebuilt in the Shorebird and Joaquin Complete Neighborhoods;
- rights to transfer ±129,200 sf of existing office at Marine Way to be rebuilt within the Project Area;
- the right to transfer ±28,000 sf of existing office at 1600 & 1616 N. Shoreline Blvd to be rebuilt within the Project Area;
- the right to transfer additional office square footage from other existing buildings within North Bayshore to be rebuilt within the Project Area, provided (i) the existing office building/s are demolished within six months of occupancy of

the newly constructed buildings, and (ii) the total square footage of office space within the Project Area does not exceed 3,150,00 sf;

- permit any in-kind financial aid or improvements associated with affordable housing and open space to be credited against the applicable and required developer impact fees;
- entering into a minimum 40-year ground lease at fair market value to allow Google to construct and operate a parking garage with up to ±3,500 stalls at Shoreline Amphitheatre;
- allowing newly constructed buildings to be occupied prior to the completion of transportation infrastructure improvements that are to be implemented by the City; and
- a commitment to utilize revenue bonds from the Shoreline Community Fund to finance NBPP Priority Transportation Improvements and Utility Infrastructure as outlined in the NBPP and 2015 Nexus Study.

Figure 2.1.1. PROJECT AREA

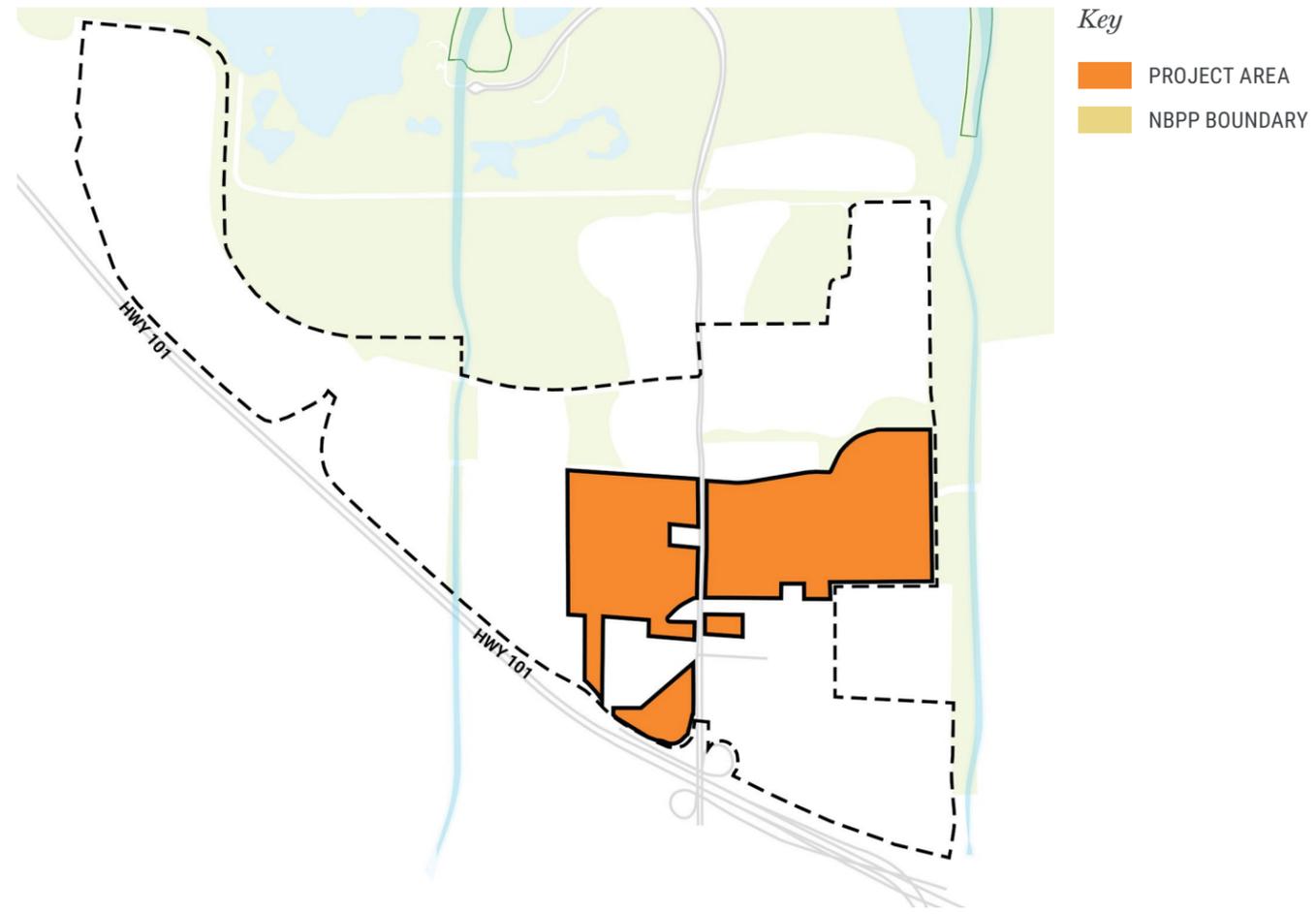


Figure 2.1.2. NORTH BAYSHORE TODAY



PROJECT OVERVIEW

Land use and urban form

The NBPP promotes Complete Neighborhoods that integrate residential uses with office, retail and service uses, and open spaces. The design of Shorebird responds to this by building upon existing land use adjacencies, with office uses consolidated to the north along Charleston Road and residential uses oriented toward existing and proposed residential uses toward the south along Space Park Way. An elementary school site will be located in immediate proximity to existing and new residential uses. Higher density buildings will be focused along the key transit corridor of N. Shoreline Boulevard, with lower density buildings located adjacent to habitat areas at the east end of Shorebird. The diverse mix of uses proposed in Shorebird is connected and brought together by a vibrant public realm that includes an active retail “social spine” and Shorebird Greenway, a series of open spaces. This public realm will connect residents, employees, and visitors to each other and to art, food, entertainment, commerce, and nature in North Bayshore.

The NBPP envisions a gradient of development intensity within Shorebird – highest along N. Shoreline Boulevard, lowest in scale toward the east by Stevens Creek, and with a transition between the two at the center. The Project reflects this gradient in building height but will give equal attention to the quality of the pedestrian experience regardless of building scale. Buildings facing public open spaces will enhance those spaces by using strategies such as podium-level setbacks, courtyards oriented toward the public open spaces, porosity and transparency, and choice of materials. Vistas, destinations, landmarks, and open spaces will be used as opportunities to create views and orientation as well as to provide opportunities for signature architectural moments.

Within Joaquin, the Green Loop establishes both a connection and a distinction between residential and office uses, with office uses located north of the Green Loop adjacent to existing office along Charleston Road and residential uses located to the south. Joaquin will have a variety of building types, sizes, and heights, all organized to frame and enhance its streets, parks, and open spaces.

Although well connected to the services and amenities proposed in Shorebird, Joaquin will have its own neighborhood-serving retail and services to promote its ambition as a highly pedestrian-oriented neighborhood.

The City’s draft Gateway Master Plan envisions this 30-acre area at the southern edge of Joaquin as the gateway to North Bayshore. Shoreline Commons, Google’s 15-acre land holding within the Gateway including a prominent six-acre parcel bounded by N. Shoreline Boulevard and U.S. 101, will establish a strong urban design and architectural statement at the threshold of the new district, anchored by a hotel, office, residential, retail, and open space uses that together will provide the foundation for a regional destination at such time that the Gateway is fully redeveloped.

Together these two Complete Neighborhoods will provide a welcoming human-scale environment for pedestrians and bicyclists, with signature architectural moments and a diverse range of places designed for everyday experiences, social interactions, and special community gatherings – from the intimate pocket parks to the larger social event spaces – complete with a mix of everyday amenities, destinations, and immersive natural landscapes.

Figure 2.1.3. PRELIMINARY MASTER PLAN



PROJECT OVERVIEW

Housing

The NBPP seeks to create new complete, mixed-use neighborhoods within comfortable walking distance to services and open spaces. Fundamental to this is the introduction of substantial new residential development into North Bayshore, specifically allowing for up to 9,850 new residential units across the three Complete Neighborhood Areas of Shorebird, Joaquin, and Pear.

The Project will deliver 7,000 residential units, 71 percent of the total 9,850 units, including 20 percent affordable housing, for 1,400 affordable residential units. This would more than double the amount of affordable housing that exists in Mountain View today.

In the 2019 North Bayshore Framework Plan application, Google and Lendlease demonstrated their commitment to delivering housing at scale by proposing a jobs-housing linkage requirement of delivering four square feet of new residential development for every square foot of net new office, even though the NBPP does not require it.

This Preliminary Master Plan goes above and beyond that commitment to deliver five square feet of new residential development for every square foot of new office, a 20 percent increase from 2019. This is a meaningful contribution towards the creation of new housing stock in Mountain View.

These new residential units will be in multi-family apartment and condominium buildings within Shorebird, Joaquin, and Pear. Shorebird and Joaquin will feature a range of housing options, distinctive open spaces, local services, and generous pedestrian and cycling amenities that will appeal to and support a wide variety of residents who can embrace the opportunity for a less auto-dependent lifestyle. Employees of Google, Microsoft, Intuit, and other large and small employers located in North Bayshore can make the choice to live closer to where they work, enabling them to make a car-free commute. From a sustainability and quality of life perspective, this is one of the most effective ways to positively impact physical and mental health and well being while reducing vehicle miles traveled, air quality impacts, and greenhouse gas emissions.

AFFORDABLE HOUSING

The NBPP is structured to maximize affordability by establishing incentives for increasing the number of affordable housing units in higher density projects. To facilitate affordable housing in North Bayshore, the NBPP Affordable Housing Strategy prioritizes:

1. incentivizing land donations for affordable housing development;
2. including affordable units within market-rate developments; and
3. collecting rental housing impact fees from market-rate housing development.

Section 3.4-1A(4) of the NBPP states that FAR Bonus projects may donate land to the City in lieu of providing on-site, inclusionary affordable residential units provided the project meets requirements in the *North Bayshore Affordable Housing Administrative Guidelines*.

The Project will deliver both market-rate and critically needed affordable housing in North Bayshore and Mountain View. The Project will exceed the 15 percent affordable housing requirements for Tier I Residential Bonus FAR projects by providing 20 percent affordable housing, or 1,400 residential units.

This would provide more affordable units within the Project Area than the total number of existing affordable residential units within Mountain View. Affordable housing within the Project Area will allow low- and middle-income residents more housing choices closer to work, services, and schools and will increase diversity and equity in housing opportunities, all of which are essential goals of the NBPP and key component of the NBPP's vision of Complete Neighborhoods.

In compliance with the NBPP, the Project proposes to deliver 15 percent of all residential units by dedicating land for standalone affordable housing, and 5 percent of residential units as inclusionary units within market-rate residential buildings.

In addition, ±\$38m in housing impact fees will be generated by the Non-Residential Bonus FAR.

An Affordable Housing Plan, consistent with the *North Bayshore Affordable Housing Administrative Guidelines*, including the identification of land dedication sites, will be included in the Formal Master Plan.



Shorebird
General Store

LAUNDRY
OPEN 24 HRS A DAY
WASH DRY FOLD REPEAT

Shorebird
General Store

THE TABLE

BEACON

DAILY CAFE

COLLECTIVE WORK

Saturday
Kids tinker lab
Tuesday
Google Open Lab
Thursday
VR 101

Illustrative rendering conceptual only, subject to change

PROJECT OVERVIEW

Active uses

North Bayshore's retail areas will create active, vital places with goods and services for residents, employees, and visitors, as well as regional-serving entertainment and recreational uses. The NBPP's retail strategy envisages the Gateway as a regional destination for retail and entertainment, with locally-serving, convenience retail areas located within each neighborhood.

Within the Project Area, active street frontages will be provided for restaurants, small businesses, neighborhood-serving uses, arts, nonprofit organizations, and retail and entertainment uses. These uses will be focused within ground floors, particularly along the social spine, Shorebird Way and abutting Joaquin Park and Shoreline Square, and in standalone pavilions within each of the neighborhoods. The active ground floor uses will anchor and connect back to N. Shoreline Boulevard at key locations, and will draw pedestrians into the heart of the neighborhoods.

These active streets and social pathways will be the meeting spaces between the office and residential neighborhoods and will support a vibrant public life for residents, visitors, and employees within North Bayshore, as well as a distinct destination for the community.

Shorebird Square and Shorebird Greenway can host a wide range of community-oriented programs, events and art installations that will enliven the neighborhood and invite social interactions. In office buildings, public-facing ground floor activities will be prioritized in certain locations by providing small pavilions and flexible frontages that can help define street edges, activate and engage with Shorebird Greenway, and host diverse retail, shared amenities, temporary event space, pop-ups, makerspace, cultural arts and learning spaces, and other flexible uses. Standalone pavilions may be located within Shorebird Greenway if they are publicly accessible or shared by Google and the public. Together, these strategies will ensure ground floors of buildings are human-scaled and welcoming to pedestrians.

In other locations, in order to protect the safety and security of office workers, residents and visitors alike, the ground floor of office buildings will be accessible only to office employees and invited guests. These building frontages and entries will be designed to complement and reinforce the human scale and engagement of the public realm provided by other ground floor active uses that are more public facing.

The Gateway will ultimately be the entertainment heart of North Bayshore, with daytime and nighttime activation. Responding to the draft Gateway Master Plan, the Project allows for the continuation of active street frontages into the adjacent property to ensure frontages face outward towards other properties and surrounding blocks, public streets, and open space areas to create continuous streets that support an active pedestrian environment.

The Project will afford the continuation of the social spine south to connect to the Gateway at such time as the adjoining owner seeks to redevelop. Gateway Plaza and Shoreline Square will be highly visible as one enters the district along N. Shoreline Boulevard and will draw visitors into the entertainment core. Retail spaces as well as food and beverage uses will support and complement future entertainment uses.

To create comfortable outdoor spaces, upper floors of buildings are planned to set back in key locations to provide for ample sunlight, while wide sidewalks and a canopy of street trees will ensure pedestrian comfort.

The Project meets and complies with the active use intents of the NBPP and sets the stage for implementation of the Gateway together with future redevelopment of adjacent properties.

Schools

In June 2020, City Council adopted the Citywide School Strategy which supports local school districts through voluntary strategies related to funding new schools in growth areas, including North Bayshore. We acknowledge that this strategy is outside of the entitlement process and is not a requirement of the NBPP. It is important to note the financial impacts of this policy decision, in that all Project costs, including any voluntary contribution, are supported only by Project revenues. Every dollar that is contributed to the schools is a dollar less that the Project can invest in other community benefits and Project features, such as affordable housing, parks, and transportation and mobility solutions. With that understanding, we are happy to be able to support the Citywide School Strategy through this Project by recognizing and addressing the importance of the community's need for a new elementary school that will serve the next generation of students in North Bayshore.

In response to feedback we have received from the community, MVWSD and Councilmembers, the 4-acre dedicated school parcel is now proposed within Shorebird, adjacent to Shorebird Wilds. The school site is inclusive of a 1-acre area intended to provide land for the City and MVWSD to create a joint-use park. Utilizing the Green Loop, a safe route will connect the new elementary school to Joaquin North, where the majority of new residential development is planned. The Mountain View Community Shuttle could also be utilized to offer direct school pickup and drop-off for students residing in North Bayshore. Middle and high school students can also utilize the Green Loop and Permanente Creek Trail to safely cross U.S. 101 to Crittenden Middle School and Mountain View High School.

PROJECT OVERVIEW

Parks and open space

The NBPP seeks to deliver a minimum of one publicly accessible neighborhood park in both Shorebird and Joaquin, in addition to a central public open space within the Gateway. Neighborhood parks, intended to be one-half to two acres in size, provide places that encourage community gathering and support the recreational needs of nearby residents and workers. These central public open spaces are intended to be the highly visible gathering spaces in North Bayshore, located near retail, outdoor dining, and entertainment uses.

Furthermore, the City's Park Land Dedication Ordinance requires that new development facilitate three acres of park land for every 1,000 new residents, or for high-density development 0.006 acres of park land for every new residential unit.

The Project goes beyond the intent of the NBPP, proposing an expansive and diverse network of open spaces and restorative habitat enhancements, particularly in relation to the egret rookery in Shorebird. These open spaces will further affirm North Bayshore's native ecological identity, create a spectrum of experiences, and provide exponential habitat value. Accordingly, the Project will provide varied scales of open space to a range of programmatic elements, from urban plazas and neighborhood parks to active recreation and trails through habitat areas.

The Project will create multiple gathering places within each neighborhood, with Shorebird Greenway and Joaquin Park fulfilling the neighborhood park requirements of the NBPP. In Shoreline Commons, Shoreline Square and Gateway Plaza provide the foundation for a larger central public open space within the Gateway that will expand with the redevelopment of the adjoining property, providing a space for community gatherings, events, and lively pedestrian activity throughout the day and evening.

A total of ±17 acres of unimproved land is proposed to be dedicated to the City, with an additional ±1.0 acre dedicated to MVWSD for future use as a public joint-use park. In addition, ±7.6 acres of parks and open space will be provided as privately owned, publicly accessible (POPA) open space. The POPAs will be improved and maintained by Google. A further ±9.2 acres of publicly accessible open space are provided via a network of trails, greenways, and break-out spaces. In total, ±28 percent of the Project Area will be publicly accessible open space.

In addition to parks and open space, the Project contemplates a robust network of pedestrian paths and bike trails, expanding on the existing Green Loop to provide not only internal connectivity but connections to the broader district, including to the Permanente and Stevens Creek Trails and the Bay Trail, Shoreline Regional Park, Charleston Park, and Santiago Villa. A network of new streets and passageways will complete a walkable and inviting street grid. Pedestrians will be prioritized, and bicyclists of all abilities will be welcomed in the neighborhood, with a series of new bicycle lanes, cycle tracks, and the intersecting segments of the Green Loop — see Figure 3.1.11.

