Google lendlease

North Bayshore Framework Master Plan

08.2021

Preface

The North Bayshore Precise Plan (NBPP) defines a master plan entitlement process to ensure a coordinated and integrated approach to achieving the City's objectives for the plan area. In March 2021, the City of Mountain View allocated ±1.3m sf of Non-Residential Bonus FAR to Google in exchange for certain community benefits, the specifics of which will be outlined in the North Bayshore Development Agreement ("Development Agreement") between the City of Mountain View and Google.

This document and the Development Agreement are interdependent. Google's ability to implement the Master Plan is predicated on the principle of maintaining a financially feasible project and will require Google and the City to work together to find the right balance between feasibility, value creation and entitlement and cost certainty for both parties. Further, Google's ability to deliver certain project features and community benefits described in this document is dependent on negotiating mutually satisfactory business terms within the Development Agreement. If Google and the City agree to the terms of a Development Agreement, then it would be submitted for approval and execution concurrently with the entitlement of this Master Plan in accordance with Section 36.54 et seq. of Division 14 of Chapter 36 of the City of Mountain View's Code of Ordinances.

This North Bayshore Framework Master Plan ("Master Plan") outlines the proposal for land use location and intensity, urban design, open space, mobility, district parking, infrastructure, sustainability, and implementation and phasing strategies.

This Master Plan is the first step in a multi-stage entitlement process that will enable the realization of the NBPP's goals across a majority of the land area envisioned by the NBPP Complete Neighborhoods. A suite of accompanying documents will support the long-term implementation of this Master Plan, including a supplemental EIR, development agreement, and vesting tentative map.

Vision

Over the past 50 years, Mountain View's last remaining rural neighborhood, North Bayshore, was developed into a successful office park distinguished by its corporate tenants, mature landscape and its proximity to Shoreline Park and the San Francisco Bay. However, the experience of North Bayshore today is fragmented: a majority of land is covered by asphalt and dedicated to cars, and most buildings are inwardly oriented and setback from the street, limiting the range of social experiences available to the public. The lack of housing means that every office worker is forced to be a commuter, and the limited and congested road network to serve them privileges private vehicular traffic, rather than pedestrians and cyclists. Only a modest number of residents call North Bayshore home, and they lack many essential services and amenities that drive a thriving neighborhood.

The City's vision, as laid out in the Precise Plan and reflected in this Master Plan, transcends the outmoded single use office park paradigm with a vision for active street life generated by thousands of new residents living and working in walkable neighborhoods, each boasting active community and retail spaces, and vibrant parks and public spaces.

To enrich and ground this ambitious undertaking as an integral part of Mountain View, this Master Plan describes the ways in which the natural and social systems of the site may be linked to its past, present, and future; and in so doing, distinguish life here from anywhere else, providing the experience of authenticity so often missing from contemporary development.

Urbanism and ecology, the natural systems of place, are typically seen as separate, often competing interests. However, this Master Plan seeks to embrace the concept of creating an ecology of place, a blending of the two, as a guiding principle. From an ecological perspective the site is positioned in a transitional area between habitat areas to the north and east and built-up spaces to the west and south. This Master Plan embraces these characteristics as complementary, forming a new heart within North Bayshore that rewards urban life—for residents, employees, and visitors—with rich access to nature.

Just as the native ecosystems provide inspiration and a design driver for urban placemaking and infrastructure, so too do retail, arts, community, and entrepreneurial opportunities inform its social systems and life. And all built on the district's hidden gems: its local businesses and cultural institutions, its linkages to the Bay Trail and the Permanente and Stevens Creek Trails, the initial pieces of the Green Loop, the area's extensive habitat and native landscapes, and its proximity to the existing neighborhood of Santiago Villa. This approach of "ecological urbanism" suggests that some places should and can have it both ways—bringing people to nature, and nature to city dwellers.

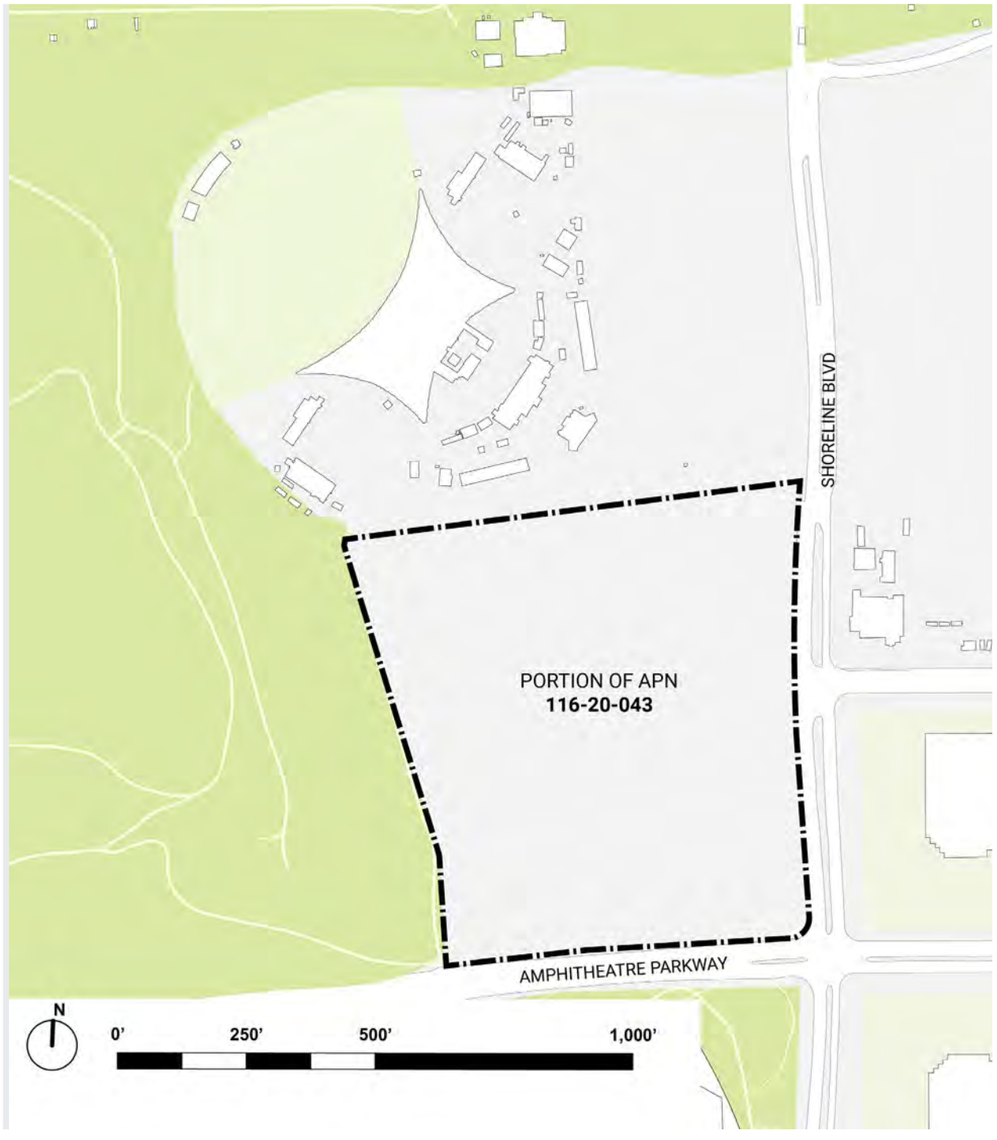
The transformative opportunity for North Bayshore goes beyond its borders by improving connections to and from Mountain View and the Bay—including a new bicycle bridge over U.S.-101, increased shuttles to Caltrain and downtown's Castro Street, and expanded trails and mobility infrastructure—creating many more reasons for residents of Mountain View to explore their City's closest connection to the Bay.

The vision for North Bayshore that informs this Master Plan is therefore one of simply, if not easily, changed priorities: from autocentric to people centric, from people or nature to people and nature, from solely office to mixed-use, and from the stasis of prescribed office hours to the vibrancy of life before, during and after work. It represents an optimism, both needed and well-founded, for this place, and this time.

Existing site

Plan 2.1.1 EXISTING PARCELS (APN)

Plan 2.1.2 EXISTING PARCELS, MARINE WAY + AMPHITHEATRE (APN)