Based on the development program, the Project will generate park in-lieu fees equivalent to ±8 acres of parks and open space. It is proposed that Google will undertake on behalf of the City improvements to the dedicated parkland, the value of which will be credited against any outstanding park in-lieu fees as permitted by the Quimby Act. This would ensure that public parks are being delivered alongside new residential buildings, as this is a fundamental aspect of value creation that enables the Project to invest in community benefits.

A Parks and Open Space Plan, which will describe the concept plans for each of the parks and open spaces within the Project Area, will be included in the Formal Master Plan. This will include all public parks, including the Eco Gem, Shorebird Wilds, Shorebird Square, Joaquin Park, Shoreline Square, and Gateway Plaza, as well as all the proposed POPAs. It is proposed that as part of the design review process, Google and the City will embark on a public outreach program to seek community input on the concept plans in order to ensure that the park design is integrated seamlessly within the Project and reflects the needs of the community. The Parks and Open Space Plan would also provide certainty to the City with regard to how in-kind improvements by Google would be implemented, including Google's ability to construct some or all of the parks and open space areas subject to a reimbursement agreement by the City/Shoreline Community Fund.

PARK LAND DEDICATION POPA CREDIT

At the time of the Preliminary Master Plan submission, the City is currently reviewing the Park Land Dedication Ordinance, which recommends amendments to the POPA credits. Given the Project’s integrated approach to delivering a comprehensive network of publicly accessible parks and open spaces, and the high-quality of improvements and public amenities envisaged within the POPAs, we are requesting the maximum park land dedication credit of 100 percent for the entire ±7.6 acres of POPAs being proposed, including the ±0.6 acre Charleston Quad. The Project also requests that the one-acre joint-use park proposed to be dedicated to MVWSD be considered for a 100 percent park land dedication credit given that it is proposed to be dedicated to a public entity, and the intended use is for a joint-use park that would be accessible to the general public on evenings and weekends.

Table 2.1.1. PARKS AND OPEN SPACE

PARK REFERENCE	NEIGHBORHOOD	AREA	TYPE	OWNERSHIP	POPAS CREDIT %	DESIGN “ZONE”
Eco Gem	Shorebird	±10.7 ac	Dedicated	CMV	N/A	Nature and habitat
Shorebird Wilds	Shorebird	±4.5 ac	Dedicated	CMV	N/A	Nature and habitat
Shorebird Greenway	Shorebird	±2.6 ac	POPA > 1ac	Google	100%	Community culture
Shorebird Square	Shorebird	±0.3 ac	Dedicated	CMV	N/A	Community culture
School Park	Shorebird	±1.0 ac	Dedicated	MVWSD ¹	100%	Recreation and play
Gateway Plaza	Joaquin	±0.9 ac	Dedicated	CMV	N/A	Urban social
Shoreline Square	Joaquin	±0.2 ac	Dedicated	CMV	N/A	Urban social
Joaquin Greenway & Joaquin Field	Joaquin	±4.5 ac	POPA > 1ac	Google	100%	Recreation and play
Charleston Quad	Joaquin	±0.6 ac	POPA ≤ 1ac	Google	75%	Community culture
Joaquin Park	Joaquin	±0.4 ac	Dedicated	CMV	N/A	Community culture
TOTAL		±25.7 ac				

¹ Should the City not support a 100 percent credit for the dedication of the joint-use park, it is requested the parcel instead be transferred to the ownership of the City in order to receive full credit under the Park Land Dedication Ordinance, and for the City to subsequently enter into a joint use agreement with MVWSD.



Illustrative rendering conceptual only, subject to change

Ecology

Within North Bayshore are high-value habitat areas, in particular within and surrounding Stevens and Permanente Creeks and the Charleston Retention Basin. The NBPP presents opportunities to expand and improve habitat areas, by converting surface parking lots to valuable natural areas, and ensuring development limits impacts to wildlife through the implementation of a number of habitat overlay zones (HOZ).

With its proximity to the South Bay salt ponds to the northeast, Stevens Creek to the east, and the Charleston Retention Basin on its northern edge, the Project offers an opportunity to connect these features while reestablishing valuable habitat. Accordingly, the Egret Rookery HOZ will be integrated into the Project's open space strategy, advancing habitat and ecosystem enhancement.

ECO GEM

The Eco Gem will be dedicated to the City unimproved and is intended to expand upon the success of the public-private partnership between the City and Google to design and construct the ±6-acre Charleston Retention Basin which was completed in 2019. The Eco Gem would provide ±10.7 acres of restored riparian and wetland habitat area and an education center. This transformation removes extensive existing hardscape, specifically four Google-owned and occupied office buildings totalling ±121,500 sf, and ±3.6 acres of surface parking.

This entire ±10.7-acre is outside of the Shorebird Complete Neighborhood as defined in the NBPP and represents a significant land dedication from Google to the City that not only improves upon the ecological quality of the area but also frees up land within Shorebird proper for housing, active parklands, retail and community space, and other supporting land uses.

SHOREBIRD WILDS

This open space east of the Inigo Road extension will be retained by Google and will provide passive open space and native gardens that support the egret rookery and enhance the habitat quality of the surrounding HOZ. The Shorebird Wilds is enabled by removing Google-owned and occupied office buildings and vehicular access from a portion of the existing Shorebird Way. This ±4.5-acre expansion of open space west and north of the rookery provides the extensive native habitats consistent with the NBPP egret rookery HOZ requirements.

The Charleston Retention Basin is located outside of the Project Area and thus the HOZ has been accommodated by locating residential development along Shorebird Way and office development on Charleston Road, outside the buffer zone.

In addition to the HOZ requirements, the NBPP seeks to minimize adverse impacts on native and migratory birds by incorporating bird-safe design. Google is committed to incorporating bird safety design measures in all future office and residential buildings within the Project Area, and future PCP applications will demonstrate compliance with the NBPP's bird-safe design standards and guidelines.

It is noted that the egret rookery is not static and shifts year to year, and therefore it is difficult to demonstrate ongoing compliance in regard to building placement. Accordingly, we will be requesting the City Council approve the Formal Master Plan in consideration of the exemptions outlined in Section 5.1.7 of the NBPP. A detailed response to s5.1.7 will be included in the Formal Master Plan.

PROJECT OVERVIEW

Transportation and mobility

Fundamental to reducing vehicle dependency in North Bayshore is residential development and the expansion of the multimodal transportation network within the Complete Neighborhoods. Accordingly, the Project seeks to facilitate a place that is less car dependent by co-locating jobs and housing and prioritizing transit, pedestrians, and bicyclists over the private automobile.

Trip cap and TDM

The NBPP establishes Project-level vehicle trip caps and district-wide vehicle trip caps at the three Gateway locations into North Bayshore based on the NBPP target mode share of 45 percent single vehicle occupancy (SOV) trips. In order to achieve that target, all new development will implement various transportation demand management (TDM) strategies.

Compliance with the trip caps will be achieved through a combination of existing and new TDM strategies to reduce dependency on travel by SOV trips, and an expansion of the existing bicycle, pedestrian, and multimodal transit alternatives. The Project will expand the existing multimodal transportation network by implementing new parking management strategies and continuing to invest and expand in TDM programs to reduce SOV driving rates into North Bayshore.

Residential and Office TDM Plans will be included in the Formal Master Plan. TDM strategies will include, but are not limited to, partnering with the Mountain View Transportation Management Association (TMA), providing space for commuter shuttle and car-share programs, bike sharing, bike storage, amenities and repair stations, and transit pass programs.

Parking

The NBPP encourages shared parking facilities within easy walking distance of new development to consolidate the parking supply and limit the number of vehicle trips, thereby reducing local congestion.

ON-SITE PARKING

In order to reduce SOV dependency and increase the efficient use of land, on-site office parking will be limited to ±10 percent of total office parking. The total number of parking stalls will be provided through a combination of surface, podium, structure, and parking stackers.

DISTRICT OFFICE PARKING

In order to reduce SOV dependency and maximize the efficient use of land, ±90 percent of office parking will be located in off-site district parking structures.

Three district parking garages are proposed:

- Shorebird, ±830 stalls, proposed within a 4-level parking garage within Shorebird;
- Shoreline Commons, ±500–940 stalls, proposed within a 5-level parking garage within the Gateway;
- Amphitheatre, up to ±3,500 stalls, proposed within a 4-level parking garage located on City-owned Lot C of Shoreline Amphitheater. It is noted that this district parking garage is located outside of the Project Area.

Entitlement for a potential additional ±400-2,000-stall parking garage is requested at Marine Way. It is proposed that at a future date it will be determined, in consultation with the City, whether this parking garage is required, or whether parking demand may be accommodated with existing surface parking lots that may have available capacity due to lower SOV rates, increased TDM, and reduced parking demand associated with existing Google office space that will not be redeveloped.

It is noted that the NBPP requires that all parking garages be located within approximately a quarter-mile of the Project Area. The Amphitheatre parking garage is within a quarter-mile of the northern boundary of the Project Area. The Marine Way parking garage is located approximately one mile from the Project Area. Private shuttles, g-bikes, and improved pedestrian and bicycle routes are anticipated to provide connections between all district parking facilities and Google offices.

See Figure 3.1.15 for the office parking strategy.

AMPHITHEATRE PARKING GARAGE

The proposed amphitheatre parking garage would be located on the City-owned Lot C within the Shoreline Regional Park and would be constructed over the existing surface parking lot leased by Live Nation and subleased to Google until 2025. This multi-level parking structure would be operated for shared use with Live Nation and the City during non-business hours.

Locating a shared district garage at the Amphitheatre allows land within the Project Area to be freed up for housing and open space while removing more cars from the neighborhood, thereby creating safer, more inviting streets that prioritize pedestrians and cyclists.

DISTRICT RESIDENTIAL PARKING

Two district-serving residential parking garages will be provided – a ±560-stall parking garage in Shorebird, and a ±490-stall garage in Joaquin. The parking garage in Shorebird also includes an additional ±300 stalls intended for retail and visitor parking. Podium parking within residential buildings will meet the remaining demand. The inclusion of district residential parking garages provides the opportunity for varied building massing and a variety of block sizes.

CAR PARKING RATES

In order to achieve the trip cap and reduce SOV rates, significantly lower car parking ratios than the maximum allowed by the NBPP are proposed for the Project Area – see Table 2.1.3.

Non-residential parking ratios may be further reduced where a shared parking strategy can be implemented. Such analysis will be included within the Formal Master Plan.

A gradual reduction in the residential parking ratios will be achieved over the life of the Project as more amenities and services are delivered in North Bayshore. In the initial phases of the Project, we propose the provision of residential parking in accordance with the upper-limit of the NBPP residential parking requirements, and, over time, a reduction of the parking rate to an overall average of 0.4 stalls per residential unit.

A Parking Study and Parking Operation Plan will be included in the Formal Master Plan.

Table 2.1.2. DISTRICT PARKING GARAGES

DISTRICT PARKING GARAGE	USES	CAPACITY
P1 Shorebird	Office	±830 stalls
P2 Shorebird	Residential, Retail	±560 stalls
P3 Shoreline	Office, Retail	±500 - 940 stalls
P4 Amphitheater	Office	Up to ±3,500 stalls
P5/P6 Marine Way or existing Google surface lots	Office	±400 - 2,000 stalls
P4 Joaquin	Residential	±490

Table 2.1.3. CAR PARKING RATIOS

LAND USE	NBPP RATE	PROPOSED RATE
Office	2.7 stalls per 1,000 sf	2.0 stalls per 1,000 sf
Residential	0.5 stalls/1 BRM unit 1 stalls/2–3 BMR unit	0.4 stalls per unit at full buildout

PROJECT OVERVIEW

Multimodal connectivity

The NBPP seeks to make it easier, more comfortable, and more efficient for employees, residents, and visitors to walk, bicycle, car pool, or use transit.

The Project will encourage walking and biking through the implementation of a complete streets network that prioritizes non-vehicular experience and safety and that minimizes conflicts with traffic and loading where possible. A network of new bicycle paths, trails, and pedestrian ways will offer multiple alternatives for people to circulate and experience the neighborhoods.

WALKABLE GRID

New streets and passages will divide blocks so as to establish a walkable grid that achieves the intent of the NBPP block permeability standards. In proximity to the social spine and active uses, a small street grid is proposed to promote permeability. Intersections will be designed with attention to Vision Zero pedestrian safety goals and principles in an effort to eliminate fatal crashes with vehicles.

SOCIAL SPINE

The social spine is a pedestrian-only passageway through the heart of Shorebird adjacent to N. Shoreline Boulevard. Connecting Charleston Road to Space Park Way, and ultimately the Shoreline Commons, the social spine will be lined with active ground floor uses.

GREEN LOOP

An additional 1.7 miles will be added to the Green Loop, a multi-use trail network that includes two-way bicycle lanes and a separated pedestrian way. This expansion will complete the contiguous off-street bicycle and pedestrian route north and south of Charleston Road, and between Stevens and Permanente Creeks.

TRAIL CONNECTIONS

The Project will, with the approval of PG&E, provide two new connections to the Stevens Creek Trail, which links North Bayshore with the Bay Trail (five minutes) and downtown Mountain View (15 minutes)

BICYCLE NETWORK

A cumulative ±3.7-mile comprehensive off-street and on-street bicycle network will provide a variety of options for all ages and capabilities. Commuters can choose on-street bicycle lanes that allow fast speeds and passing, while cyclists taking local trips may prefer off-street trails. Bikeshare services will be integrated into transit stations to support last-mile commutes.

AGT

In 2017 the City conducted an AGT system feasibility study, which considered various automated, elevated people-mover options that would establish a rapid last-mile alternative from the Mountain View CalTrain Station. While the final route for the system has not been confirmed, N. Shoreline Boulevard and Charleston Road have been identified as likely corridors. The Project contemplates a location for a future AGT Station/mobility hub to be located at the north-east corner of the N. Shoreline Boulevard/Charleston Road intersection – see Figure 3.1.14.

Vehicular access

GATEWAY MASTER PLAN VEHICLE ACCESS

The City's draft *Gateway Master Plan* envisages future vehicular access from two entry points on Plymouth Street (at 1555 Plymouth St. and at the intersection with Joaquin Road) that create a loop within the Gateway. Pear Avenue is also proposed to be extended with no, or limited, northbound left turns from N. Shoreline Boulevard. Given existing property ownership in the Gateway, these new streets cannot be completed until all landowners redevelop. In light of this, Shoreline Commons is currently anticipated to be the last phase of the Project in order to allow for both landowners to redevelop concurrently so as to facilitate future vehicular connectivity. In the interim, Shoreline Commons is intended to maintain the existing right-in, right-out access located outbound on N. Shoreline Boulevard.

EMERGENCY VEHICLE ACCESS

To accommodate emergency vehicle access within the NBPP street sections, alternate design treatments may be required in some locations. These treatments include but are not limited to mountable curbs, mountable bicycle lanes and buffers, and use of curbside loading zones as illustrated in the NBPP street sections.

Transportation infrastructure

The NBPP identifies several key projects and street network improvements that need prioritization to support the planned growth and development in the area and increase transit use, bicycling, and walking. These Priority Transportation Improvement Projects include required infrastructure improvements to ensure the overall circulation network will operate efficiently and also provide improved accessibility for transit vehicles, bicyclists, and pedestrians. In response, the City undertook a nexus study and in 2015 adopted a NBS Development Impact Fee that would be generated by new development to fund these priority transportation improvements.

A Transportation Impact Assessment that identifies what improvements are needed to support the Project will be included in the Formal Master Plan application. The ±\$55m in transportation impact fees to be paid by the Project will be utilized by the City to help fund a portion of the costs to deliver the NBPP Priority Transportation Improvement Projects identified in the 2015 Nexus Study.

The Project's success is tied to the City's issuing Certificates of Occupancy for Google's Bonus FAR office space regardless of the completion of specific NPPP Priority Transportation Improvement Projects. As part of the Project's community benefits package, the Project proposed to contribute up to \$35m towards the completion of the Charleston Transit Corridor. The completion of the Charleston Transit Corridor will implement a critical, central component of the NBPP's vision for turning Charleston Road into a dedicated transit corridor that will give priority to bus transit and be a first for North Bayshore. As an additional benefit, the Charleston Transit Corridor will provide dedicated cycle tracks along its entire length in order to encourage non-vehicular transportation through the center spine of North Bayshore.

The NBPP Priority Improvement Projects are required for a full buildout of North Bayshore as envisioned by the NBPP. These improvements (aside from the aforementioned Charleston Transit Corridor) include planned improvements at the U.S. 101/Rengstorff interchange and the vehicular bridge crossing of Permanente Creek along the U.S. 101 Frontage Road. Funding for these improvements (among them other NBPP Priority Improvement Projects that include many pedestrian and bicycle improvement projects) will be provided by the NBS Development Impact Fees to be paid by the Project, by bond financing secured by the proceeds against the property tax revenues from the Shoreline Community Fund, and by other means available to the City. Google remains willing to perform the design and construction of these NBPP Priority Transportation Improvement Projects subject to full reimbursement by the City.

PROJECT OVERVIEW

Utility infrastructure

The NBPP includes measures to increase potable water use efficiency and to capture and treat stormwater. Equally, the NBPP puts significant emphasis on the energy efficiency and carbon intensity of all measures implemented. (The proposed response is mainly covered in the next district systems section.)