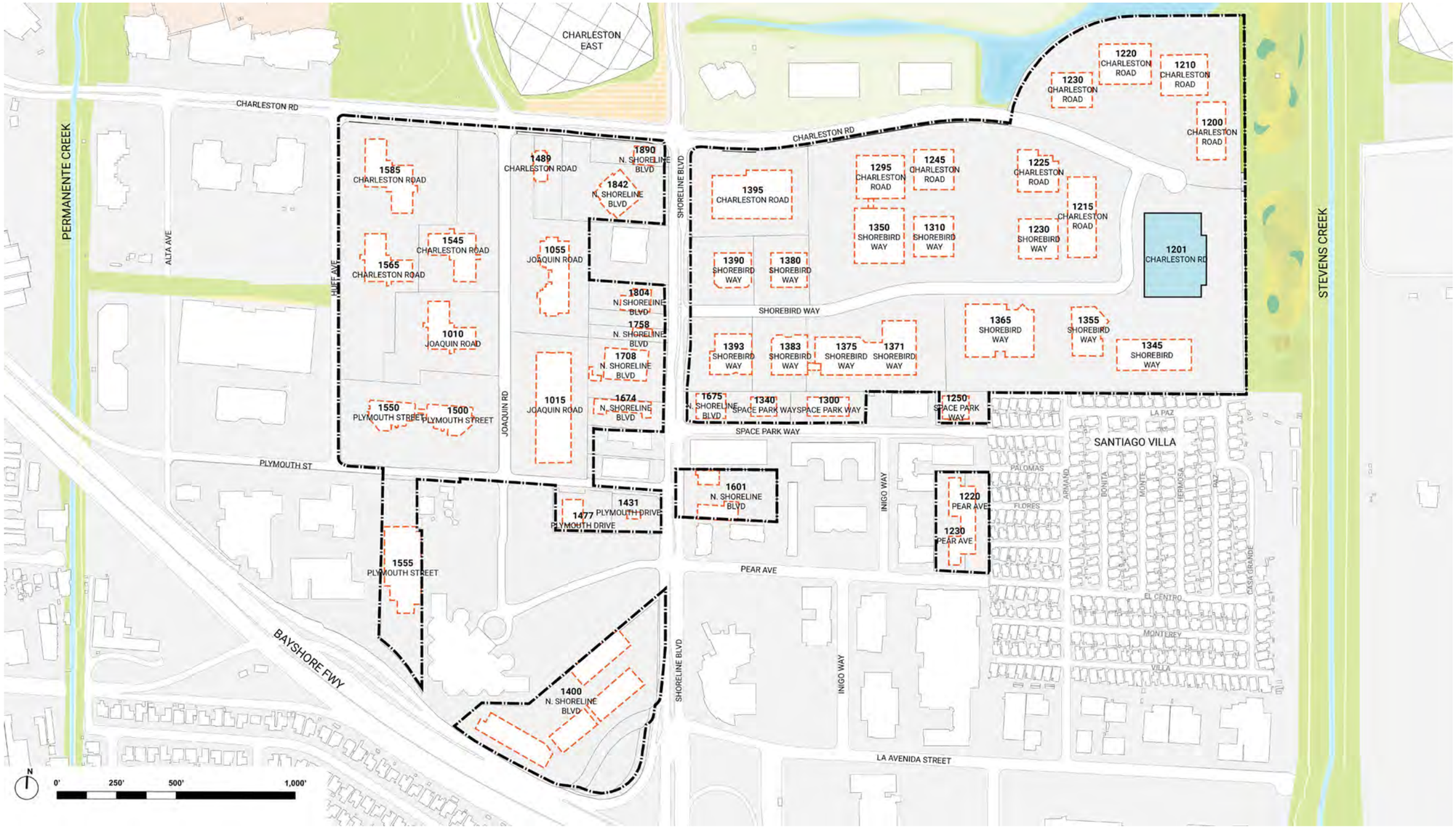
Key

- BUILDING TO REMAIN
- BUILDINGS TO BE REMOVED
- EXISTING OPEN SPACE
- EXISTING STREETS
- PROJECT AREA

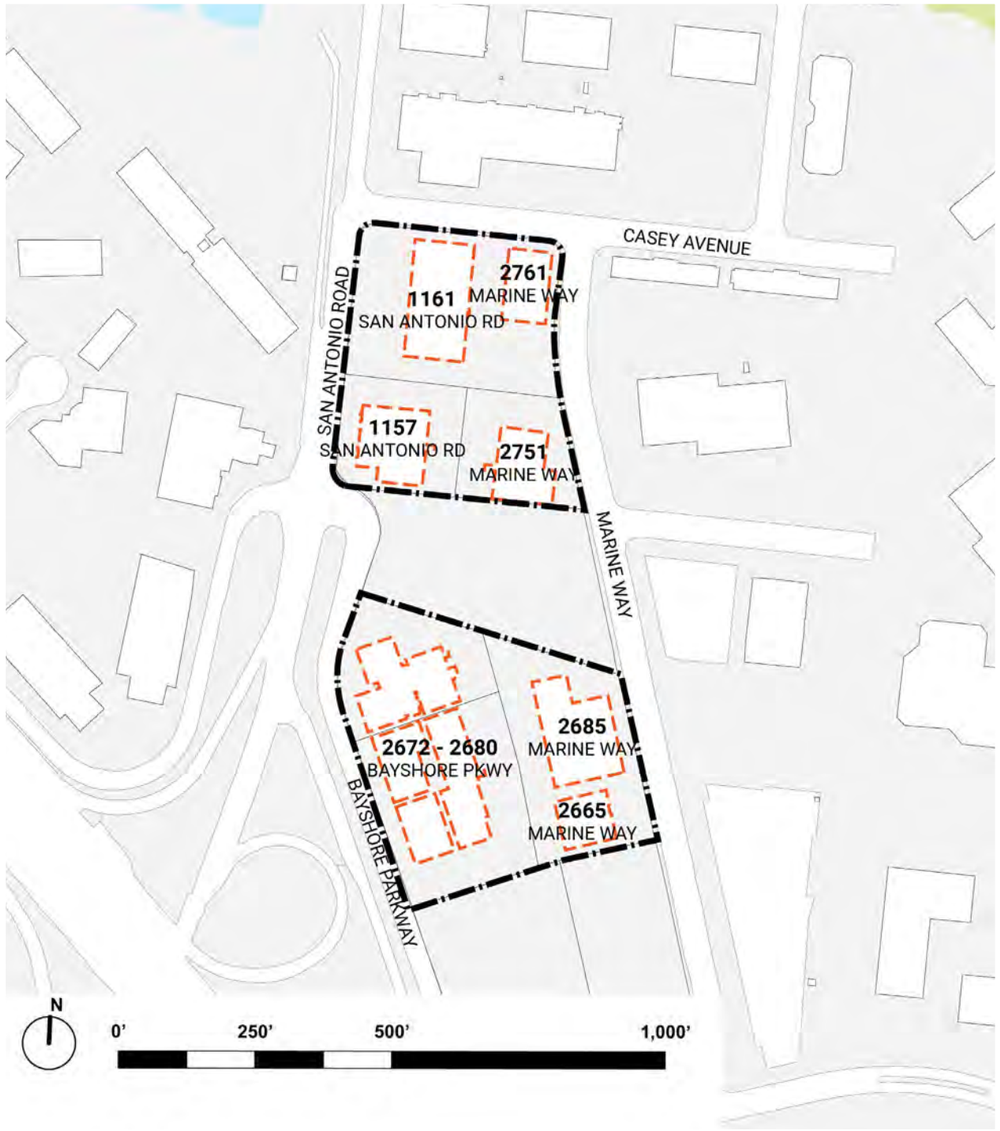
Note:

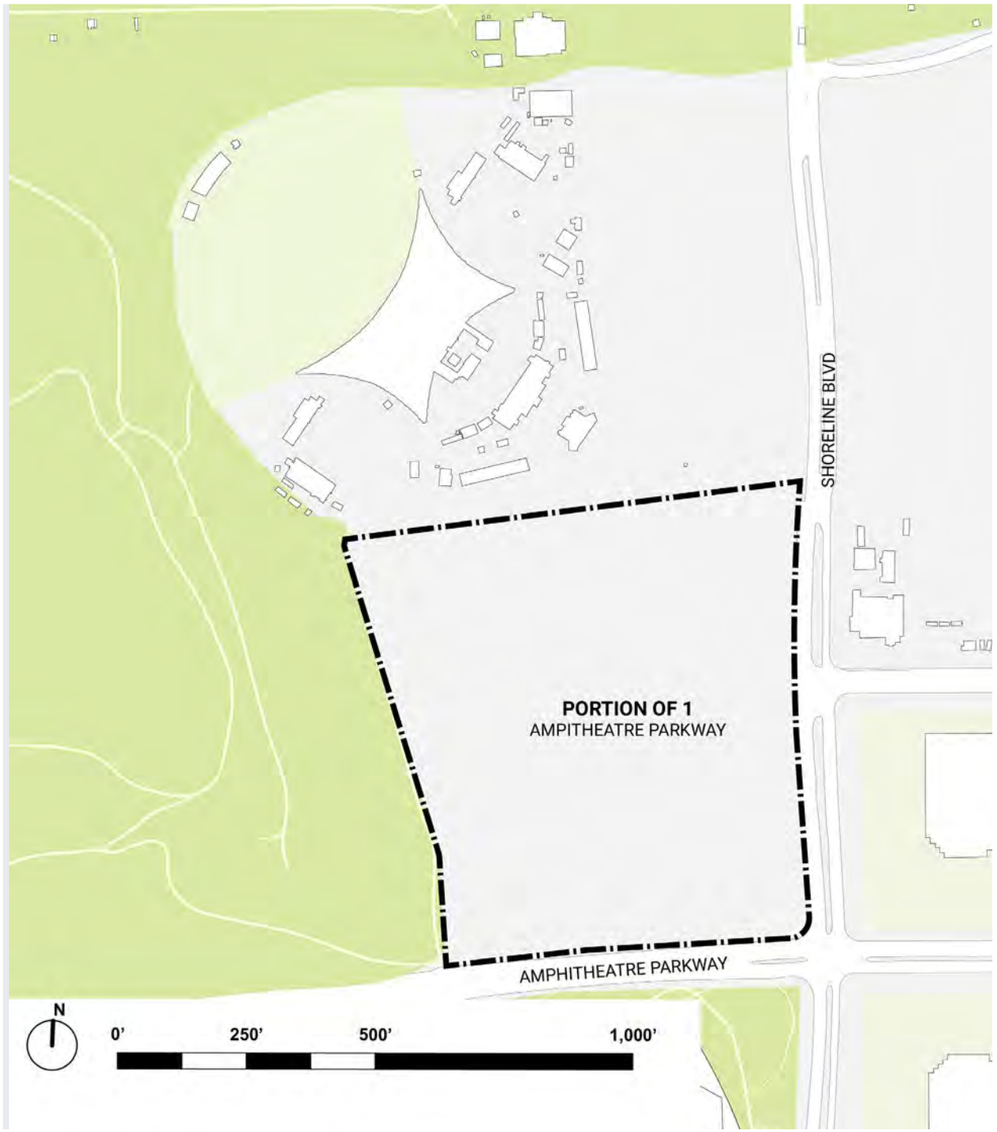
SA-P-1 (Amphitheatre Parking Garage) is a planned parking garage that would provide parking for uses located within the Master Plan Area. The parking garage will be part of the Master Plan's CEQA review but will require a Design Review Permit as it is located outside of the NBPP area.