Shorebird and Joaquin will be served by a consolidated utility corridor that will run underneath the Green Loop and connect laterally to office and residential development parcels. The proposed corridor minimizes public right-of-way and public utility easement crossings. Co-locating private utilities underneath the Green Loop creates a multimodal corridor that provides benefits in terms of connectivity, open space, maintenance, and access. The utility corridor could include power, recycled water, sanitary sewer, waste collection systems, and thermal hydronics.

The approach to electrical and telecom infrastructure for the Project is designed to allow Google-owned properties to connect to Google data infrastructure throughout the campus and to electrical power distributed within each block from a single point of connection to the utility.

The Project Area will be served by the City's existing water system and will provide water for both domestic potable and firewater uses. The existing sanitary sewer system, which collects from Santiago Villa and the south side of Space Park Way, will be maintained as well. The Project's reduction of hardscape results in a decrease of stormwater runoff to the existing storm drain network, which is intended to remain in place.

Existing utilities and easements will remain where practical and will be removed or relocated to reduce encumbrances to development and to align with modified streets within the Project Area.

In addition, ±\$49m in water and sewer impact fees will be generated by the net new development.

District systems

The NBPP includes measures to increase recycled water use and lower energy demand, and looks to district systems to provide innovative delivery of energy, materials, and water.

District-scale infrastructure improves efficiency by using a consolidated utility system, rather than individual building-based systems, thereby maximizing efficiency and benefits in mixed-use developments. By interconnecting utilities for multiple buildings across the Project Area, resources will be used more sustainably and the Project will be more resilient. Centralized infrastructure can be upgraded more easily over time, allowing the Project to attain a decarbonized, closed resource loop campus. The integration of multiple utilities in a single location also creates significant operational benefits for users and reduces the demands placed on the City systems, thereby extending their longevity.

Google is committed to operating 24/7 carbon-free by 2030, and the district-level approach uniquely allows the Project to achieve this ambitious target by enabling more complex technologies to be realized on a building-by-building basis.

Accordingly, Google is exploring the opportunity for the use of integrated district systems that include:

- district energy with a centralized, all-electric thermal heating and cooling production and associated distribution system, potentially leveraging thermal energy storage and ground coupling in the technology mix;
- potential district water recycling facility with centralized wastewater treatment and recycled water distribution systems;
- potential microgrid consolidating behind a single point of connection to local power generation and storage capabilities in order to enhance resilience and demand management as well as carbon intensity optimization;

- potential automated waste collection system centralizing the collection of various waste streams to a single point of removal;
- potential additional resource recovery solutions, e.g. anaerobic digester, to maximize waste diversion from landfill and to increase overall resource efficiency on site.

A central utility plant (CUP) combining the various district systems is proposed to be located at the eastern end of Shorebird in the Edge Character Area, consolidating power, thermal energy, water, and waste systems for more efficient use, production, and handling of resources. In addition to functioning as a mobility corridor, the Green Loop would act as a conduit for the underground distribution component of the proposed district systems.

The NBPP states the City may support the installation of district system infrastructure across the public right-of-way². A Master Encroachment Agreement that permits public right-of-way encroachments, particularly across N. Shoreline Boulevard to connect Shorebird and Joaquin, is fundamental to the success of a Project-wide district systems solution and will be requested to be included in the Development Agreement.

Sustainability and resilience

Sustainability is a cornerstone of the NBPP. The NBPP requires projects seeking Bonus FAR to achieve higher-quality green building standards but also to: reduce the environmental impact of building construction and operation; improve the health, safety, and welfare of residents, workers, and visitors; lower greenhouse gas emissions; and reduce operating expenses by minimizing waste of energy, water, materials, and other resources in the construction and operation of buildings.

The Project proposes an integrated approach to sustainable planning. Google is committed to the highest levels of environmental performance, including responsibly managing natural resources, building resilience against climate change, and promoting human health and well being. The Project embraces holistic regenerative systems thinking and will include impactful environmental sustainability measures from the building to district scales. Many of these measures exceed NBPP requirements.

OFFICE GREEN BUILDINGS

All new office buildings will be eligible for LEED Platinum in line with the NBPP's Non-Residential Bonus FAR requirement.

RESIDENTIAL GREEN BUILDINGS

All residential buildings will meet the minimum 120 point GreenPoint rating, or equivalent, in line with NBPP's Residential Bonus FAR requirements. Additionally, they will achieve a Fitwel rating.

MASS TIMBER CONSTRUCTION

Google is exploring the use of mass timber construction, such as cross laminated timber (CLT) structural systems, which would use timber from certified sustainable forests. Mass timber has significantly lower embodied energy and carbon emissions than traditional building materials such as steel and concrete.

SEA LEVEL RISE

Future-proofing North Bayshore for sea level rise is addressed by locating development in upland areas and elevating finished floor heights for all new construction. The expanded retention basin mitigates flooding and supports the ecological health of the region.

RENEWABLE RESOURCES

In concert with Google's worldwide commitment, all electricity to be used by Google in North Bayshore will come from renewable sources.

CARBON SEQUESTRATION

By restoring habitat, particularly at the Eco Gem, and facilitating ±34 acres of public open space, the Project will utilize carbon sequestration to help reduce greenhouse gas emissions.

LIGHTING

Fully-shielded external lighting will be utilized in areas near and adjacent to habitat areas. Furthermore, the use of occupancy sensors and timers will limit light trespass.

Integrated district systems are also a critical component of the Project's sustainability strategy.

A Sustainability Plan describing sustainable design strategies to reduce energy and water demand, increase biodiversity, improve air quality, reduce greenhouse gas emissions, and build resiliency will be included in the Formal Master Plan.

² See NBPP s7.6(4) and 7.7(5)

PROJECT OVERVIEW

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1. PROJECT PLANS



PROJECT PLANS

Shorebird

APN	ADDRESS/S	CHARACTER AREA	AREA	
116-11-021	1393 Shorebird Way 1397 Shorebird Way	Core	1.99 ac	86,601 sf
116-11-022	1383 Shorebird Way	Core	1.62 ac	70,471 sf
116-11-024	1380 Shorebird Way	Core	1.56 ac	68,004 sf
116-11-025	1390 Shorebird Way	Core	1.80 ac	78,595 sf
116-11-039	1395 Charleston Rd	Core	4.21 ac	183,272 sf
116-14-066	1340 Space Park Way 1675 N Shoreline Blvd	Core	1.41 ac	61,391 sf
116-11-028	1371 Shorebird Way 1375 Shorebird Way	General	4.88 ac	212,746 sf
116-11-030	1215 Charleston Rd 1225 Charleston Rd 1230 Shorebird Way 1245 Charleston Rd 1295 Charleston Rd 1310 Shorebird Way 1350 Shorebird Way	General	19.21 ac	836,758 sf
116-14-072	1300 Space Park Way	General	0.98 ac	42,888 sf
116-11-012	1200 Charleston Rd 1210 Charleston Rd 1220 Charleston Rd 1230 Charleston Rd	Edge	11.44 ac	498,254 sf
116-11-038	1201 Charleston Rd 1345 Shorebird Way 1355 Shorebird Way 1365 Shorebird Way	Edge	16.47 ac	717,404 sf
116-14-070	1250 Space Park Way	Edge	0.72 ac	31,258 sf

Joaquin

APN	ADDRESS/S	CHARACTER AREA	AREA	
116-10-088	1431 Plymouth St	Gateway	0.76 ac	32,992 sf
116-10-101	1477 Plymouth St 1435 Plymouth St	Gateway	0.99 ac	43,218 sf
116-13-034	1400 N Shoreline Blvd	Gateway	6.41 ac	279,201 sf
116-13-037	1400 N Shoreline Blvd	Gateway	0.55 ac	23,949 sf
116-13-038	1400 N Shoreline Blvd	Gateway	0.71 ac	30,898 sf
116-10-070	1600 N Shoreline Blvd	Core	0.74 ac	32,347 sf
116-10-077	1804 N Shoreline Blvd	Core	0.94 ac	40,840 sf
116-10-078	1764 N Shoreline Blvd	Core	0.50 ac	21,668 sf
116-10-079	1758 N Shoreline Blvd	Core	0.44 ac	19,366 sf
116-10-080	1708 N Shoreline Blvd	Core	0.49 ac	21,168 sf
116-10-084	1890 N Shoreline Blvd	Core	0.70 ac	30,397 sf
116-10-085	1674 N Shoreline Blvd	Core	0.88 ac	38,365 sf
116-10-086	1616 N Shoreline Blvd	Core	0.89 ac	38,742 sf
116-10-089	1842 N Shoreline Blvd	Core	2.77 ac	120,570 sf
116-10-095	1500 Plymouth St 1550 Plymouth St	Core	5.77 ac	251,493 sf
116-10-097	1015 Joaquin Rd	Core	4.41 ac	191,942 sf
116-10-102	1565 Charleston Rd 1585 Charleston Rd	Core	8.63 ac	375,738 sf
116-10-104	1010 Joaquin Rd	Core	3.64 ac	158,513 sf
116-10-105	1545 Charleston Rd	Core	3.71 ac	161,744 sf
116-10-107	1489 Charleston Rd	Core	0.94 ac	41,074 sf
116-10-108	1055 Joaquin Rd 1053 Joaquin Rd	Core	4.44 ac	193,237 sf
116-13-027	1555 Plymouth St	Core ¹	2.93 ac	127,774 sf

¹ 1555 Plymouth St is proposed to be included within the Joaquin Complete Neighborhood and redesignated to be within the Gateway Character Area - see Section 5.1 *1555 Plymouth St*.

Pear

APN	ADDRESS/S	CHARACTER AREA	AREA	
116-14-058	1599 N Shoreline Blvd 1601 N Shoreline Blvd	Core	1.92 ac	83,485 sf

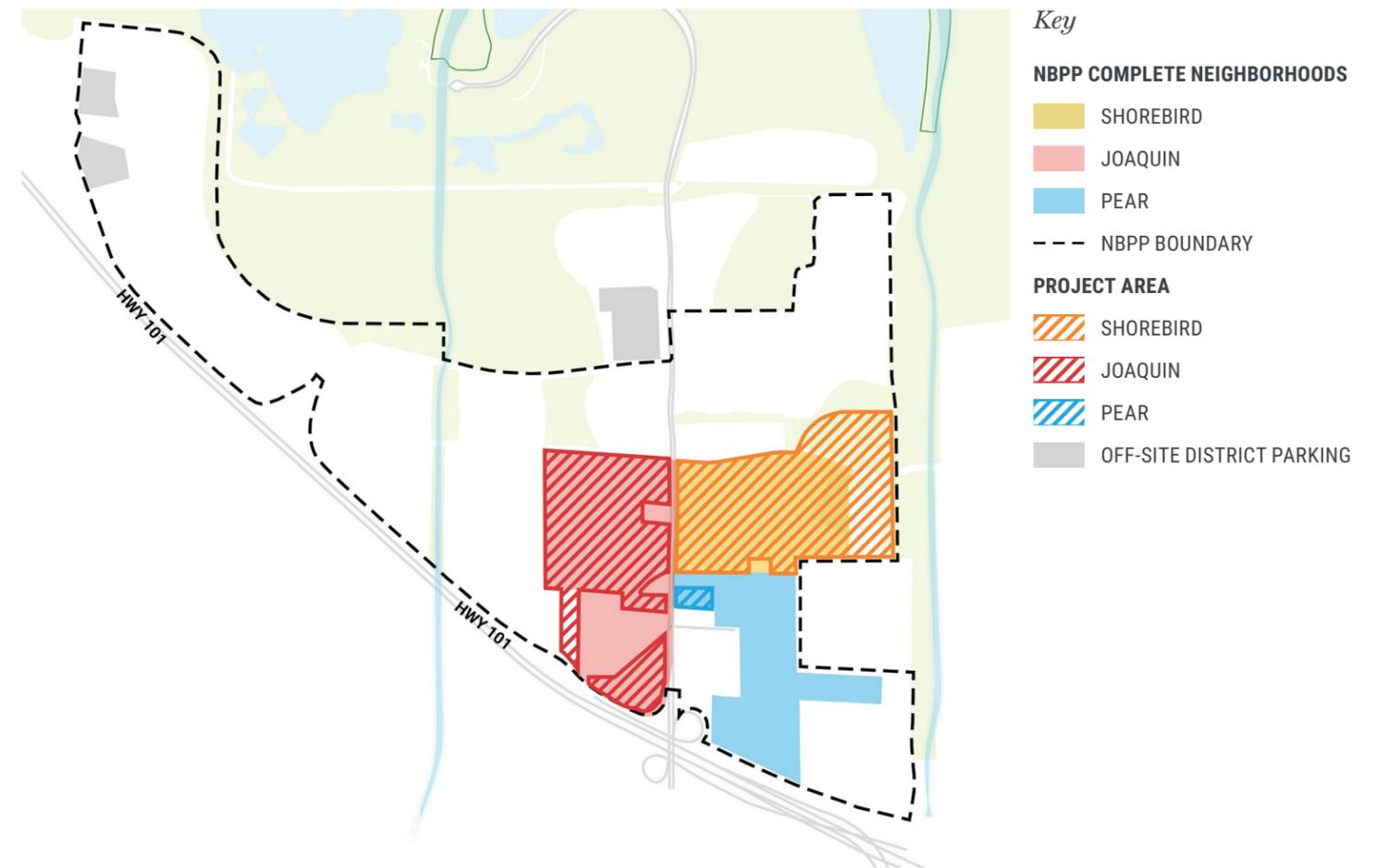
Marine Way

APN	ADDRESS/S	CHARACTER AREA	AREA	
116-02-037	1161 San Antonio Rd 2761 Marine Way	General	2.39	104,156 sf
116-02-083	1157 San Antonio Rd	General	1.02	44,586 sf
116-02-081	2672-2680 Bayshore Pkwy	General	1.96	85,242 sf
116-02-084	2751 Marine Way	General	0.92	40,203 sf
116-02-088	2665 Marine Way 2685 Marine Way	General	1.84	80,339 sf

Amphitheater

APN	ADDRESS/S	CHARACTER AREA	AREA
116-20-043	Part of 1594 Charleston Rd of being 'Lot C'	N/A	

Figure 1.1.1. NBPP COMPLETE NEIGHBORHOODS



PROJECT PLANS

Figure 1.1.2. EXISTING PARCELS



Figure 1.1.3. EXISTING PARCELS (MARINE WAY AND SHORELINE AMPITHEATER LOT C)



● PROJECT PLANS

Figure 1.1.4. NBPP CHARACTER AREAS

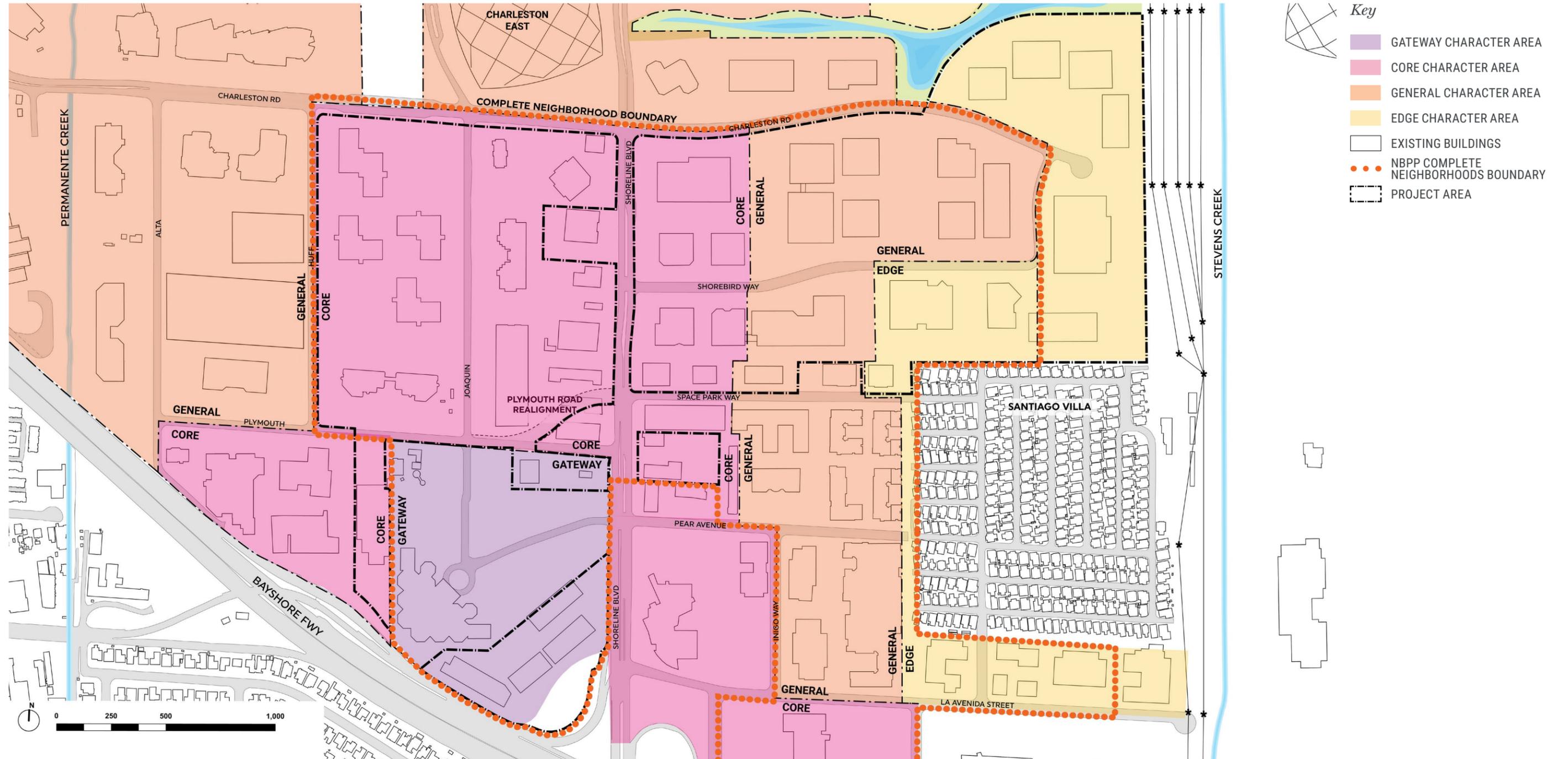


Table 1.1.1. DEVELOPMENT PROGRAM

LAND USE	TOTAL	SHOREBIRD	JOAQUIN NORTH	SHORELINE COMMONS	PEAR
Residential units	7,000	2,200	3,500	1,000	300
Retained office sf	89,500	89,500	0	0	0
Rebuilt office sf	1,757,250	1,275,700	481,550	0	0
New office sf	1,303,250	267,800	785,450	250,000	0
Total office sf	3,150,000	1,633,000	1,267,000	250,000	0
Rebuilt retail sf	11,056	0	0	11,056	0
New retail sf	253,944	200,000	40,000	8,944	5,000
Total retail sf	265,000	200,000	40,000	20,000	5,000
Hotel rooms	400	180	0	220	0
Hotel sf	290,000	130,000	0	160,000	0
Community/civic sf	20,000	20,000	0	0	0
District CUP sf	130,000	130,000	0	0	0
TOTAL NON-RESIDENTIAL SF	3,855,00	2,113,000	1,307,000	1,430,000	5,000
School acres	3.0	3.0 ¹	0.0	0.0	0.0
Dedicated park land acres	13.5	11.9	0.4	1.1	0.0
POPA acres	12.2	7.1	5.1	0.0	0.0
Other trails & open space acres	9.2	3.1	5.4	0.7	0.0

Notes

1. Residential unit count and square footage based on an average unit size of 700 net square feet.
2. The total number of units shown (both market rate and affordable), and active uses, hotel and open space square footage/acreage are all subject to adjustment in the final, approved Formal Master Plan and subsequent PCPs.
3. Hotel square footage is excluded from Non-Residential Bonus FAR (see CMV Staff Report, May 5, 2015, page 22).
4. For all character areas except Gateway, building spaces for small business, public-serving uses, retail, grocery stores, as well as district-level utility systems may be excluded from allowable gross floor area calculations (NBPP s3.3.3(3)).
5. Commercial projects shall not include above-grade parking structures in the FAR calculations. Residential projects shall include above-grade parking structures in the project's FAR calculations (NBPP s3.3.3(6)).
6. Total square feet of Shoreline Commons includes retail, small business, and public-serving uses, which may be deducted from the total square footage once further defined, in keeping with NBPP FAR exemptions (NBPP s3.3.3(2)).

¹ Excluding 1.0 ac joint use park to be dedicated to MVWSD

PROJECT PLANS

Figure 1.1.5. PRELIMINARY MASTER PLAN

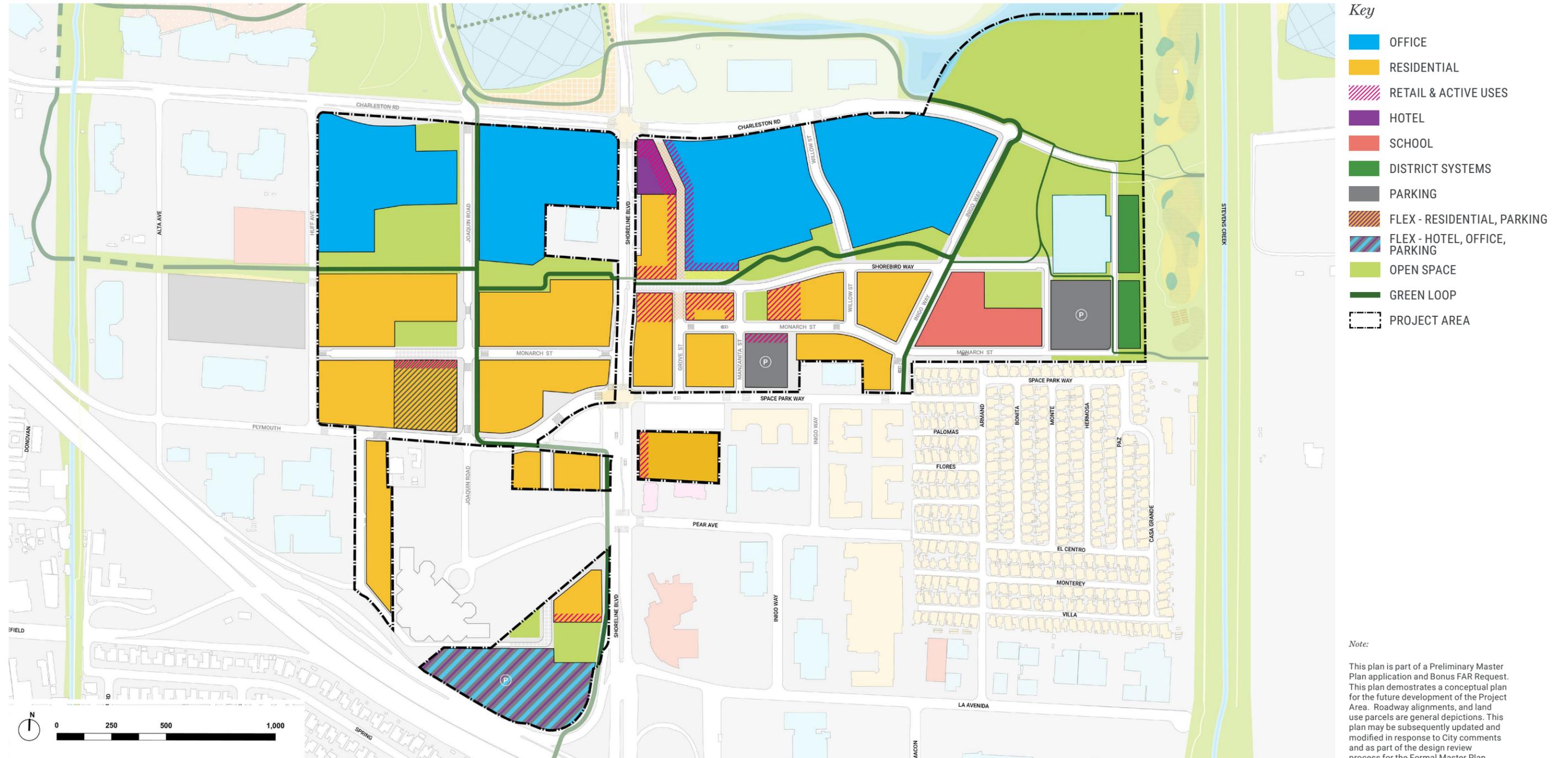
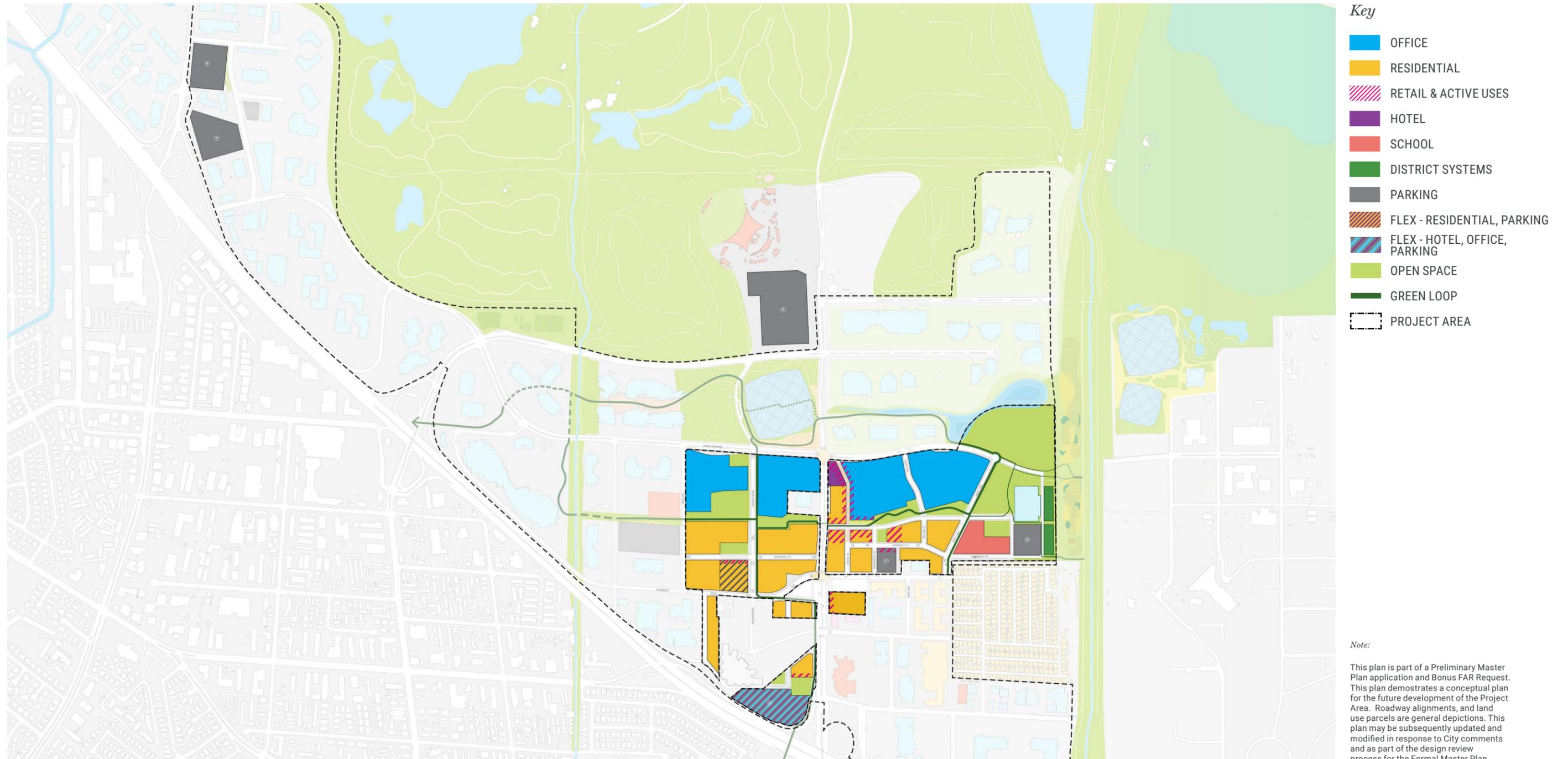


Figure 1.1.6. PRELIMINARY MASTER PLAN AND OFF-SITE DISTRICT PARKING GARAGES



● PROJECT PLANS

Figure 1.1.7. PARKS AND OPEN SPACE PLAN



Figure 1.1.8. PARKS AND OPEN SPACE PLAN (PEDESTRIAN SHEDS)



Note:
 This plan is part of a Preliminary Master Plan application and Bonus FAR Request. This plan demonstrates a conceptual plan for the future development of the Project Area. Roadway alignments, and land use parcels are general depictions. This plan may be subsequently updated and modified in response to City comments and as part of the design review process for the Formal Master Plan.

● PROJECT PLANS

Figure 1.1.9. STREET NETWORK

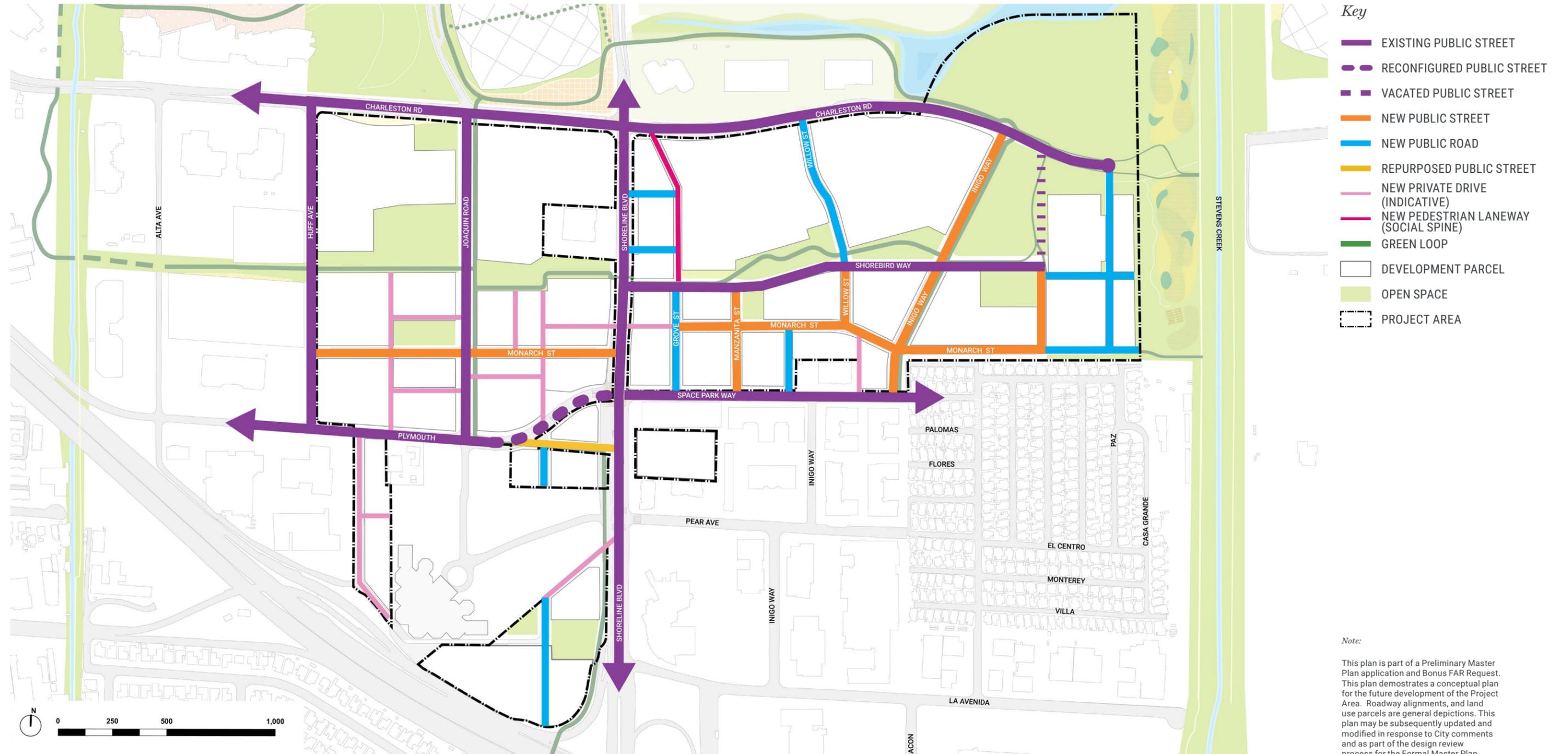


Figure 1.1.10. STREET CLASSIFICATION



● PROJECT PLANS

Figure 1.1.11. MULTI-MODAL TRANSPORTATION NETWORK



Figure 1.1.12. PEDESTRIAN NETWORK



● PROJECT PLANS

Figure 1.1.13. BICYCLE NETWORK



- Key**
- █ GREEN LOOP
 - ▬▬ TWO-WAY CYCLE TRACK
 - ▬▬ PROTECTED BICYCLE LANE
 - ▬▬ SHARROW
 - ▬▬▬▬ STEVENS CREEK TRAIL
 - DEVELOPMENT PARCEL
 - OPEN SPACE
 - PROJECT AREA

Note:
 This plan is part of a Preliminary Master Plan application and Bonus FAR Request. This plan demonstrates a conceptual plan for the future development of the Project Area. Roadway alignments, and land use parcels are general depictions. This plan may be subsequently updated and modified in response to City comments and as part of the design review process for the Formal Master Plan.