Plan 2.1.3 EXISTING PARCELS (ADDRESS)



Plan 2.1.4 EXISTING PARCELS, MARINE WAY + AMPHITHEATRE (ADDRESS)





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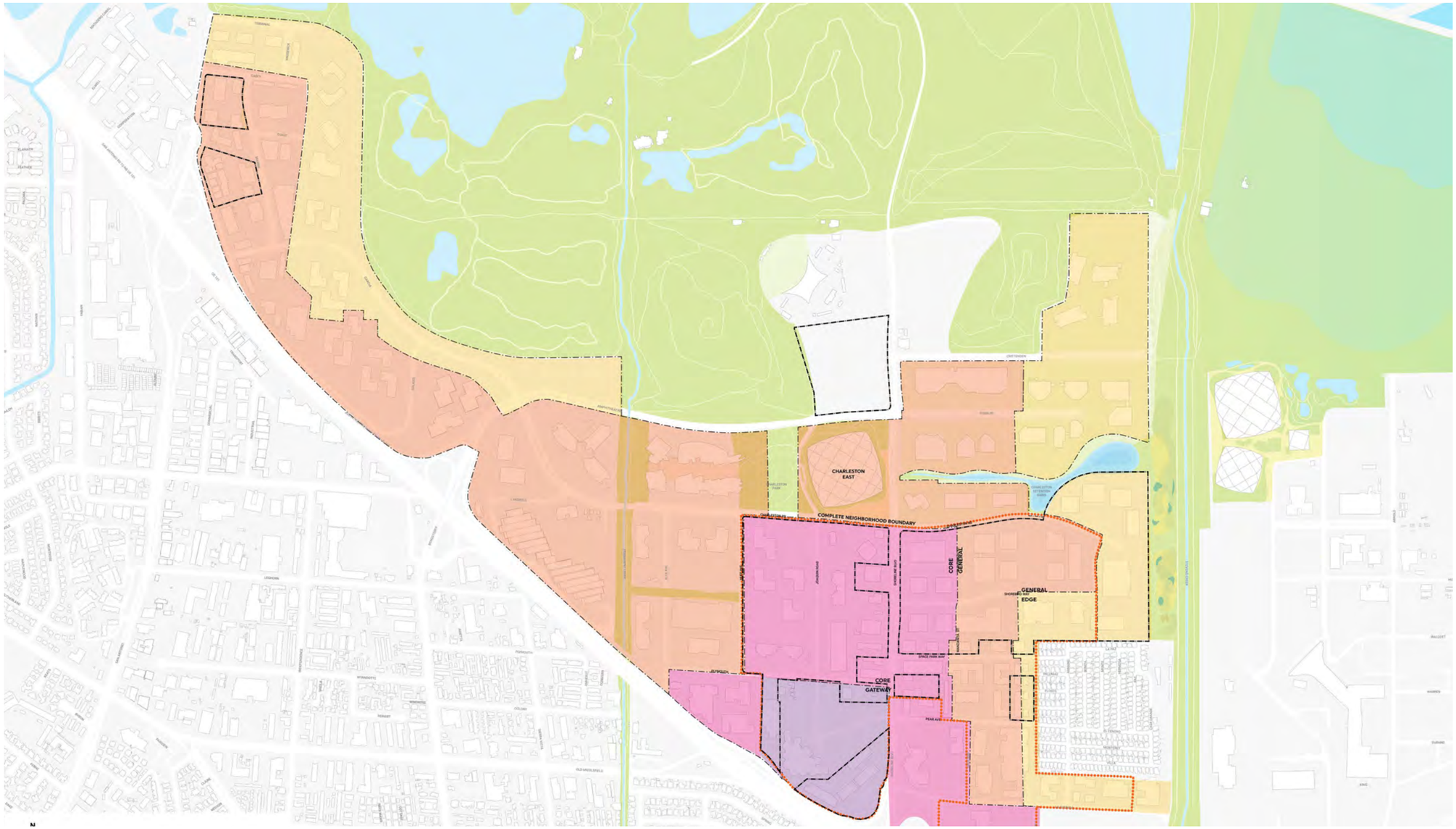
Plan 2.1.5 NBPP CHARACTER AREAS



Key

- GATEWAY CHARACTER AREA
- CORE CHARACTER AREA
- GENERAL CHARACTER AREA
- EDGE CHARACTER AREA
- EXISTING BUILDINGS
- PROJECT AREA
- NBPP COMPLETE NEIGHBORHOODS BOUNDARY

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Project overview

3.1. Plan overview

This Master Plan seeks to redevelop Google's landholdings predominantly in the Shorebird and Joaquin Complete Neighborhoods, as well as adjoining parcels in the Pear Complete Neighborhood.

The following summarizes the key elements of the Plan:

- up to ±3,141,264 sf of office space comprised of 1,303,250 sf of net new office and the redevelopment of ±1,838,014 sf of existing office;
- up to 7,000 new residential units;
- up to 295,000 sf of active ground plan uses including retail and community uses;
- up to 340,000 sf of hotels uses;
- up to 130,000 sf of district central plant;
- dedication of ±19 acres of public open space and ±12 acres of privately owned publicly accessible open space;
- dedication of 4,500 linear feet new public streets; and
- district office, residential and active use parking, including centralized parking garages.

TERMINOLOGY

NORTH BAYSHORE PRECISE PLAN

This Master Plan and related documents reference the vision, guiding principles, and planning controls set by the North Bayshore Precise Plan ("Precise Plan'' or "NBPP") for the district.

COMPLETE NEIGHBORHOODS

The NBPP looks to transform the central area of North Bayshore that surrounds N. Shoreline Boulevard by proposing three "Complete Neighborhoods"—Shorebird, Joaquin and Pear. These complete neighborhoods are intended to have a balanced mix of housing, office, services, and open space within a safe, comfortable, and convenient walking distance for residents and employees.

NORTH BAYSHORE FRAMEWORK MASTER PLAN

Master Plan Area describes an area covering approximately ±127-acres which represents the land to which the North Bayshore Framework Master Plan ("Master Plan" or "Plan") applies.

JOAQUIN NORTH

Joaquin North described that part of the Master Plan Area located within the Joaquin Complete Neighborhood north of Plymouth Street.

JOAQUIN SOUTH

Joaquin South described that part of the Master Plan area located within the Joaquin Complete Neighborhood south of Plymouth Street.

STREET NAMES

New streets have been given names, inspired by the local context, as placeholders to be used during the planning process.

Land use

4.1. Land use

Land use and urban form

The Master Plan encompasses three “complete neighborhoods”—Shorebird, Joaquin, and Pear—each made distinct by a variety of urban and natural conditions, all while remaining connected to an overall open space and circulation network. While each neighborhood has its own distinct character, collectively the Master Plan seeks to deliver a cohesive, walkable, mixed-use district that is anchored on a strong open space spine with “green fingers” that connect north and south, knitting the project into the surrounding development, bounded by Stevens and Permanent Creeks to the east and west.

SHOREBIRD

Respecting the existing urban fabric, office development is consolidated to the north along Charleston Road and residential uses are orientated toward existing and proposed residential development south of Shorebird. The pedestrian orientated Social Spine—where office and residential uses are at their closest proximity and intensity—is the heart of the neighborhood and will be lined with active ground plane uses including restaurants, retail and amenities. It is anchored by a new hotel at the intersection of N. Shoreline Boulevard and Charleston Road, and the Shashi Hotel at Space Park Way.

The diverse mix of uses proposed within Shorebird are connected and brought together by a vibrant public realm. At the western end is the Social Spine, with Shorebird Wilds and the Eco Gem at the eastern edge of the neighborhood. Shorebird Wilds, which includes the existing egret rookery, and the Eco Gem have a strong ecological focus, reestablishing native species and infusing nature as a key feature of North Bayshore.

The Greenway Parks—a set of linear parks—utilizes the Green Loop to connect residents, employees, visitors to arts, food, entertainment, and nature.

Buildings are at their most intense in proximity to N. Shoreline Boulevard and decrease in height and intensity in proximity to the egret rookery and Stevens Creek. Building fronting public open space will enhance those spaces using strategy through responsive design, and actuated edges. Vista, designations, landmarks, and open spaces will be used as opportunities to create key sight lines and signature architectural moments.

JOAQUIN

Like Shorebird, the office uses line Charleston Road, solidifying the strong employment core that runs east-west through North Bayshore. Residential uses are located to the south, ultimately extended to U.S.-101 and the entertainment heart of the district. In response to the Gateway Master Plan, the foundation for a destination entertainment area is established at 1400 N. Shoreline Blvd, with a mix of restaurants, arts, hotel, and entertainment uses surrounding Shoreline Square and Gateway Plaza, and visually connecting to the Computer History Museum.

At the heart of the neighborhood is Joaquin Commons, a large community park with open gathering spaces suitable for community events, outdoor movie nights, and active recreation as well as more intimate spaces for picnicking, relaxing and serendipitous connections.

Much of the existing Green Loop is retained, meandering through the neighborhood. At the west, it completes the pedestrian and bicycle network across Permanente Creek, and to the east the Green Loop traverses The Portal, which is lined with neighborhood services and amenities and ultimately connects residents, employees and visitors across N. Shoreline Boulevard to the Social Spine. The pedestrian and bicycle network also extends south along Joaquin Road, and down N. Shoreline Boulevard, to connect to the planned U.S.-101 pedestrian bridge and onward connection to downtown Mountain View.

As the most dense and intense part of North Bayshore, residential towers appear on the skyline, while transitioning down in height closer to Charleston Avenue and the established office campus. A variety of buildings, types, sizes and heights will frame the network of open spaces that transect the neighborhood.

PEAR

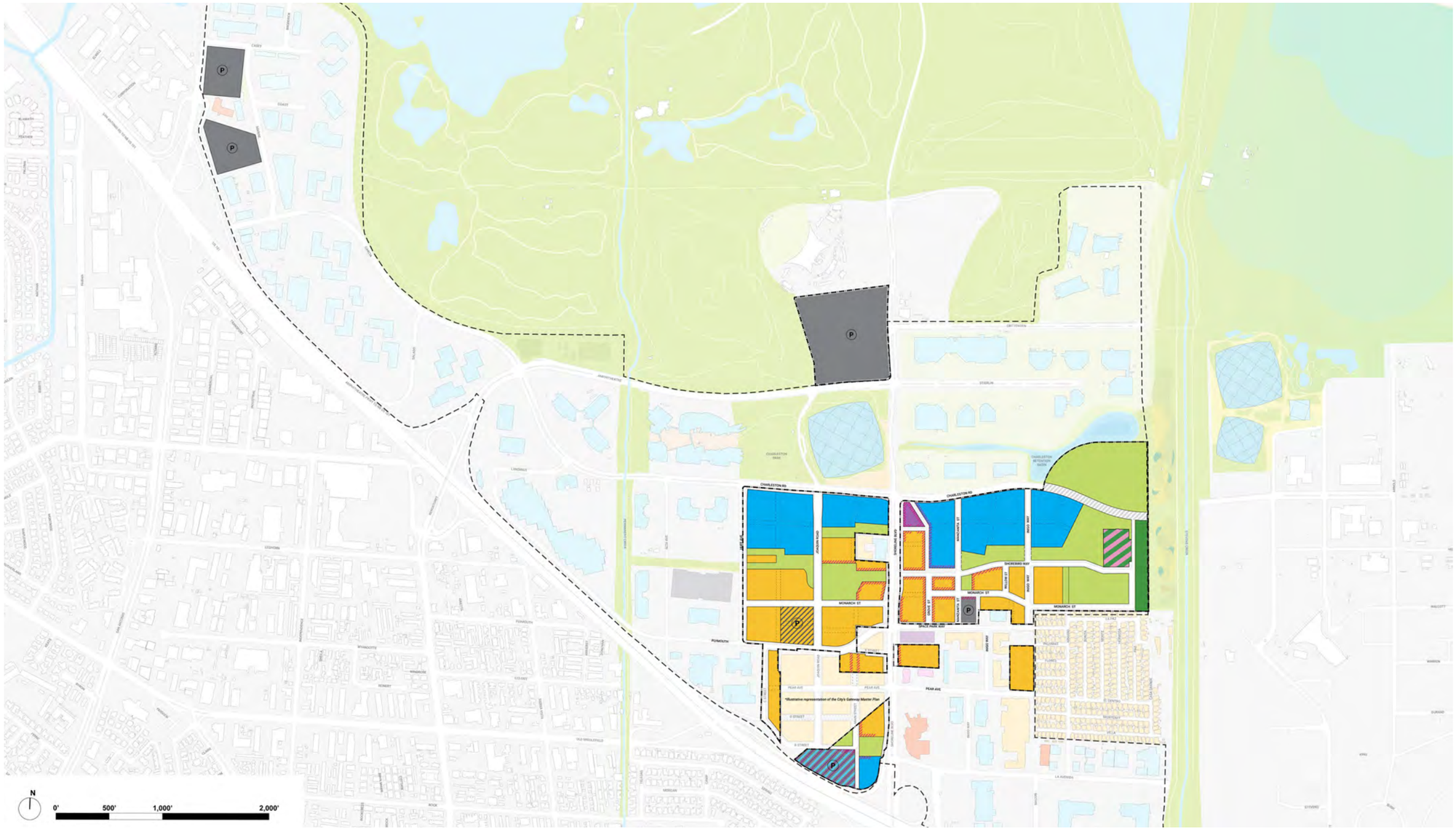
Pear, while noncontiguous to Shorebird and Joaquin, draws on its proximity to Santiago Villa, approved mixed-use developments between La Avenida Avenue and Space Park Way, and active uses located along N. Shoreline Boulevard. 1599 & 1601 N. Shoreline Blvd, a new residential building with an active ground plane, directly responds to the adjoining Shashi Hotel and retail center on the corner of Pear Avenue, while also reinforcing the key corner of N. Shoreline Boulevard, Space Park Way and Plymouth Street.

1220 & 1230 Pear Ave is nestled between Santiago Villa and planned residential development immediately to the west. A new greenway pedestrian and bicycle path, along the boundary with Santiago Villa will connect with other planned improvements, ultimately providing a direct pedestrian and bicycle connection north into Shorebird, and Stevens Creek Trail via La Avenida Avenue. Like Shorebird, residential development is at its most intense at N. Shoreline Boulevard and transitions down in proximity to the established residential area.

The vision for North Bays Shore that informs this Master Plan is therefore one of simply, if not easily, changed priorities: from auto centric to people centric, from people or nature to people and nature, from solely office to mixed-use, and from the stasis of prescribed office hours to the vibrancy of life before, during and after work. It represents an optimism, both needed and well-founded, for this place, and this time.

The Master Plan Area will be developed generally in accordance with *Plans 4.1.1*, *4.1.2*, and *Table 4.1.1*.

Plan 4.1.1 LAND USE PLAN



Key

- OFFICE
- RESIDENTIAL
- ACTIVE USES
- HOTEL
- FLEX - HOTEL, OFFICE, PARKING
- FLEX - PARKING, RESIDENTIAL
- FLEX - COMMUNITY USE, DISTRICT CENTRAL PLANT
- PARKING
- DISTRICT CENTRAL PLANT
- INDICATIVE LOCATION OF MID-BLOCK BREAK
- INDICATIVE LOCATION OF PRIVATE STREET
- CONCEPTUAL DEVELOPMENT PARCELS
- OPEN SPACE
- PUBLIC ROW FOR NONMOTORIZED TRAFFIC, MAINTENANCE AND EV ONLY
- PROJECT AREA
- NBPP BOUNDARY

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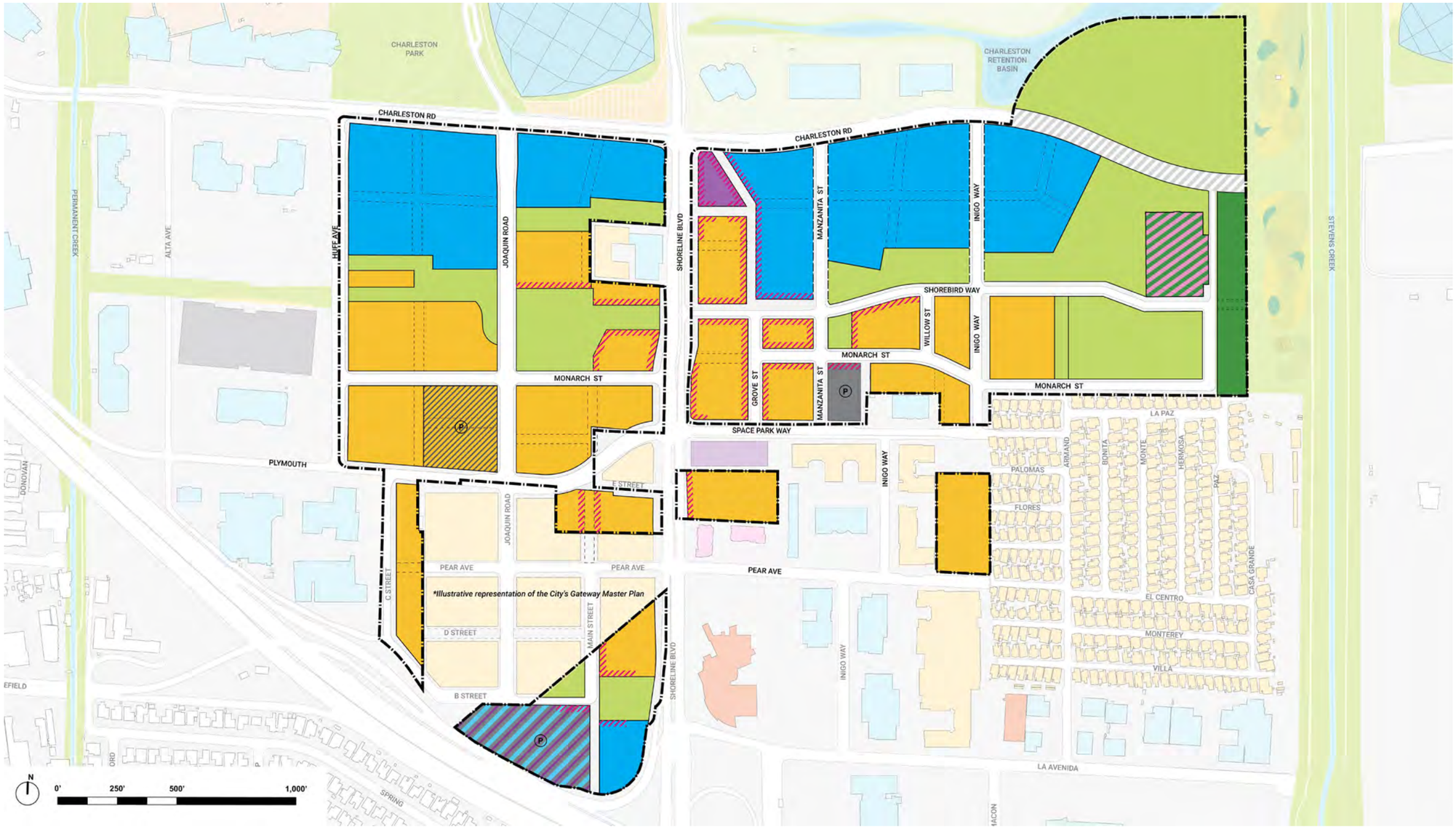
Plan 4.1.2 LAND USE PLAN (CORE PROJECT AREA)



Key

- OFFICE
- RESIDENTIAL
- ACTIVE USES
- HOTEL
- FLEX - HOTEL, OFFICE, PARKING
- FLEX - PARKING, RESIDENTIAL
- FLEX - COMMUNITY USE, DISTRICT CENTRAL PLANT
- PARKING
- DISTRICT CENTRAL PLANT
- INDICATIVE LOCATION OF MID-BLOCK BREAK
- INDICATIVE LOCATION OF PRIVATE STREET
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Table 4.1.1 DEVELOPMENT PROGRAM