Figure 1.1.14. TRANSIT NETWORK



PROJECT PLANS

Figure 1.1.15. DISTRICT PARKING STRATEGY

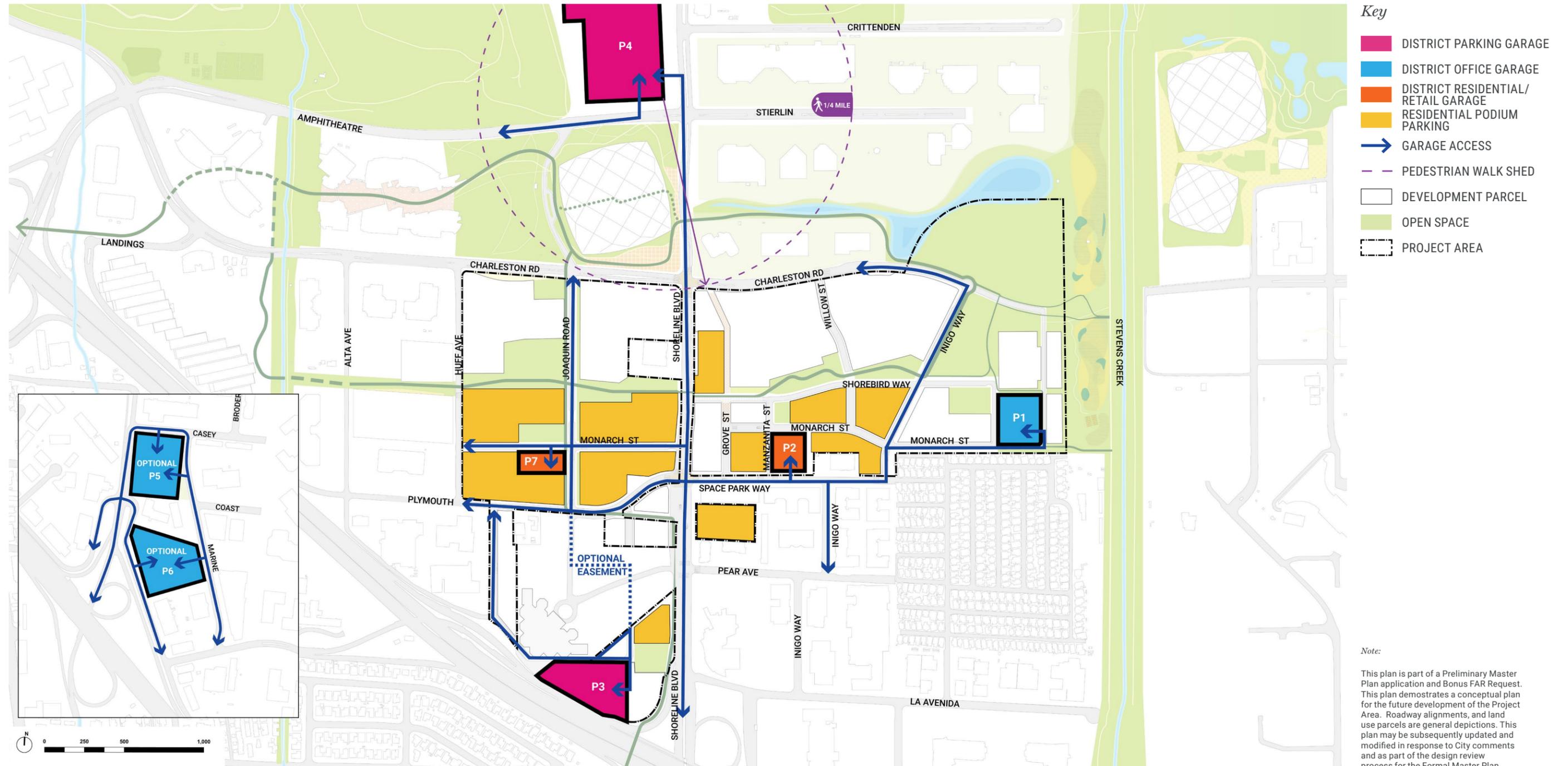
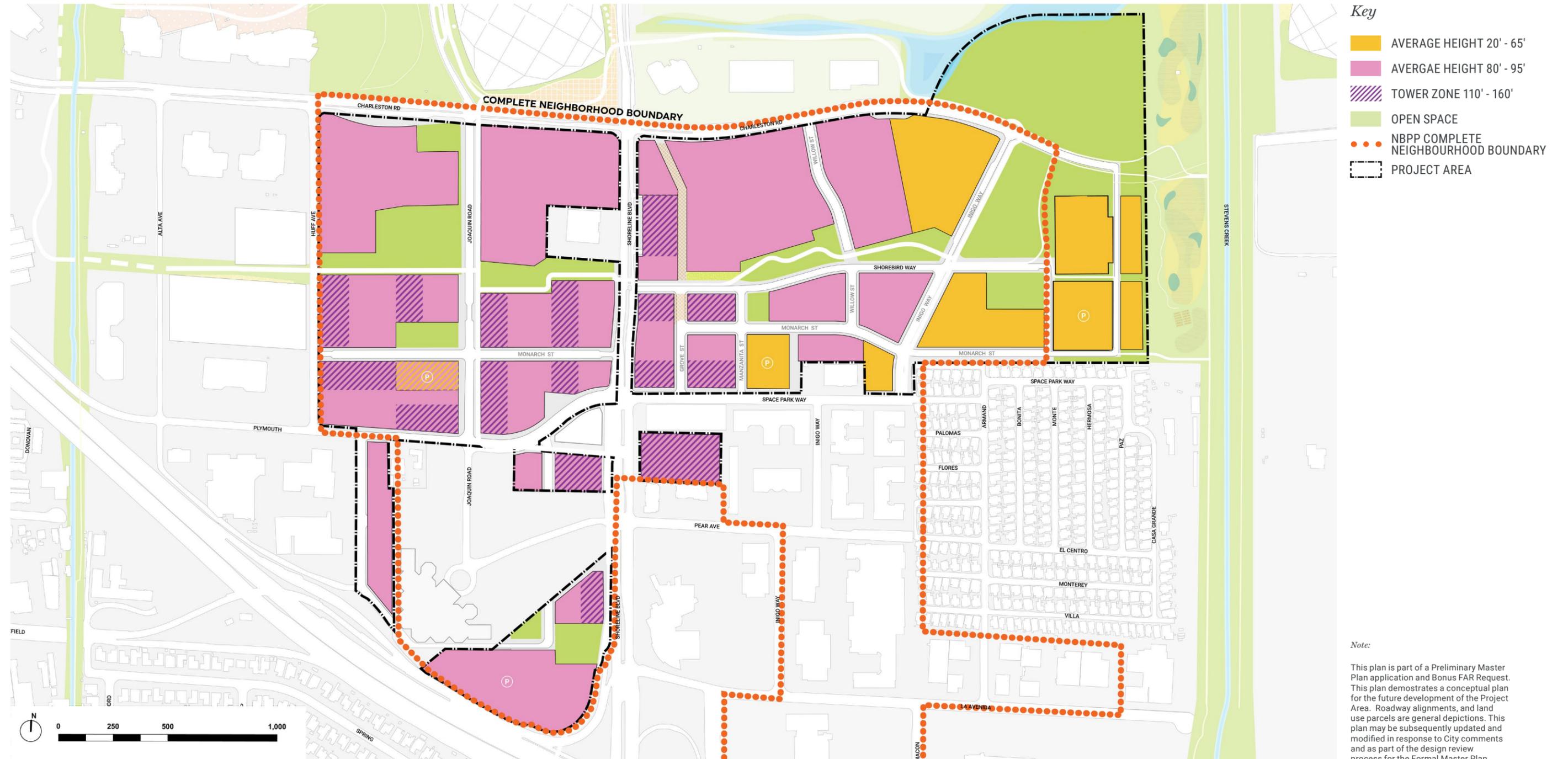


Figure 1.1.16. BUILDING HEIGHTS



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2. IMPLEMENTATION



2.1. Bonus FAR

The NBPP identifies a Base FAR and Maximum Bonus FAR for residential and office development. The Base and Maximum Bonus FAR vary for each character area. Bonus FAR (additional gross square footage above the Base FAR cap) may be granted where a project meets certain requirements.

For residential projects, additional Bonus FAR may be granted for projects that:

- provide a minimum amount of residential onsite at an affordable rent or sales price; and
- implement additional green building and site design measures.

For non-residential projects, additional Bonus FAR may be granted for projects that:

- meet the requirements of higher building-level environmental performance;
- contribute to public benefits or district-level improvements; and/or
- transfer development rights from the Edge Character Area to the Core Character Area.

Flexible FAR

The NBPP allows that if a project site boundary includes more than one Character Area and/or Complete Neighborhood, the Project’s FAR may be based on a weighted average of the parcels at the discretion of City Council, so long as the Project substantially complies with the purpose and intent of the Character Areas and Complete Neighborhood strategy and does not exceed the maximum allowable FAR of the combined Project Area (see NBPP, s3.3.3(5)).

The Project Area spans multiple Character Areas and Complete Neighborhoods and meets the requirements for a consideration of a blended FAR. Accordingly, a weighted average for FAR has been calculated for the purpose of determining residential and non-residential Base and Bonus FAR maximums.

Residential FAR

Residential development within the Project Area spans multiple Character Areas. A weighted average FAR has been calculated for residential development – see Figure 4.1.1 & Table 4.1.1. On this basis, the Project is considered a “blended” Tier I Residential Bonus FAR project.

RESIDENTIAL BONUS FAR

The Project seeks approval for sufficient Residential Bonus FAR for 7,000 residential units, including above-ground parking. Table 4.1.3 outlines how the Project complies with the Residential Bonus FAR requirements.

In addition to the requirements in Table 4.1.4, the Project is proposing enhanced community benefits associated with Residential Bonus FAR. These enhanced community benefits exceed the public benefits required by the NBPP.

Figure 2.1.1. BLENDED RESIDENTIAL FAR



Table 2.1.1. BLENDED RESIDENTIAL FAR

	AREA	BASE FAR	TIER I MAX	TIER II MAX	BLENDED FAR
Gateway	9.4 ac	1.00	3.20	4.50	
Core	58.7 ac	1.00	3.20	4.50	
General	25.1 ac	1.00	2.50	3.50	
Edge	28.6 ac	1.00	1.85	—	
	121.8 ac	1.00	2.74	4.23	1.38

Table 2.1.2. RESIDENTIAL BONUS FAR COMPLIANCE

TIER I BONUS FAR REQUIREMENT	PROPOSED	APPLICATION
Provide at least 15 percent affordable residential units onsite. (±1,050 units)	<p>20 percent affordable residential units on-site (±1,400 units)</p> <ul style="list-style-type: none"> • 5 percent inclusionary units • 15 percent land dedication <p>An Affordable Housing Plan, consistent with the <i>North Bayshore Affordable Housing Administrative Guidelines</i>, will be included in the Formal Master Plan.</p> <p>An Affordable Housing Parcel Dedication Plan, identifying parcels to be dedicated for standalone affordable housing, will be included within the Formal Master Plan.</p>	Integrated as part of Project delivery.
Implement additional green building and site design measures as set forth in Appendix B and as follows:	<ul style="list-style-type: none"> • minimum 120 point GreenPoint rating • water use (install Energy Star appliances) • landscape design (reduce heat island effect) • energy (submeter units) 	Integrated as part of Project delivery.
	<ul style="list-style-type: none"> • minimum 120 point GreenPoint rating, or equivalent • Fitwel rating • water use (install Energy Star appliances) • energy (submeter units) • on- and off-site renewable energy • high-performance, low-energy buildings • all-electric buildings with no natural gas connection • design for low-embodied carbon materials • landscape design to incorporate drought-tolerant, recycled water-tolerant, and flood-resistant planting and to require as little mechanical maintenance as possible 	

Table 2.1.3. ENHANCED RESIDENTIAL COMMUNITY BENEFITS

ADDITIONAL PUBLIC BENEFITS	PROPOSED	APPLICATION
Education	4-acre land dedication to MVWSD for a future elementary school	In-kind land donation

PROJECT IMPLEMENTATION

Non-residential FAR

Non-residential development within the Project Area spans multiple Character Areas. A weighted average FAR has been calculated for non-residential development – see Figure 4.1.2 & Table 4.1.4. On this basis, the Project is considered a “blended” Tier I FAR Non-Residential Project.

Section 3.3.3 of the NBPP identifies FAR exemptions for retail, grocery stores, child care centers, small business, and educational and district utility systems – see Table 3.1.1. City Council has previously determined that hotel uses do not count towards the Non-Residential Bonus FAR and are therefore also excluded from the total amount of Bonus FAR square footage. However, hotel uses are still required to contribute toward the community benefit proposal when located outside of the Gateway¹.

NON-RESIDENTIAL BONUS FAR

The Project seeks approval for 1,303,250 sf of Non-Residential Bonus FAR of net new office. Table 4.1.5 outlines how the Project complies with the Non-Residential Bonus FAR requirements.

In addition to the requirements in Table 4.1.6, the Project is proposing enhanced community benefits associated with Non-Residential Bonus FAR. These exceed the public benefits required by the NBPP.

Figure 2.1.2. BLENDED NON-RESIDENTIAL FAR



Table 2.1.4. BLENDED NON-RESIDENTIAL FAR

	AREA	BASE FAR	TIER I MAX	TIER II MAX	TIER III MAX	TIER IV MAX	PROPOSED
Gateway	9.4 ac	1.00	1.50	2.00	2.35	—	
Core	58.7 ac	0.45	0.75	1.00	1.25	1.50	
General	25.1 ac	0.45	0.75	1.00	—	—	
Edge	28.6 ac	0.45	0.65	—	—	—	
	121.8 ac	0.49	0.78	1.10	1.40	1.50	0.59

¹ CMV City Council Meeting, May 5, 2015 NBPP FAR Applications Council Report

Table 2.1.5. NON-RESIDENTIAL BONUS FAR COMPLIANCE

TIER I BONUS FAR REQUIREMENT	PROPOSED	APPLICATION
One of the following FAR Bonuses: <ul style="list-style-type: none"> LEED Platinum or equivalent green building standard Public benefit or district improvement project, focused on transportation 	LEED-NC v4.1 Platinum	Integrated as part of project delivery.
	Charleston Transit Corridor	Contribution

Table 2.1.6. ENHANCED NON-RESIDENTIAL COMMUNITY BENEFITS

ADDITIONAL PUBLIC BENEFITS	PROPOSED	APPLICATION
Small Business	Subsidized retail/small business program	In-kind
Arts	Public art program above NBPP/code requirements	In-kind
Sustainability	District systems	In-kind

PROJECT IMPLEMENTATION

Bonus FAR qualifying criteria

Table 4.1.7 indexes all the qualifying criteria identified in NBPP Appendix F: Bonus FAR Review Guidelines, which lists the evaluation criteria by which City Council may consider this project for Bonus FAR allocation, as well as the location of relevant material in the document.

Table 2.1.7. NBPP BONUS FAR QUALIFYING CRITERIA

CRITERIA	PROPOSED
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	Complies. See Section 5.1 <i>Precise Plan conformance</i> for a detailed response.
The number of vehicle trips associated with development and proposed improvements to implement the CIP Action Plan, and the effect on trip cap and roadway performance	Complies. See Section 2.1 <i>Transportation and mobility</i> for a detailed response.
Size/scope of habitat enhancements	Complies. See Section 2.1 <i>Ecology</i> for a detailed response.
Small business preservation and enhancements	Complies. See Section 4.1 <i>Non-residential FAR</i> for a detailed response.
Non-auto transportation improvements and performance	Complies. See Section 2.1 <i>Multimodal connectivity</i> and Figure 3.1.11 for a detailed response.
Enhanced community benefits	Complies. See Section 4.1 for a detailed response.
District-wide improvements, which could include transportation, habitat, or utility projects in collaboration with different companies	Complies. See Sections 2.1 <i>Ecology, Transportation and mobility</i> , and <i>Utility infrastructure</i> for a detailed response.
Phasing of proposed improvements and development	Complies. See Section 4.3 and Figure 4.3.1 for a detailed response.

CRITERIA	PROPOSED
The quality and thoroughness of submitted application materials	Complies. The application complies with the submittal requirements for Bonus FAR applications as outlined in Appendix F of the NBPP.

2.2. Office FAR transfer

Section 3.4.1-C(1) of the NBPP allows for demolished office square footage to be rebuilt as part of a new project, and an applicant may request that the square footage from demolished office buildings be transferred to another site in North Bayshore. In order to consolidate the existing Google campus and facilitate the construction of new residential development, ±1,561,000 sf of existing office square footage within the Project Area will be demolished and redeveloped, excluding 1201 Charleston Rd, which will be retained due to egrets that seasonally nest on its roof. The 1,561,000 sf of demolished office square footage is proposed to be transferred to, and rebuilt on, other sites in the Project Area within the Shorebird and Joaquin Complete Neighborhoods, and located entirely in the Gateway, Core, and General Character Areas.

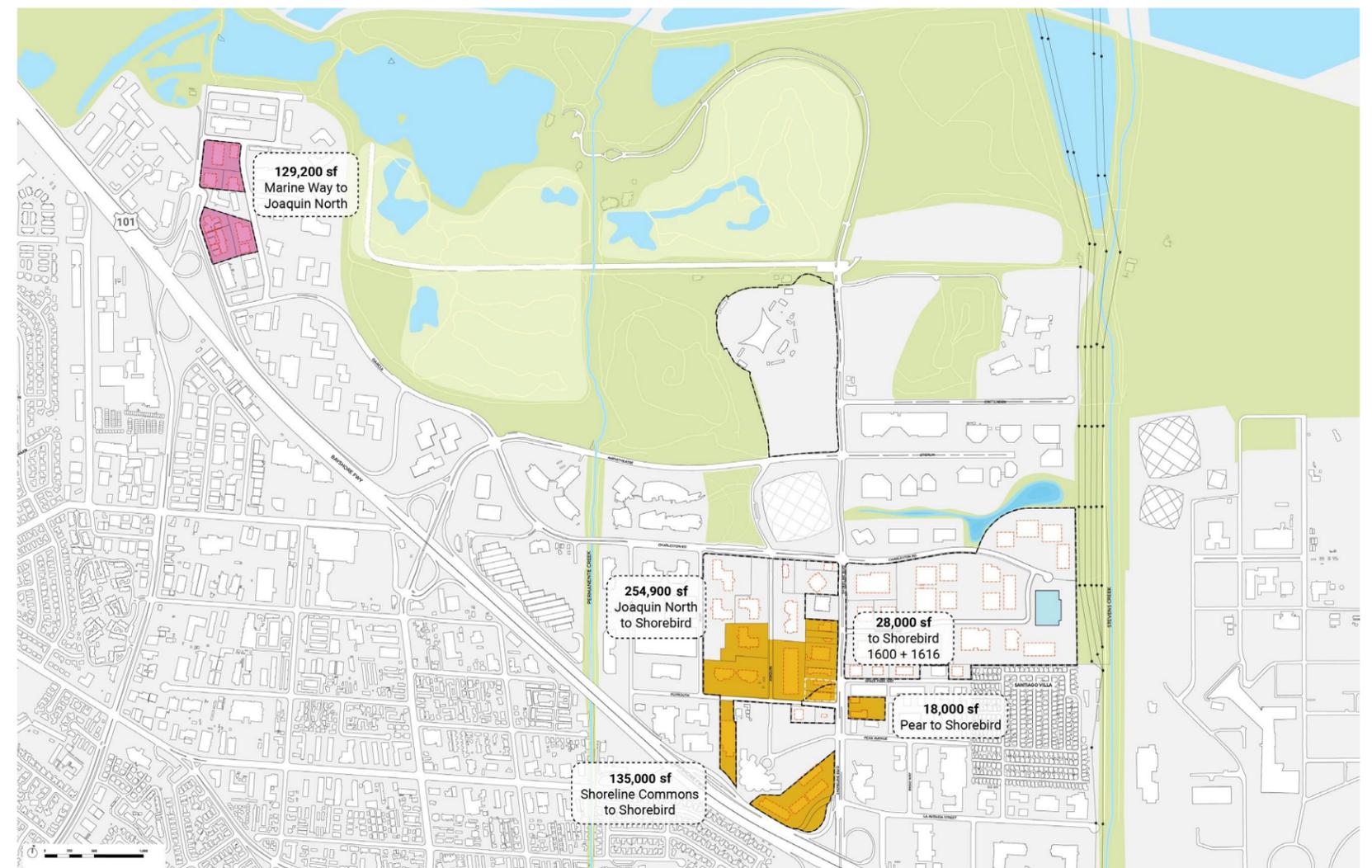
In addition to the office redevelopment, the Project is requesting the right to transfer into the Project Area (i) ±129,200 sf of existing office from Marine Way to be rebuilt, (ii) ±28,000 sf of existing office from 1600 and 1616 N. Shoreline Blvd (which is planned to be demolished as part of the realignment of Plymouth Street) to be rebuilt, and (iii) additional square footage from

other existing office buildings within North Bayshore, provided that (a) the existing office building/s are demolished within six months of occupancy of the newly constructed buildings, and (b) the total square footage of office space within the Project Area does not exceed 3,150,000 sf.