LAND USE	TOTAL	SHOREBIRD	JOAQUIN	PEAR
Residential units	**7,000 du**	**2,120 du**	**4,370 du**	**510 du**
• Residential	7,143,000 sf	2,108,000 sf	4,516,000 sf	519,000 sf
• Residential parking	1,684,000 sf	526,000 sf	1,028,000 sf	140,000 sf
Rebuilt office	1,838,014 sf	1,257,574 sf	580,440 sf	—
New office	1,303,250 sf	377,388 sf	925,862 sf	—
Total office	**3,141,264 sf**	**1,634,962 sf**	**1,506,302 sf**	**—**
Rebuilt active uses	11,056 sf	—	11,056 sf	—
New active uses	283,944 sf	225,000 sf	48,944 sf	10,000 sf
Total active uses	**295,000 sf**	**225,000 sf**	**60,000 sf**	**10,000 sf**
Hotel	**340,000 sf**	**160,000 sf**	**180,000 sf**	**—**
	±525 keys	±250 keys	±275 keys	—
District Central Plant	130,000 sf	130,000 sf	—	—
TOTAL	12,756,264 sf	4,773,962 sf	7,290,302 sf	669,000 sf
Dedicated park land	±18.9 ac	±15.1 ac	±3.9 ac	±0.0 ac
POPA	±12.1 ac	±7.7 ac	±4.4 ac	±0.0 ac

Notes

1. Residential unit count and square footage based on an average unit size of ±700 net square feet. Up to 7,000 total residential units will be constructed over the course of the Master Plan's Development Agreement term, and subject to requisite PCP approvals for each phase.
2. Hotel square footage is excluded from Non-Residential Bonus FAR.
3. For all character areas except Gateway, building spaces for small business, public-serving uses, retail, grocery stores, as well as district-level utility systems are excluded from allowable gross floor area calculations (NBPP s3.3.3(3)).
4. 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)).
5. Total square feet of Joaquin South 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)).
6. Active Uses includes both retail and community uses. Along with District Systems, only community uses are proposed for 1201 only acknowledging the Retail Uses (excluding Ancillary Retail Uses) are not permitted within the Edge Character Zone.

Housing

The Plan will deliver both market-rate and critically needed affordable housing in North Bayshore and Mountain View. These new residential units will be in multifamily 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 from all businesses 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.

The Plan will deliver up to 7,000 residential units (including up to 1,400 affordable residential units if the Development Agreement is negotiated to include 20 percent, rather than the otherwise required 15 percent affordable housing). The 7,000 residential units will equal 71 percent of the total 9,850 units anticipated by the NBPP.

AFFORDABLE HOUSING

Affordable housing within the Master Plan Area will allow low- and middle-income residents more housing choices closer to work, services, and amenities, and will increase diversity and equity in housing opportunities.

The Plan is proposed to provide 20 percent affordable housing, with 15 percent of all residential units to be facilitated via land dedication for stand-alone affordable housing, and, if negotiated in the Development Agreement, an additional 5 percent of residential units as inclusionary units within market-rate residential buildings.

The location of dedicated affordable sites will be generally in accordance with *Plan 4.1.3* and *Table 4.1.2*.

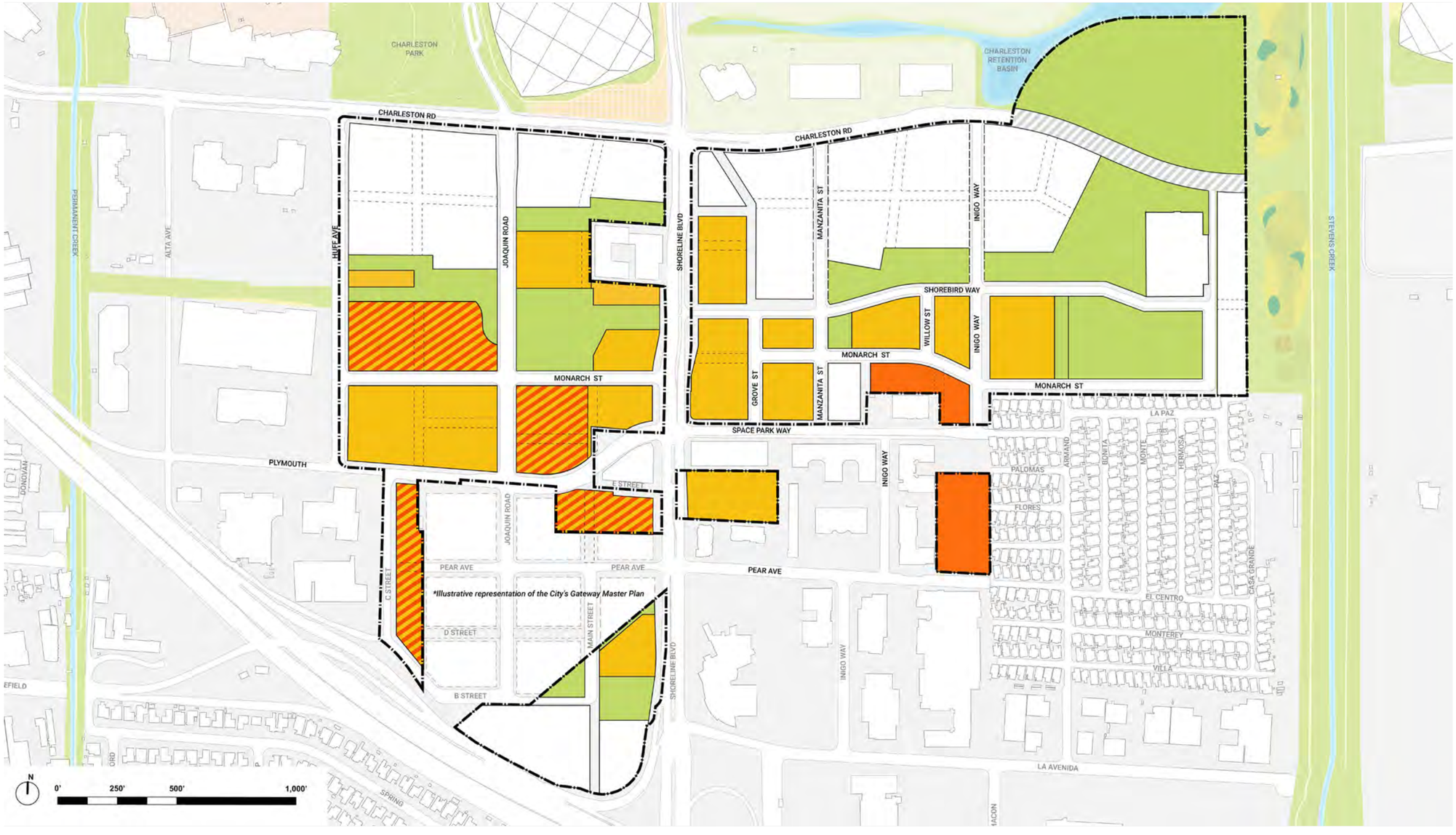
Table 4.1.2 AFFORDABLE HOUSING PARCELS

PARCEL REFERENCE	NEIGHBORHOOD	PHASE	AREA[1]	ESTIMATED RESIDENTIAL YIELD[2]	PERCENTAGE OF TOTAL YIELD
PE-PR-2	Pear	Phase 1	±2.17 ac	±225 du	±3.2%
JS-PR-2	Joaquin	Phase 1	To be determined at PCP	±83 du	±1.2%
SB-PR-6	Shorebird	Phase 2	±1.34 ac	±220 du	±3.1%
JN-PR-7	Joaquin	Phase 6	To be determined at PCP	±210 du	±3.0%
JN-PR-2	Joaquin	Phase 7	To be determined at PCP	±152 du	±2.2%
JS-PR-1	Joaquin	Phase 8	To be determined at PCP	±160 du	±2.3%
TOTAL				**±1,050 du**	**±15.0%**
Dedication Target				±1,050 du	±15.0%

1 For those land dedication parcels which are hatched on *Plan 4.1.3*, the final location, area, dimension and yield of the dedicated parcel will be determined at the time of submitting the corresponding PCP application.

2 Estimated residential yield is calculated based on the allowable achievable on the site in compliance with the NBPP development standards. Yield assumes all buildings will be mid-rise (max height of 8 stories, or lower as required by the NBPP; and a unit mix of 25% studios, 25% 1 bedroom, 25% 2 bedroom and 25% 3 bedrooms, and an average unit size of ± 920 gsf.

Plan 4.1.3 AFFORDABLE HOUSING PARCELS



Key

- INCLUSIONARY HOUSING WITHIN MARKET RATE BUILDINGS
- LAND DEDICATION
- INDICATIVE LOCATION OF LAND DEDICATION
- INDICATIVE LOCATION OF MID-BLOCK BREAK
- INDICATIVE LOCATION OF PRIVATE STREET
- CONCEPTUAL DEVELOPMENT PARCELS
- OPEN SPACE
- PUBLIC ROW FOR NONMOTORIZED TRAFFIC, MAINTENANCE AND EV ONLY
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Note:

For those land dedication parcels that are hatched, the final square footage, dimensions, and location of the land dedication within the parcel will be determined at the time of submitting the corresponding PCP application.

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Active uses

North Bayshore's retail and community uses create vital ground plane activation, providing access to neighborhood-serving goods and services for residents and employees, as well as regional-serving entertainment and recreational uses.

Active uses are a key component to creating a complete neighborhood. Meeting places at the ground plane between the office and residential uses will support a vibrant public life for residents, visitors, and workers within North Bayshore. This interface of active streets and social pathways creates a distinct destination for the community.

Within the Master Plan 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, The Portal, Gateway Plaza, and in stand-alone 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.

Priority active use frontage will accommodate a diverse mix of retail, restaurants, event space, pop-ups, makerspace, cultural arts and learning spaces, and other flexible uses. Where demand necessitates, active ground plane uses will expand along secondary frontages.

Within office buildings, frontages facing key open spaces will be designed to be architecturally engaging with office amenities located along the parks where possible. Stand-alone pavilions may be located within parks and open space where they are publicly accessible or shared by Google and the public.

Parks themselves will host a range of community-oriented programs, events and art installations that will enliven the neighborhood and invite social interactions. Together, these strategies will ensure ground floors of buildings are human-scaled and welcoming to pedestrians.

In other locations, to protect the safety and security of office workers, residents, and visitors alike, the ground floor of office buildings and interstitial spaces will be accessible only to office employees and invited guests. Office building frontages and entries will be designed to reinforce an engaging, human-scale interface with the public realm, and facilitate outward facing ground floor uses.

The Plan 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 people enter 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.

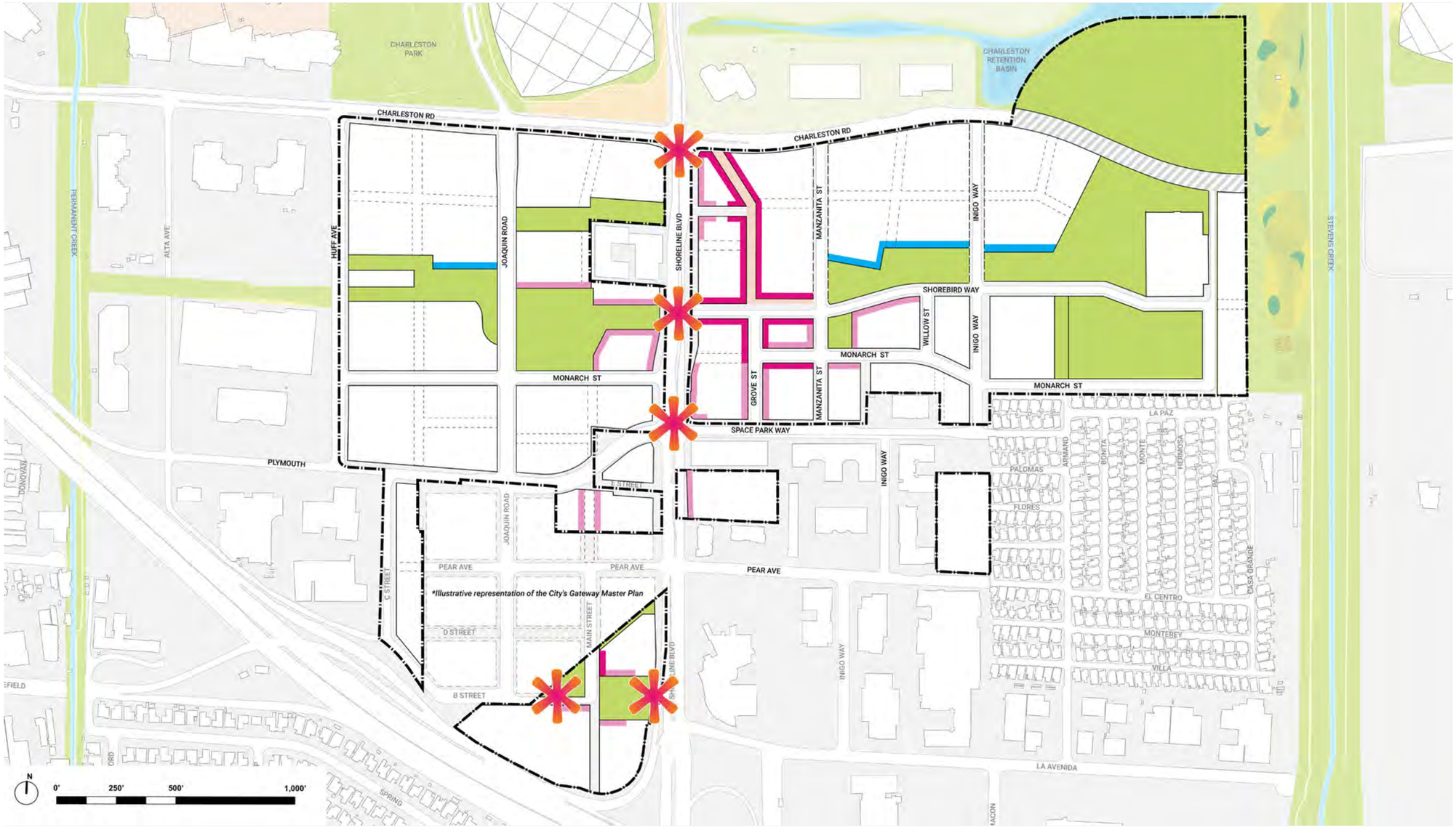
To create comfortable outdoor spaces, upper floors of buildings are planned to be setback in key locations to provide ample sunlight, while wide sidewalks and a canopy of street trees will ensure pedestrian comfort.

Key arrival moments will be located at prominent locations with interesting sightlines, architectural treatments, and active uses where possible.

The location of active uses and key corners will be generally in accordance with the *Plan 4.1.4*.

ACTIVE USES
Uses within the ground level of buildings that consist of programming that generates pedestrian activity. These uses may be retail, commercial, educational, arts, cultural, or institutional in nature. Examples include, but are not limited to food and beverage, grocery stores, personal and professional services, day care centers, libraries, museums, indoor fitness, medical and wellness services, entertainment venues, event spaces, maker spaces, nonprofit and small-format offices, coworking spaces, art studios, and startup incubators.

Plan 4.1.4 ACTIVE USES



Key

- KEY CORNERS
- PRIORITY ACTIVE USE FRONTAGE
- ACTIVE USE FRONTAGE
- PRIORITY LOCATIONS FOR ENGAGING OFFICE FRONTAGES
- PEDESTRIAN PRIOR
- INDICATIVE LOCATION OF MID-BLOCK BREAKS
- INDICATIVE LOCATION OF PRIVATE STREET
- CONCEPTUAL DEVELOPMENT PARCELS
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Parks, open space and ecology

5.1. Parks, open space and ecology

A diverse network of open space reaffirms North Bayshore's ecological identity and provides a spectrum of active and passive recreational experiences, as well as numerous health benefits for residents, employees, and visitors. The varied scale of open space facilitates a range of programmatic elements from urban plazas, neighborhood parks, sports courts through to native species restoration areas and trails.

The Plan will create multiple gathering places within each neighborhood, with the Social Spine and Greenway Parks at the heart of Shorebird, and Joaquin Commons fulfilling the same role in Joaquin North. In Joaquin South, Gateway Plaza provides for a central meeting place within the Gateway, and Shoreline Square 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.

While an extensive tree canopy and the integration of native tree species into placemaking throughout the Master Plan Area will result in significant ecological enhancements, the Shorebird Wilds and Eco Gem are the focus of native species restoration at a large scale.

A total of ±19 acres of unimproved land is proposed to be dedicated to the City. In addition, ±12 acres of parks and open space will be provided as privately owned, publicly accessible (POPA) open space. Certain improvements to the dedicated park land, with priority given to the Eco Gem, will be undertaken by Google on the City's behalf, subject to Development Agreement negotiations to allow the in-kind application of park in-lieu fees. The POPAs will be improved and maintained by Google.

In addition to parks and open space, the Plan 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, 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.

PROGRAMMATIC TOOL KIT

Each park will have its own identifiers and character and expand and improve public spaces. The open space areas within the Master Plan are characterized by four zones:

URBAN SOCIAL

Urban plazas, squares, and pedestrian walks provide a compact, human-scaled, and rich urban street experience for eating, shopping, and socializing, with access to key services

COMMUNITY + CULTURE

Gathering spaces, squares, and pavilions located adjacent to community assets such as a market, and provide areas for local community activities and events

RECREATION + PLAY

Flexible neighborhood-scaled open space with play spaces and informal "pick up" recreational opportunities interwoven into the native greenery.

NATURE + ECOLOGY

Conservation, ecological experiences, interactive landscapes, and trails.

Each park can draw from a catalog of programmatic elements, which in varying configurations will cohesively deliver on the intent of each park.

PUBLIC ART

Public art will reinforce the Master Plan's vision for connecting people to nature, and enhance the spectrum of experiences through interpretation, interactive play, and emotional attachment to the setting.

Public art will range in size and scale and ensure that a diversity of art opportunities are provided, from permanent iconic exhibits that become natural landmarks and placemaking devices, to temporary or pop-up installations that bring new experiences and visitors into North Bayshore.