The Project Area is an existing, operational office campus. To facilitate residential development, multiple existing office buildings need to first be demolished in order to free up development land. To enable the ongoing operation of Google's business, the Development Agreement should permit construction phasing, i.e., a variation to Section 3.4.1-C to allow new office buildings in Phases 1 and 3 to be constructed prior to the demolition of certain existing office buildings within Shorebird. Specifically, it is requested that certain existing offices be permitted to remain operational for up to six months after occupancy of the newly constructed buildings in order to allow employees to be relocated from existing offices to new office buildings.

A Demolition and Phasing Plan establishing demolition, construction, phasing, and occupancy deadlines will be included in the Formal Master Plan.

Figure 2.2.1. EXISTING OFFICE FAR TRANSFER



2.3. Phasing

To convert North Bayshore from a place dominated by single-story office/R and D buildings and large surface parking lots, Google will demolish existing office buildings to free up land for housing and other uses. Before Google can demolish the buildings that currently accommodate its workforce, it must first construct a consolidated and densified series of new office buildings to which that workforce can be relocated. Once this move is complete,, land will be made available to deliver the first phases of residential buildings.

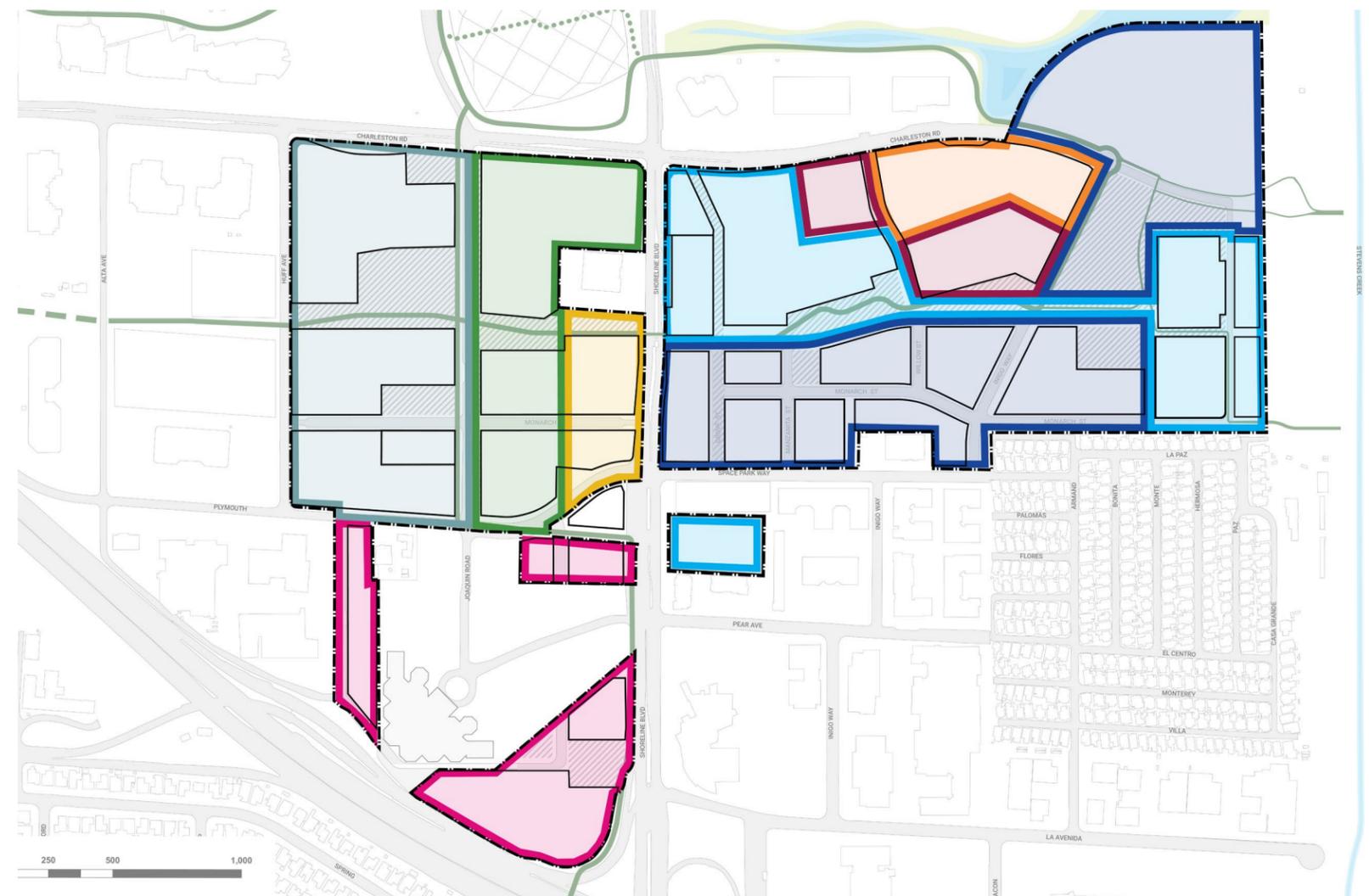
Shorebird will be delivered as the first Complete Neighborhood and is envisioned as four sequential phases, with the Bonus Non-Residential FAR utilized in the fourth phase – see Figure 4.3.1. Delivery of Shorebird will include the shared district parking structure at Lot C of Shoreline Amphitheatre.

Joaquin North (that part of the Joaquin Complete Neighborhood north of Plymouth Street) will be delivered as the second Complete Neighborhood. Given that part of the existing office demolished in Joaquin is proposed to be rebuilt in Shorebird, office and residential development can be delivered concurrently within Joaquin North.

Shoreline Commons is proposed to be delivered in the final phase of the Project in order to allow for the potential to develop concurrently with the other major landowner within the Gateway Master Plan Area, which will facilitate the co-delivery of new roads, pedestrian/bike connections, and horizontal infrastructure. Coordination with the adjacent property owner will be required to realize the draft Gateway Master Plan vision.

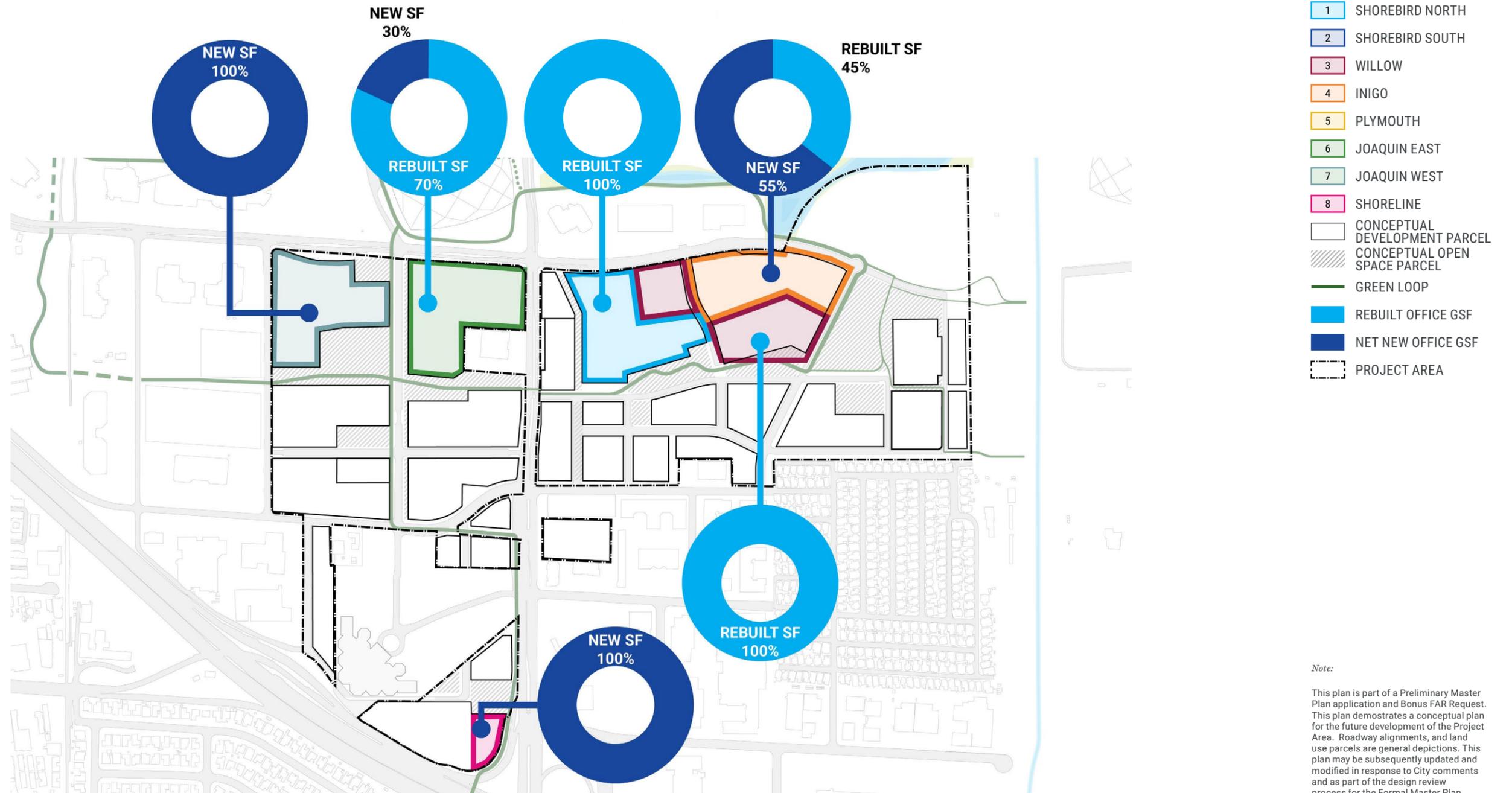
A Schedule of Performance shall be included as part of the Development Agreement.

Figure 2.3.1. PHASING PLAN



Note:
This plan is part of a Preliminary Master Plan application and Bonus FAR Request. This plan demonstrates a conceptual plan for the future development of the Project Area. Roadway alignments, and land use parcels are general depictions. This plan may be subsequently updated and modified in response to City comments and as part of the design review process for the Formal Master Plan.

Figure 2.3.2. NON-RESIDENTIAL BONUS FAR PER PHASE



2.4. Entitlement framework

The approval of the Project will consist of a number of effectuating documents:

- CEQA review and approval
- a Development Agreement and supplemental documents
- a Master Plan
- a vesting tentative subdivision map (VTSM).

After CEQA review and approval, the Master Plan, Development Agreement and VTSM will require approval by City Council. This application requests that subsequent PCPs be approved administratively at the staff level in accordance with Section 3.5.2 of the NBPP.

CEQA environmental review

In 2017 City Council adopted the updated North Bayshore Precise Plan to implement the 2030 General Plan policies and objectives for the Plan area. A Subsequent Environmental Impact Report (SEIR) was certified in 2017 analyzing the amendments to the NBPP, including allowing residential uses within the Complete Neighborhoods. Accordingly, we anticipate a streamlined CEQA analysis for the Formal Master Plan that relies on the 2017 SEIR, the original North Bayshore Precise Plan EIR (certified in 2014), and the Mountain View 2030 General Plan EIR (certified in 2012). Specifically, the CEQA document for the Project is expected to take the form of a CEQA Checklist for a Community Plan Exemption (CPE) pursuant to CEQA Guidelines Section 15183, which provides: "CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review.

This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies." (Pub. Res. Code Sec. 21083.3; CEQA Guidelines Sec. 15183(a)). Assuming that the Project would qualify for a CPE, the City would be required under CEQA Guidelines Section 15183(b) to limit its CEQA review to potentially significant impacts, if any, that (quotation marks omitted):

- are peculiar to the Project or the property on which the Project will be located;
- were not analyzed as significant impacts in the 2017 SEIR or 2014 NBPP EIR;
- are potentially significant off-site cumulative impacts not discussed in the 2017 SEIR or 2014 NBPP EIR; or
- are previously identified significant effects which, as a result of substantial new information not known at the time the 2017 SEIR or 2014 NBPP EIR were certified, are determined to have a more severe or adverse impact than discussed in the 2017 SEIR or 2014 NBPP EIR.

The Formal Master Plan's CEQA document would be intended to be sufficiently detailed and robust that subsequent PCP approvals in the Project Area would not require additional CEQA review (subject to City confirmation). Instead, a CEQA finding of consistency could be used to determine that a subsequent PCP approval is consistent with the Formal Master Plan's CEQA document, has been analyzed for CEQA purposes, and is subject to all applicable mitigation measures from the 2017 SEIR, 2014 NBPP EIR, and 2012 General Plan EIR, General Plan or NBPP policies, or other pertinent City development plans, policies, or standards.

Regardless of the level of CEQA review that the City, in its sole discretion, ultimately elects to use for the Project's review, Google recognizes that Project review and approval is subject to completion of environmental review under CEQA, whether in the form of an exemption or otherwise.

Development agreement

As the Project is a long-term development, to be implemented over multiple phases, a Development Agreement will be required to memorialize the obligations between Google, as the master developer, and the City. This document will establish the overall framework for the Project and the community benefits to be provided to the City, in exchange for a vested right to develop the Project in accordance with the Master Plan and associated supporting plan documents.

Broad topics the Development Agreement will need to address include, but are not limited to:

- duration of the agreement
- permitted uses (and types of required permits)
- density/intensity of permitted uses
- transferable development rights
- developer obligations and schedule of performance
- City obligations for funding NBPP Priority Transportation and Infrastructure Improvements

- demolition and construction phasing plan
- dedication of land for parks and POPAs credit
- infrastructure reimbursements and impact fee credits
- community benefits, including local school strategy
- design review and expedited approval process for subsequent permits, including PCP applications and park improvements
- anticipated procedure for CEQA review for subsequent PCP approvals that are consistent with all development, design, and use requirements
- master encroachment agreement
- standardized forms and documents

Master plan

The Formal Master Plan will outline the key elements of a proposal for the Project Area. It will reflect the fixed elements such as the new street network and land use parcels, as well as conceptual elements such as development footprints parcels, parks and open space programmatic plans, and pedestrian and bicycle ways. The Master Plan will describe design concepts, land use and programs, open space and habitat, building massing, circulation and mobility, infrastructure and sustainability, and phasing strategies for the Project Area. As an implementation tool, the Master Plan, in conjunction with the NBPP, will establish the governing parameters for the design intent and application of development standards and guidelines for future PCPs.

Broad topics the Master Plan will address include but are not limited to:

- land use plan
- project-specific development standards/interpretations
- affordable housing plan
- TDM programs and implementation
- infrastructure and district systems plan
- parks and open space plan
- sustainability and resilience plan
- streetscape master plan
- signage master plan

Vesting tentative subdivision map

The VTSM is needed to facilitate the land division of the Project Area, in order to deliver a multi-phase project, dedicate new rights-of-way and easements, and transfer land for parks, open space, and stand-alone affordable housing.

Planned community permit process and subsequent horizontal improvement approvals

Section 3.5.2(7) of the NBPP states that City Council shall determine, at the time of Master Plan approval, the City's subsequent development review process for PCPs associated with an approved Master Plan. Accordingly, Google requests that subsequent PCP applications be approved at the staff level. In order to facilitate this, additional non-discretionary development standards and design requirements for residential and office buildings may be included in the Formal Master Plan.

The Development Agreement will also include the process for the review and approval of Project-wide horizontal improvements that may need to be approved independently of vertical development, and/or parks and open space improvements.

As master developer, Google will request a Master Encroachment Agreement to facilitate the delivery within the public right-of-way of district-wide utility systems such as water, wastewater recycled water, district heating and cooling, automatic waste, and micro-grids.

PROJECT IMPLEMENTATION

Preliminary development agreement terms

The following is a summary of potential basic terms of a Development Agreement between the City and Google, as master developer. Google recognizes that the City has the independent authority to review, and in its sole discretion to approve or disapprove, any proposed Development Agreement following the City's independent environmental review and analysis of the Project under CEQA. These proposed terms do not commit the City to approving any Project entitlement.