Table 5.1.1 PARKS AND OPEN SPACE PROGRAM

PARK	NEIGHBORHOOD	PHASE	AREA	TYPE	OWNERSHIP	POPAS CREDIT %	CREDITABLE AREA	DESIGN "ZONE"	DESIGN INTENT
Greenway Parks	Shorebird	Phase 1 (West) Phase 2 (East)	±2.7 ac	POPA	Google	75%	±2.0 ac	Community + culture	A necklace of open space pockets that are nestled among existing berms along the Green Loop edges in Shorebird. Open spaces could provide opportunities for recreation, gathering, informal seating, and spill out from adjacent buildings.
Eco Gem	Shorebird	Phase 2	±10.8 ac	Dedicated	CMV	—	±10.8 ac	Nature + ecology	A large, natural conservation area where existing trees could be retained and protected while new trees could be planted to enhance the ecology and habitat.
Shorebird Wilds	Shorebird	Phase 2	±4.5 ac	POPA	Google	75%	±3.4 ac	Nature + ecology	A transitional open space and urban meadow that could bridge the urban character of Greenway Parks and wilder character of the Eco Gem. Shorebird Wilds can provide opportunities for nature play, public art, botanic display, and social seating.
Shorebird Yards	Shorebird	Phase 2	±4.0 ac	Dedicated	CMV	—	±4.0 ac	Recreation + play	A dedicated park land with potential for future educational facilities.
Armand Trail	Shorebird	Phase 2	±0.5 ac	POPA	Google	0%	±0.0 ac	Trail connector	A quiet pedestrian and cycling corridor providing access between Shorebird Way and Monarch Street, and potentially Santiago Villa.
Shorebird Square	Shorebird	Phase 2	±0.3 ac	Dedicated	CMV	—	±0.3 ac	Community + culture	A neighborhood pocket park off Monarch Street which could accommodate community-serving programs such as playscape and community garden allotments.
The Portal	Joaquin	Phase 5	±0.7 ac	POPA	Google	75%	±0.5 ac	Community + culture	An intimate corridor along the Green Loop framing an arrival and entry experience to Joaquin Commons.
Joaquin Grove	Joaquin	Phase 6	±1.4 ac	POPA	Google	75%	±1.0 ac	Community + culture	A flexible and multifunctional outdoor living room buffering between office and residential uses. A tree-lined green edge could bring intimacy and privacy to residential frontages while hardscaped social gathering areas and program decks along office frontages enable spill out activation.
Joaquin Commons	Joaquin	Phase 6	±2.6 ac	Dedicated	CMV	—	±2.6 ac	Recreation + play	A large flexible open space that functions as a neighborhood heart, that could accommodate a variety of programs and users for year-round activation, including flex lawn, program decks, playscape, spill out terraces, and park pavilion enclosed by perennial planting.
Joaquin Terrace	Joaquin	Phase 7	±1.3 ac	POPA	Google	75%	±1.0 ac	Community + culture	A sequence of social gathering spaces and intimate tree groves that could provide spill-out opportunities to the adjacent office block. Tree groves along the east edge could buffer the open space from vehicular traffic on Joaquin Road.
Joaquin Courts	Joaquin	Phase 7	±0.9 ac	POPA	Google	75%	±0.7 ac	Community + culture	Two intimate midblock passages with green edges to buffer residential frontages. The north passage could provide a flexible program deck and recreation spaces between an office block and residential block, while the Green Loop weaves through the south passage between residential blocks.
Shoreline Square	Joaquin	Phase 8	±0.9 ac	Dedicated	CMV	—	±0.9 ac	Urban social	A quiet neighborhood pocket park lined with tree groves could buffer adjacent streets and social seating along building interfaces. Centralized flexible open space could be adapted to multiple programmatic uses.
Gateway Plaza	Joaquin	Phase 8	±0.4 ac	Dedicated	CMV	—	±0.4 ac	Urban social	A small, corner open space in dialogue with neighboring Gateway Plaza that could host rotating pop ups, kiosks, or events on a program deck. Hardscaped social gathering spaces could operate in contrast to the softer, green character of Gateway Plaza.
TOTAL			±30.9 **ac**				±27.6 **ac**		

Plan 5.1.1 PARKS AND OPEN SPACE

Key

- DEDICATED PARK LAND
- PRIVATELY OWNED PUBLICLY ACCESSIBLE OPEN SPACE
- DEDICATED PARK LAND (POTENTIAL FOR EDUCATIONAL FACILITY)
- DEDICATED PARK LAND VACATED RIGHT OF WAY
- GREEN LOOP
- INDICATIVE LOCATION OF MID-BLOCK BREAKS
- INDICATIVE LOCATION OF PRIVATE STREET
- CONCEPTUAL DEVELOPMENT PARCELS
- OPEN SPACE
- PUBLIC ROW FOR NONMOTORIZED TRAFFIC, MAINTENANCE AND EV ONLY
- PROJECT AREA

Note:

Shorebird Yards is to be dedicated to the City of Mountain View as public park land. Following dedication, the City may, at its discretion, work with local school district(s) to establish an education facility on this parcel, which will be subject to its own independent entitlement process and associated CEQA review.

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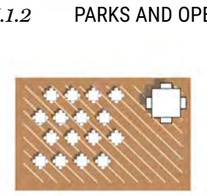
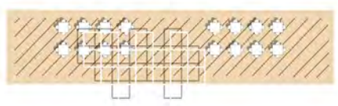
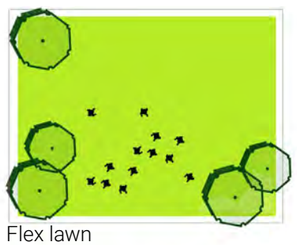
Figure 5.1.2 PARKS AND OPEN SPACE PROGRAM TOOLKIT

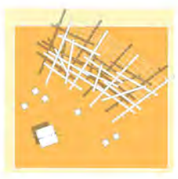

Program deck

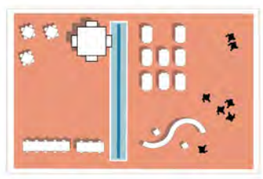

Boardwalk / terrace

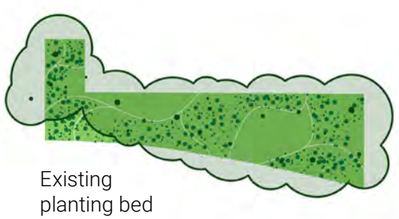

Flex lawn


Social gathering


Recreation field

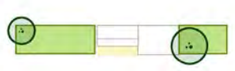

Playscape

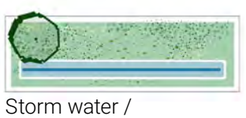

Neighborhood court


Existing planting bed

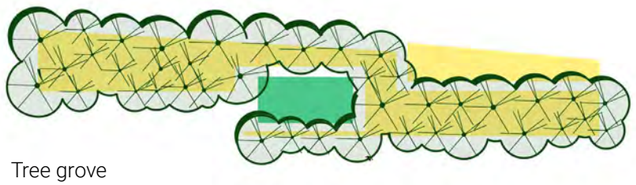

Perennial display / outdoor living room

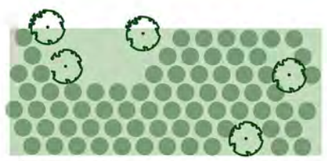

Community garden


Green frontage / stoop


Storm water / demonstration


Green planter


Tree grove


Conservation


Shorebird Yard

Hardscape

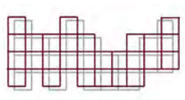

Softscape


Activator

Podium / tribune


Kiosk / pavilion


Cubert


Trellis / pergola


Art

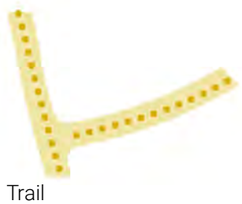

Trail

Table 5.1.2 PARKS AND OPEN SPACE PROGRAM TOOLKIT

PROGRAM ELEMENT	DESCRIPTION
Program Deck	A place for informal gathering with social seating arrangements. Often an extension of retail spaces, it can also host temporary program uses.
Boardwalk/Terrace	A place for informal gathering with flexible seating. Often an extension of active ground floor uses, it blurs the interface between buildings and adjacent open space.
Lawn	A flexible space that can accommodate a variety of different programmatic uses, such as informal play, recreation, picnicking, gathering, movie screenings, performances.
Social Gathering	A small area with social seating often situated adjacent to the active ground floor is used to encourage spill out from inside the building out to the open space.
Recreation Field	AA neighborhood amenity designated for active recreational use such as various sports, accommodating healthy living.
Playscape	A type of neighborhood amenity provided for children.
Neighborhood Court	A neighborhood gathering space that can accommodate a mix of program uses and seating types.
Existing Planting Bed	Existing planting that will remain largely untouched with proposed additions of perennial planting, thereby protecting and enhancing existing ecology.
Perennial Display/Outdoor Living Room	A space for botanic display, pollinator gardens and pockets of social seating to be interwoven, providing moments to be immersed in nature while in an urban setting.
Community Garden	A neighborhood amenity that provides educational and volunteering opportunities around topics of food and nutrition.
Green Frontage/ Stoop	A type of planting bed that provides a green buffer along residential frontages.
Stormwater/ Detention	An area designated to collect stormwater runoff and where naturalized, green infrastructure systems are openly visible. The systems raise awareness of how critical environmental, natural habitats functions and infrastructure are interdependent.
Green Planter	A type of planter that may provide seating edges.

PROGRAM ELEMENT	DESCRIPTION
Tree Grove	A tree grove allows for passive programming and provides shade under a dense tree canopy.
Conservation	An area where existing trees and planting will be protected, and new trees planted to both protect and enhance existing ecology and habitat.
Shorebird Yard	A large flexible open space to accommodate a variety of uses including informal recreation, play and picnicking. Potential future location for an education facility.
Hardscape	Denotes proposed paved areas.
Softscape	Denotes proposed planted areas.
Activator	A type of social seating element that creates an informal gathering space, providing moments of pause and activity within larger open spaces.
Podium/Tribune	A type of social seating element that creates an informal gathering space, providing moments of pause within larger open spaces.
Kiosk/Pavilion	An occupiable—serviced or unserviced—open space structure that provides diverse programming while also serving as an orientation device in the landscape.
Cubert	A type of small, open space structure that brings micro retail to larger open spaces, bringing an intimate scale and activating key locations.
Trellis/Pergola	A type of shade structure that provides an alternative to tree canopies and brings an intimate scale to large open spaces.
Public Art	Art elements to be observed but can also be played on and interacted with. These can be landmarks or artifacts in the landscape and act as orientation devices.
Trail	Designated routes that provide access between program elements. Trails can be treated with different paving materials depending on a more parklike or urban plaza-like context. These paths can also be programmed for health, fitness, and wellness courses.