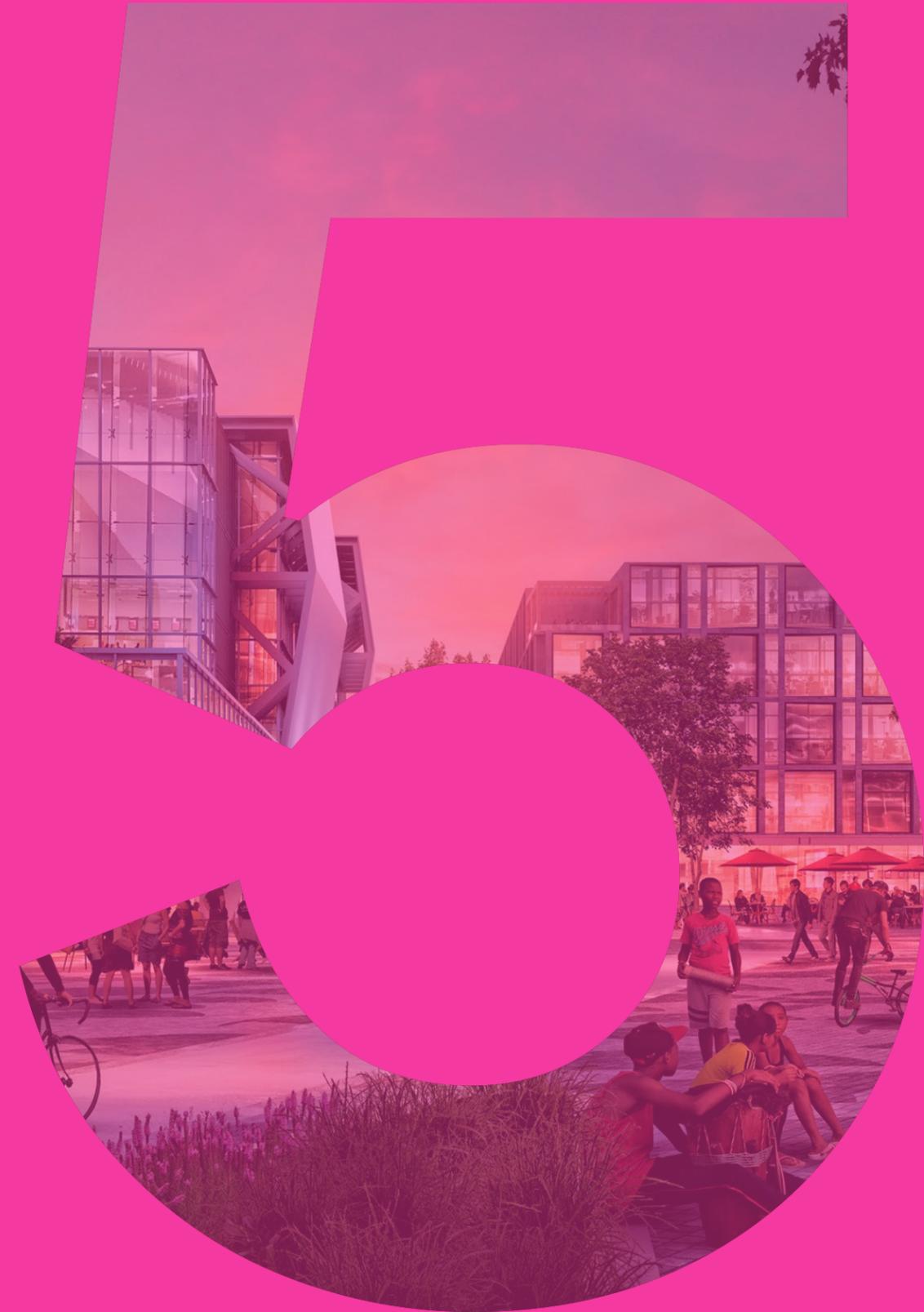
1. **DEVELOPMENT AGREEMENT.** An initial 20-year Development Agreement to facilitate the long-term delivery of the Project. Extension rights will be requested based upon delivery and performance.
2. **OFFICE FAR TRANSFER.**
 - a. Permit the redevelopment of ±1,561,000 sf of existing office within the Project Area.
 - b. Permit the transfer of ±129,200 sf of existing office at Marine Way, to be rebuilt within the Project Area.
 - c. Permit the transfer of ±28,000 sf of existing office at 1600 & 1616 N. Shoreline Blvd to be rebuilt within the Project Area.
 - d. Permit the transfer of additional office square footage from other existing buildings within North Bayshore to be rebuilt within the Project Area, provided (i) the existing office building/s are demolished within six months of occupancy of the newly constructed buildings, and (ii) the total square footage of office space within the Project Area does not exceed ±3,150,000 sf.
 - e. Permit development phasing necessary for the demolition and development of office buildings in the Project Area.
3. **BONUS FAR.** Permit 1,303,250 sf Non-Residential Bonus FAR and sufficient Residential Bonus FAR to facilitate 7,000 residential units within the Project Area.
4. **AFFORDABLE HOUSING.** Affordable housing is intended to be delivered concurrently with market rate residential units, with ±5 percent of affordable residential units provided as inclusionary units and ±15 percent of affordable residential units facilitated by land dedications.
5. **IN-KIND IMPROVEMENTS/HOUSING IMPACT FEE.** Permit in-kind financial contributions provided by Google to third-party BMR developers so as to facilitate affordable housing (including prepayment of housing impact fees) to be credited against any required housing impact fee attributed to the Project. Any housing impact fees collected by the City and attributed to the Project are allocated to assisting the development of affordable housing on dedicated sites within the Project Area.
6. **IN-KIND IMPROVEMENTS/PARK LAND IN-LIEU FEE CREDIT.** Permit in-kind improvements undertaken by Google on land dedicated for public parks and open space to be credited against required park in-lieu fees attributed to the Project.
7. **CERTIFICATES OF OCCUPANCY WITHOUT COMPLETION OF TRANSPORTATION IMPROVEMENTS.** Certificates of Occupancy for Non-Residential Bonus FAR may be issued prior to completion of required NBPP Priority Transportation Improvements provided it has been demonstrated that completion of those improvements will allow the proposed office project to meet the district-wide vehicle trip cap.
8. **SHORELINE COMMUNITY FUND.** Bonding from incremental property tax created by the Project and received by the Shoreline Community Fund shall be used to finance NBPP Priority Transportation Improvements and any required utility infrastructure that cannot be fully funded by the NBS Developer Impact Fee and the Project's contribution toward the Charleston Transit Corridor.
9. **AMPHITHEATRE DISTRICT PARKING.** Enter into a 40-year, fair market rate ground lease and/or consent to a sublease from Live Nation to allow Google to construct and operate a central district parking garage on Lot C of the Shoreline Amphitheatre for parking for the Project. It is contemplated that a portion of the garage will be available during non-office hours for specific Shoreline Amphitheatre events and public use.
10. **PLANNED COMMUNITY PERMIT PROCESS.** Subsequent PCP applications (including standalone infrastructure projects) and park improvements meeting prescribed development standards and design requirements will be reviewed and approved administratively by staff.

2.5. Financing

Implementation of the Project is contingent upon public funding for the completion of the NBPP priority transportation and utility infrastructure improvements as anticipated by the NBPP. The Project will contribute the required NBS Development Impact Fees and up to \$35m for completion of the Charleston Transit Corridor. As the full build out of the NBPP is dependent on the implementation of the NBPP Priority Transportation Improvements (and as contemplated in the 2017 Supplemental EIR), public funding will be needed to address any shortfall. It is anticipated that the public funding, as provided in the NBPP and the 2015 Nexus Study, will include utilization of the Shoreline Community Fund and bonding against future, increased and incremental property tax revenues created by the Project.

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5. COMPLIANCE



5.1. Conformance framework

General Plan conformance

The General Plan designates the majority of the Project Area as North Bayshore Mixed-Use, and a portion of the Project as Mixed-Use Center (North Bayshore). Both designations allow a mix of land uses, including residential and office.

The Project is consistent with the two designations in that it promotes a mix of land uses, including residential, office, retail, lodging, and educational uses. Strong pedestrian and bicycle connections, particularly in the form of the Green Loop, provide permeability within the Project Area and to the wider North Bayshore, with connections to the Stevens Creek Trail, Permanente Creek, Charleston Park, and north to Shoreline Regional Park.

Shoreline Commons, the part of the site designated as Mixed-Use Center, is pedestrian-oriented. In acknowledgment of the General Plan’s focus on entertainment and civic uses, Shoreline Commons’ orientation leverages synergies with the Computer History Museum located on the adjacent side of N. Shoreline Boulevard. Shoreline Commons has been designed to facilitate future pedestrian and vehicular connections to the adjacent owners’ land, should they decide to redevelop. This would allow the Gateway to be fully developed as an integrated mixed-use center.

Table 5.1.1. ASSESSMENT FRAMEWORK

GENERAL PLAN	North Bayshore Mixed Use, Mixed-Use Center (North Bayshore)		
ZONING MAP	P: Planned Community/Precise Plan North Bayshore		
PRECISE PLAN	Shorebird Complete Neighborhood • Core Character Area • General Character Area • Edge Character Area	Joaquin Complete Neighborhood • Gateway Character Area • Core Character Area	Pear Complete Neighborhood • Core Character Area

Precise Plan conformance

The NBPP is the governing document that guides all land use and development decision-making within North Bayshore. The document consists of an overall vision for North Bayshore, guiding principles, development standards, and guidelines. This Preliminary Master Plan addresses how the Project responds to and implements the NBPP’s vision and principles. A detailed response to each of the NBPP’s development standards and guidelines will be addressed as part of the Formal Master Plan application.

VISION AND GUIDING PRINCIPLES

The updated NBPP was adopted by City Council in December 2017 after a robust process that included engagement with a wide array of residents and stakeholders. The NBPP that resulted describes a vision built upon four essential pillars of design: habitat protection, neighborhood design, mobility, and innovation and sustainability. The vision is implemented through a series of guiding principles.

Create complete neighborhoods;
Create distinct areas with North Bayshore

The Project includes two “complete” neighborhoods made distinct by the varying spectrum of urban and natural conditions while remaining connected by an overall open space and circulation network. Each neighborhood will have its own character, yet each also includes an appropriate mix and variety of housing, office, active uses, community uses, and parks and open space.

Shorebird will provide both urban and immersive ecological experiences. From N. Shoreline Boulevard to Stevens Creek, residents, employees, and visitors can easily move from urban plazas and retail streets to informal recreation and play spaces along Shorebird Greenway, and from trails weaving through Shorebird Wilds to the immersive and educational landscape at the Eco Gem. The future elementary school enhances the educational focus of the neighborhood.

Joaquin is anchored by Shoreline Commons, which will ultimately be a regional draw with retail, entertainment, and higher-density housing, reaching its full potential when adjacent properties also redevelop. Joaquin North will include a mix of residential and office uses with a strong concentration of large-scale gathering spaces, including Joaquin Field, as well as intimate pocket parks.

Promote housing affordability
The Project will exceed the NBPP’s Tier I Residential Bonus FAR 15 percent affordable housing requirement by providing 20 percent of the Project’s residential units as affordable through a combination of land dedication and inclusionary affordable residential units.
The Project will include land zoned for 7,000 residential units to provide a range of housing types and sizes, including affordable housing that will service a range of low-, moderate-, and middle-income households consistent with the *North Bayshore Affordable Housing Administrative Guidelines*.

PROJECT COMPLIANCE

Enhance ecosystems and habitat

The Project seeks to return historically occurring natural features such as open meadowlands, willow groves and freshwater wetlands, and oak savannas into the Project Area. A diverse native planting palette will support a wide variety of wildlife species and ecological functions.

The Eco Gem riparian and wetland habitat will connect directly to the Charleston Retention Basin and Stevens Creek, increasing ecological value and functionality.

Anchored by the existing egret rookery, the Shorebird Wilds will expand and increase the egret habitat area. A portion of the Shorebird Way right-of-way will be relocated to the west in order to remove vehicular traffic and create connected habitat areas north and south of Charleston Road. Consistent with the NBPP, the 1201 Charleston Rd building will be retained.

To support connectivity of natural elements throughout the Project Area, a substantial tree canopy will line urban corridors and frame key open spaces.

Improve transportation connections to North Bayshore

The Project seeks to facilitate a place that is less car dependent. Accordingly, the Project proposes a number of strategies that include contributions to ongoing City improvement projects, expanding and implementing new TDM programs, and advancing active mobility and multimodal options.

The Project's success is tied to the issuance of Certificates of Occupancy for Non-Residential Bonus FAR once Google has contributed its proportional share of impact fees (\pm \$54.7m) toward NBPP Priority Transportation Improvements and demonstrated that those improvements will allow the proposed office project to meet the district-wide vehicle trip cap. In addition, Google proposes to contribute up to \$35m toward the completion of the Charleston Transit Corridor as part of its Non-Residential Bonus FAR community benefits.

As the priority transportation improvements have broader district benefits (beyond this Project), a comprehensive City funding strategy will need to be developed, one that utilizes impact fees received, community benefits, and the Shoreline Community Fund to finance the construction of the improvements.

Expand and improve public spaces

The Project will create a robust network of connected parks and open spaces throughout the Project Area, linking to existing natural assets along Stevens and Permanente Creeks, Shoreline Regional Park, Charleston Retention Basin, and Charleston Park. The Green Loop will provide a largely off-street pedestrian and bicycle connection between all of these open spaces.

Residents, employees, and visitors will experience a public realm that will include vibrant urban plazas, active neighborhood parks, passive recreation areas, and natural open spaces that gradually transition to habitat areas.

In total, \pm 34.5 acres of publicly accessible parks and open space will be provided, of which \pm 18 acres will be dedicated to the City and MVWSD.¹

Create walkable, human-scale blocks

A grid network will weave streets together with bicycle paths, trails, and pedestrian pathways, offering a finer grain and multiple ways for people to circulate and experience the neighborhoods. The network of new streets, pedestrian passages, and trails will create a pedestrian-friendly environment supported by active uses, frequent ground-floor entries, and human-scaled design. The experience will be further enhanced by the embedded variety and contrasts in scale between buildings, smaller pavilions, and landscape and open space areas.

The Project will generally maintain a block length of 400 feet in keeping with the NBPP. Where the block length is over 400 feet, buildings will be limited to 350 feet in length and breaks between buildings will ensure variety and rhythm that support a healthy pedestrian environment.

¹ A one-acre joint use park is proposed to be dedicated to MVWSD as part of the elementary school site land dedication.

Concentrate growth to support transit

The Project generally concentrates new development within a five-minute walking distance from a public transit stop. The majority of high-density development will be located immediately adjacent to N. Shoreline Boulevard within the Gateway and Core Character Areas. A walkable network of streets with bicycle lanes and conveniently located neighborhood services and amenities will be immediately accessible to all residential and commercial buildings.

Google acknowledges that the City is investigating the possibility of AGT facilities that could connect downtown Mountain View with North Bayshore. It is understood that this elevated facility would utilize the existing N. Shoreline Boulevard right-of-way and an AGT station would be located in the vicinity of N. Shoreline Boulevard and Charleston Avenue. Google will work with the City to determine the location of this future station.

Make the area highly sustainable

Principles of sustainability are integral to the Project and implicit in both its efficient use of land and the active mobility strategy proposed.

The co-location of land uses will seek to minimize vehicle trips while promoting pedestrian and bicycle mobility.

A vibrant and green public realm will facilitate a variety of gathering and recreational spaces to foster social interaction, cultivate a sense of community, and promote health and wellness. Habitat restoration and enhancement will be incorporated within the Eco Gem and Shorebird Wilds.

Google is exploring district-scale infrastructure to improve efficiency of material, energy, and water use through centralized systems.

All new office buildings will be eligible for a LEED-NC Platinum rating, and all new residential buildings will meet the minimum 120 point GreenPoint rating or equivalent.

With the ambition of leading with innovative and creative design solutions, Google is studying the use of prefabricated and cross-laminated timber construction types for multiple buildings.

Promote transit, biking and walking

The Green Loop is the major pedestrian and bicycle connection between the neighborhoods, integrated with the existing off-street network as well as providing new connections between Shorebird and Joaquin. The Green Loop will also provide connections to Shoreline Regional Park, the Stevens Creek Trail, the Bay Trail, Permanente Creek, and downtown Mountain View.

The social spine will serve as a north-south pedestrian-priority connector within Shorebird.

Complete streets will be designed with a multimodal focus, providing generous sidewalks, cycle tracks, and bicycle lanes in addition to a network of off-street paths.

Protected cycle tracks will ensure safe and comfortable biking conditions for novice cyclists, while on-street bike lanes will offer a faster-paced alternative for commuter cyclists.

District parking garages will offer parking that is easily accessed from multiple off-site locations while also allowing the interiors of the neighborhoods to be more pedestrian- and bicycle-friendly.

PROJECT COMPLIANCE

Construct buildings that support public areas

The amplification of the public realm is a key organizing principle of the Project. A finer street grid on and near active streets will promote pedestrian permeability. Ground floors of all buildings will have transparency and human-scaled so as to enhance the pedestrian experience, with active uses located along the social spine, Shorebird Way, Monarch Street, and Shoreline Square. The Green Loop may also be lined with smaller-scaled pavilions and kiosks to serve as platforms for temporary or permanent creative programming.

New buildings will hold density while expressing human scale. Along primary streets, building parcels will be sited to provide a strong street wall, whereas buildings along open space will be staggered to create intriguing views and a sense of discovery.

Office buildings along the greenway parks will pilot a flexible approach to creating multi-purpose spaces that could open up to community use when not functioning as office amenities.

Minimize the potential consequences of sea level rise

The Project minimizes the potential consequences of sea level rise by locating development in upland areas. All new buildings will be protected against the projected year 2100 sea level rise through elevated finished floors.

An integrated and coordinated design of levees and storm drain systems along with upland retention and detention will prevent critical infrastructure from flooding and/or failing. The expansion of the Charleston Retention Basin will provide an additional five acre-feet of stormwater detention volume during larger storm events.

The NBPP includes a series of sea level rise mitigation projects that benefits all of North Bayshore. City Council has allocated initial funds from the Shoreline Community Fund to finance these improvements.

Promote economic diversity

Active streets will provide for a range of retail, neighborhood services, and entertainment uses. These spaces will be largely located within ground floors along the social spine, Shorebird Way, Monarch Street, Joaquin Park, and abutting Shoreline Plaza along with flex pavilions in each neighborhood.

Tenant spaces will be flexible in size, catering to a variety of uses and providing market flexibility while also allowing uses to evolve over time to ensure an ongoing vibrancy. Smaller spaces will offer a lower barrier to entry and promote a diversity of tenants and retailers, including micro and small businesses. Space will also be reserved and subsidized for small businesses to promote business diversification and community resources.

Economic diversification of the area also depends on the potential of the local and nonprofit community to participate. To that end, the Project will include community spaces and space for nonprofits and community services.

Promote retail, entertainment and the arts

The pedestrian-oriented social spine and Shorebird Way will be the intersectional heart of daily life, providing space for a variety of active uses that could include retail, food and beverage, small businesses, non-profits, co-working, maker spaces, art studios, and neighborhood amenities and services. These active streets will provide a variety of storefronts and easily divisible spaces that can scale for different needs. A space for a local market will be provided within Shorebird.

As intended by the draft Gateway Master Plan, Shoreline Commons will provide the foundational setting for an entertainment-focused precinct. A hotel and active ground floor uses will line Shoreline Square to provide an interim but highly visible gathering space until such time as the Gateway expands with the redevelopment of adjoining properties.

The Project will include multiple key pieces of public art within parks and along pedestrian ways. Select building facades, in particular garages, may also include murals or three-dimensional art.

COMPLETE NEIGHBORHOOD ANALYSIS

The NBPP includes a strategy for North Bayshore to develop three complete neighborhoods. The Project is located within the Shorebird and Joaquin Complete Neighborhoods. The Project also encompasses four character areas: Gateway, Core, General, and Edge – see Figure 3.1.4.

The NBPP identifies land use targets for each neighborhood, a blueprint for how the neighborhoods will develop over time. These targets are flexible and not a strict requirement. Variations in the targets between neighborhoods is expected, so long as each neighborhood develops a mix of different land uses².

The Project substantially complies with the NBPP’s Complete Neighborhood targets, providing 7,000 residential units of the combined 9,850 target for the Complete Neighborhoods (with the potential for the balance to be developed on non-Google owned parcels within these neighborhoods).

Together with the office, hotel, retail, arts, entertainment, neighborhood services, and other active uses, the Project delivers the NBPP’s vision of creating distinct, complete neighborhoods that integrate housing and habitat, innovation and sustainability, mobility and walkability.

Table 5.1.2. COMBINED NBPP NEIGHBORHOOD TARGETS

	NEIGHBORHOOD TARGETS	PROPOSED	PERCENTAGE
Size	±154 acres	±122 acres ³	
Residential units	9,850 units	7,000 units	71%
Affordable housing units	1,970 units	1,400 units	71%
Employment	5,000,000 sf	3,060,500 sf ⁴	61%
Retail and entertainment	290,000 sf	265,000 sf	91%
Hotel	400 rooms	400 rooms	100%
School	–	4 acres	–
Public open space (minimum)	Community park, three neighborhood parks	Community park, seven neighborhood parks, habitat conservation	–

³ 96.0 acres exclusively within the Shorebird and Joaquin Complete Neighborhoods, 119.9 acres including Outer Shorebird and 1555 Plymouth St.

⁴ Excluding 1200 Charleston Rd, which is to be retained

² CMV City Council Gateway Master Plan Study Session Staff Report, November 5, 2019

PROJECT COMPLIANCE

Table 5.1.3. SHOREBIRD NBPP NEIGHBORHOOD TARGETS

SHOREBIRD	NEIGHBORHOOD TARGETS		PROPOSED	PERCENTAGE
Size	±49 acres		±66 acres ⁵	
Residential units	2,950 units		2,200 units	75%
Affordable housing units	590 units		440 units ⁶	75%
Employment	1,500,000 sf		1,633,00 sf ⁷	108%
Retail and entertainment	15,000 sf		200,000 sf	1,133%
Hotel	0		180 rooms	—
School	—		4 acres	—
Public open space (minimum)	Neighborhood Park	Three neighborhood parks, habitat conservation		—

⁵ 49.0 acres executively within the Shorebird Complete Neighborhood, 66.3 acres including Outer Shorebird.

⁶ Distribution of affordable residential units across the complete neighborhoods will be contingent upon identification of dedicated affordable housing parcels to be determined as part of the master plan design review process.

⁷ Excluding 1200 Charleston Rd, which is to be retained

Outer Shorebird

Part of the Project Area extends east beyond the boundary of the Shorebird Complete Neighborhood, namely that part of the Project that includes the Eco Gem, Shorebird parking garage, and the district system's central utility plants. While outside of the Complete Neighborhood boundaries, development is still located within the NBPP area and consistent with the Edge Character Area.

Table 5.1.4. JOAQUIN NBPP NEIGHBORHOOD TARGETS

JOAQUIN	NEIGHBORHOOD TARGETS	PROPOSED	PERCENTAGE
Size	±72 acres	±53 acres ⁸	
Residential units	3,950 units	4,500 units	114%
Affordable housing units	790 units	900 units ⁹	114%
Employment	2,500,000 sf	1,517,000 sf	60%
Retail and entertainment	240,000 sf	60,000 sf	25%
Hotel	200 rooms	220 rooms	110%
Public open space (minimum)	Community Park; Neighborhood Park	Community park, four neighborhood parks	—

⁸ 50.7 acres executively within the Joaquin Complete Neighborhood, 53.6 acres including 1555 Plymouth St.

⁹ Distribution of affordable residential units across the complete neighborhoods will be contingent upon identification of dedicated affordable housing parcels to be determined as part of the master plan design review process.

1555 Plymouth St

As part of the City-led Gateway Master Plan effort, City Council directed that 1555 Plymouth St – currently outside of the Complete Neighborhoods – be studied for potential inclusion in the Gateway Master Plan study area. In November 2019, City staff recommended that 1555 Plymouth St be included in the Gateway Master Plan study area and that residential development be permitted on this parcel, as it “creates an overall better site plan for the Gateway area by integrating this narrow parcel with surrounding parcels, while also allowing a new potential gateway access road from Plymouth Street through the parcel”.¹⁰ Accordingly, the Project incorporates this parcel into the Gateway Character Area and proposes residential development at this location. An amendment to both the General Plan and the NBPP will be required to permit residential development at 1555 Plymouth St.

¹⁰ CMV City Council Gateway Master Plan Study Session Staff Report, November 5, 2019

PROJECT COMPLIANCE

Table 5.1.5. PEAR NBPP NEIGHBORHOOD TARGETS

JOAQUIN	NEIGHBORHOOD TARGETS	PROPOSED	PERCENTAGE
Size	±43 acres	±2 acres	5%
Residential units	2,950 units	300 units	10%
Affordable housing units	590 units	60 units ¹¹	10%
Employment	1,000,000 sf	—	—
Retail and entertainment	35,000 sf	5,000 sf	14%
Hotel	200 rooms	—	—
Public open space (minimum)	Neighborhood Park	—	—

¹¹ Distribution of affordable residential units across the complete neighborhoods will be contingent upon identification of dedicated affordable housing parcels to be determined as part of the master plan design review process.

Draft Gateway Master Plan conformance

In May 2019, City Council directed staff to prepare a master plan for the Gateway Character Area in North Bayshore (hereafter the “draft Gateway Master Plan”). In November 2019, staff presented the draft Gateway Master Plan to get direction from City Council. City Council supported the Recommended Master Plan that does not respect existing property lines. Staff also included an Alternate Master Plan that reflected existing property lines – see Figure 5.1.1.

The draft Gateway Master Plan is built upon four key strategies: placemaking, land use location, program, and parking and vehicle trips¹². The Project substantially complies with the draft Master Plan’s key strategies.

Placemaking

The Project generally complies with the placemaking strategies of the draft Gateway Master Plan, and sets the stage for implementing the full vision at such time as the adjoining properties are redeveloped. The Project will provide:

- key connections, streets, and slightlines from N. Shoreline Boulevard; and
- a central identifiable gathering space lined with active uses.

Land use location

The Project generally complies with the Gateway Land Use Plan that reflects existing property boundaries:

- The parking garage and office building are located abutting U.S. 101.
- Residential uses are located to the north and west along Plymouth Street.
- Shoreline Square and Gateway Plaza are located between the office and residential uses, which are the foundation of a larger gathering space once the adjoining property is redeveloped. Ground level retail and other active uses surround the plazas.
- Theater and fitness uses are to be developed on adjacent landowner’s property.

See Figure 5.1.1.

Land use program

Table 5.1.6 compares the draft Gateway Master Plan program targets with the Project.

Parking and vehicle trips

The Project generally complies with the parking strategies identified for the Gateway, including a proposed district parking garage abutting U.S. 101. Given the scale of the Project, a Project-wide solution is proposed for transportation and parking - see Section 2.1 *Transportation and mobility*.

¹² CMV City Council Gateway Master Plan Study Session Staff Report, November 5, 2019

PROJECT COMPLIANCE

Table 5.1.6. GATEWAY MASTER PLAN TARGETS

LAND USE	DRAFT PLAN USE PROGRAM	PROJECT
Office	500,000 gsf	250,000 sf
Retail/Active/Small Business	100,000 - 150,000 gsf	20,000 sf
Theater	100,000 gsf	—
Fitness	100,000 gsf	—
Hotel	150-200 rooms	220 rooms
Residential	1,700–2,000 units	1,000 units
Open Space	1.5–3 acres	1.1 acres

Figure 5.1.1. DRAFT GATEWAY MASTER PLAN LAND USE COMPLIANCE



- Key*
- OFFICE
 - RESIDENTIAL
 - RETAIL & ACTIVE USES
 - HOTEL
 - OPEN SPACE
 - PARKING
 - FLEX - HOTEL, OFFICE, PARKING
 - GREEN LOOP
 - PROJECT AREA

Overall project conformance

AFFORDABLE HOUSING

NBPP affordable housing requirement based on proposed development program – see NBPP Section 3.4.1 and *North Bayshore Affordable Housing Administrative Guidelines*.

TOTAL UNITS	RATE	REQUIRED UNITS
7,000	15 percent affordable housing, with a priority for: 1. land dedication 2. inclusionary units 3. payment of in-lieu fee	15% (or 1,050 affordable residential units)

Project – affordable housing compliance based on proposed development program – see Section 2.1 *Housing*.

TOTAL UNITS	DESCRIPTION	PROJECT PROPOSAL
7,000	20 percent affordable housing, by dedicating multiple land parcels to facilitate ±15 percent affordable housing and provide ±5 percent inclusionary affordable residential units within market rate buildings.	20% (or 1,400 affordable residential units)

PARKS & OPEN SPACE

NBPP park land dedication requirement based on proposed development program – see NBPP Tables 1 & 2, and Park Land Dedication Ordinance.

ENTITLEMENT	PARKLAND DEDICATION RATE	REQUIRED ACREAGE
Up to 5,600 market rate residential units	<ul style="list-style-type: none"> 0.006 acres per market rate unit 1 neighborhood park in Shorebird 1 community park and 1 neighborhood park in Joaquin 	Up to 33.60 acres

Project – park land compliance based on proposed development program – see Section 2.1 *Parks and open space*.

PROPOSED PARK	TYPE	AREA (IN ACRES)	CREDIT (IN ACRES)
Eco Gem	Dedicated	±10.7	±10.7
Shorebird Wilds	Dedicated	±4.5	±4.5
Shorebird Greenway	POPA > 1ac	±2.6	±2.6
Shorebird Square	Dedicated	±0.3	±0.3
School Park	Dedicated to MVWSD	1.0	1.0
Gateway Plaza	Dedicated	±0.9	±0.9
Shoreline Square	Dedicated	±0.2	±0.2
Joaquin Greenway & Joaquin Field	POPA > 1ac	±4.5	±4.5
Charleston Quad	POPA ≤ 1ac	±0.6	±0.6
Joaquin Park	Dedicated	±0.4	±0.4
Total			±25.7 acres

Note

1. Shorebird Greenway satisfies the neighborhood park requirement for the Shorebird Compete Neighborhood.
2. Gateway Plaza and Shoreline Square establish the foundation for a larger future Community Park in Joaquin Complete Neighborhood upon redevelopment of the adjacent property.
3. Joaquin Park satisfies the neighborhood park requirement for the Joaquin Complete Neighborhood.
4. Proposed that in-lieu fees be applied as in-kind improvements to dedicated park land as permitted by the Quimby Act.

PROJECT COMPLIANCE

CAR PARKING

Office and residential NBPP parking requirements and Project compliance – see NBPP Table 23.

LAND USE	REQUIRED STALLS	PROJECT PROPOSAL
Office	2.7 stalls per 1,000 gsf maximum	2.0 stalls per 1,000 gsf
Residential	0.25 stalls per Micro-unit 0.5 stalls per 1 Bedroom maximum 1.0 stalls per 2 Bedroom/3 Bedroom	Average 0.4 stalls per residential unit at full build out

IMPACT FEES

Required Citywide and NBPP Impact Fees to be paid by the Project based on proposed development program – pursuant to the 2020/21 City Fee Schedule.

USE	FEE	PROPOSED SF / UNITS	FEE RATE	TOTAL FEE
CITYWIDE OFFICE AND R&D, GENERAL FEES				
	Housing Impact Fee	1,303,250 net new sf	\$14.58/net new for 10,000 gsf; \$29.15 net new gsf above 10,000 gsf	±\$37.8m
	School Level 1 Developer Impact Fee	1,303,250 net new sf	\$0.66/net new sf	±\$0.9m
	Transport Impact Fee	1,303,250 net new sf	\$5.25/net new sf	±\$6.8m
	Water Capacity Fee	6 meters assumed	\$68,220 /3 inch meter	±\$0.4m
	Sewer Capacity Fee	1,303,250 net new sf	\$2.39/net new gsf	±\$3.1m
NBPP IMPACT FEE FOR TRANSPORTATION AND UTILITY IMPROVEMENTS				
	Transportation Impact Fee	1,303,250 net new sf	\$24.88/net new sf	±\$32.4m
	Water Impact Fee	1,303,250 net new sf	\$7.03/net new sf	±\$9.2m
	Sewer Impact Fee	1,303,250 net new sf	\$1.31/net new sf	±\$1.7m
CITYWIDE RESIDENTIAL, GENERAL FEES				
	School Level 1 Developer Impact Fee	6,420,000 net new sf	\$4.08/net new assessable gsf	±\$26.2m
	Transportation Impact Fee	5,600 units (affordable excluded per City Code Sec. 43.8.a.2 Code)	\$2,756/unit	±\$15.4m
	Water Capacity Fee	7,000 units	\$2,620/unit	±\$18.3m
	Sewer Capacity Fee	7,000 units	\$2,346/unit	±\$16.4m

CITYWIDE RETAIL / HOTEL, GENERAL FEES			
In order to support commercially viable Neighborhood commercial spaces, including those for small businesses, in North Bayshore, and in consideration of the current economic challenges for retail/small businesses, Google requests that all applicable City Impact Fees be waived for retail, community and hotel uses.			
School Level 1 Developer Impact Fee	543,944 net new gsf	\$0.66/net new assessable gsf	±\$0.4m
Total Required Citywide & NBPP Impact Fees			±\$169.1m

BONUS FAR

NBPP Additional Bonus FAR requirements and Project compliance – see NBPP Section 3.3.4, and Section 4.1.

LAND USE	BONUS FAR REQUIREMENT	PROJECT COMPLIANCE
OFFICE AND R&D		
	LEED Platinum or equivalent green building standard	Yes
	Public benefit or district improvement project, focused on transportation	Yes
	Enhanced Community Benefits	Yes
RESIDENTIAL		
	At least 15 percent affordable onsite residential units	Yes
	Additional green building and site design measures	Yes
	Enhanced Community Benefits	Yes

PROJECT COMPLIANCE

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6. APPENDIX



6.1. Abbreviations

AC	Acre
AGT	Automated guideway transit
BMR	Below market rate
CEQA	California Environmental Quality Act
CITY/CMV	City of Mountain View
CLT	Cross-laminated timber
CUP	Central utility plant
EIR	Environmental impact report
FAR	Floor area ratio
HOZ	Habitat overlay zone
NBPP	North Bayshore Precise Plan
MVLA	Mountain View Los Altos Union High School District
MVWSD	Mountain View Whisman School District
PCP	Planned community permit
POPA	Privately-owned, publicly-accessible open space
PROJECT	A mixed-use, land use proposal within the Project Area
PROJECT AREA	A ±122-acre land holding within North Bayshore that is subject to this application
SEIR	Supplement environmental impact report
SF	Square feet
SHORELINE COMMUNITY FUND	Shoreline Regional Park Community Fund
SOV	Single occupancy vehicle
TDM	Transportation demand management
TMA	Transportation management association
VTSM	Vesting tentative subdivision map

6.2. Geographic references

Project Area



Shorebird

Google landholdings



Joaquin

Google landholdings



Joaquin North



Shoreline Commons



Gateway

Draft Master Plan Area



Pear

Google landholdings



Marine Way



Amphitheater Lot C





Illustrative rendering conceptual only, subject to change