Plan 5.1.2 SHOREBIRD PROGRAMMATIC CONCEPT PLAN

Note:

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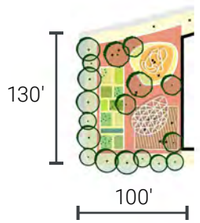
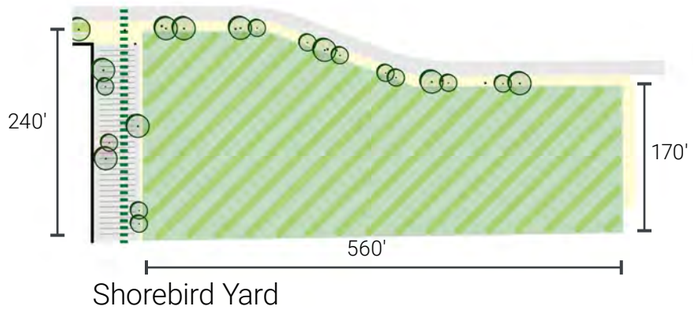
Figure 5.1.3 SHOREBIRD PARK AREAS AND DIMENSIONS





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Plan 5.1.3 JOAQUIN PROGRAMMATIC CONCEPT PLAN

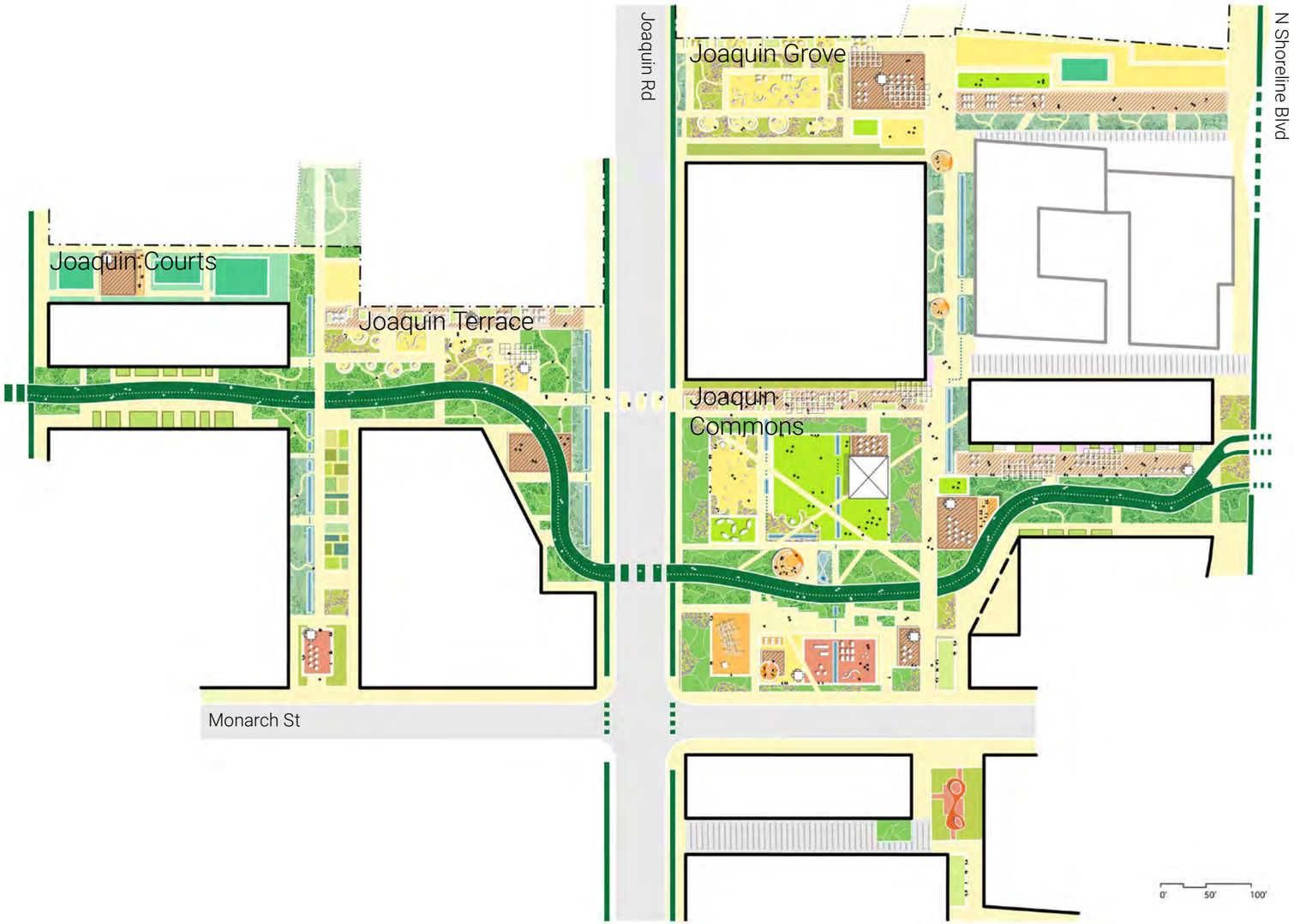

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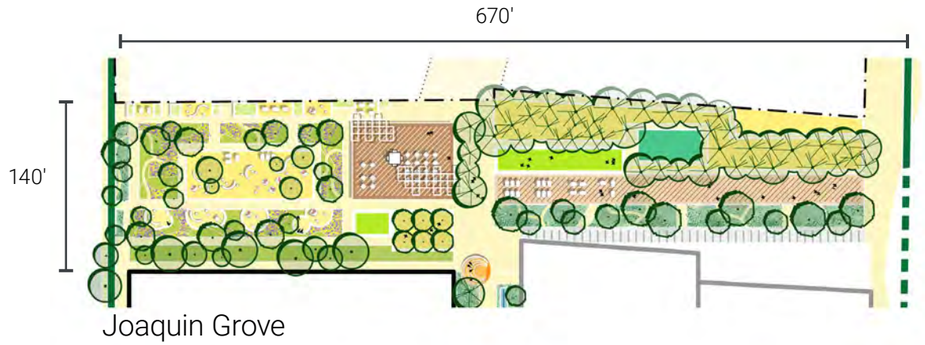
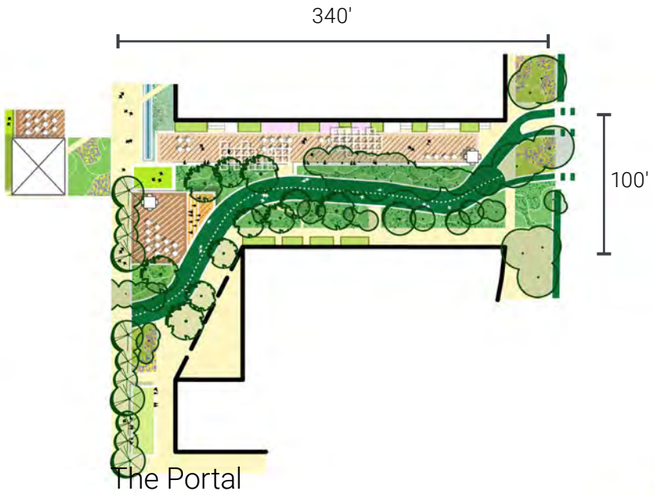
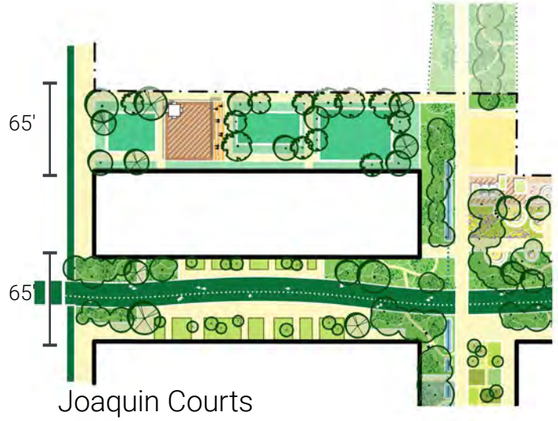
Figure 5.1.4 JOAQUIN PARK AREAS AND DIMENSIONS



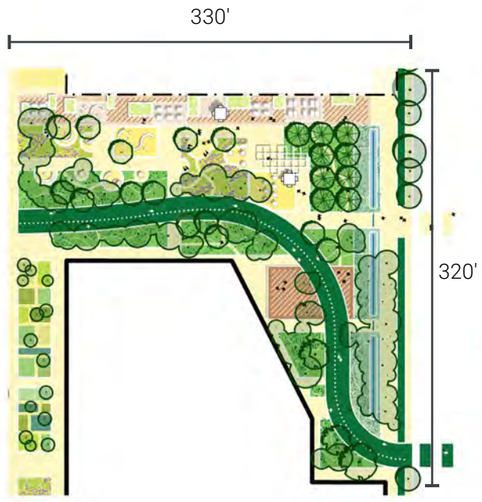
Joaquin Grove



The Portal

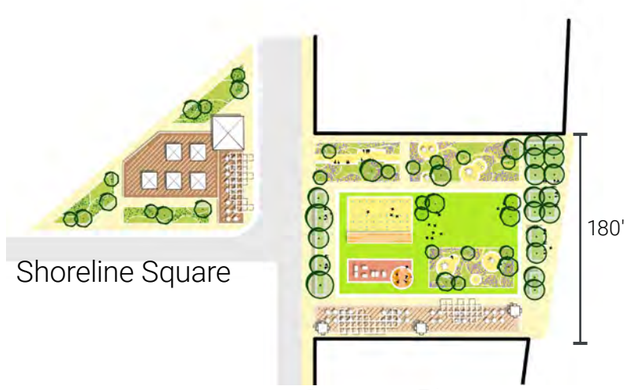


Joaquin Courts



Joaquin Terrace

Joaquin Commons



Shoreline Square

Gateway Plaza

Note:

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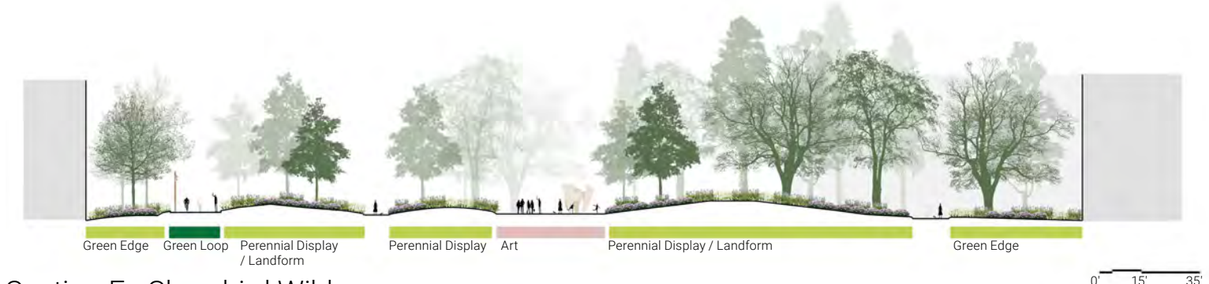
Figure 5.1.5 SHOREBIRD PARK SECTIONS

Section D - Shorebird Square



Section E - Shorebird Wilds

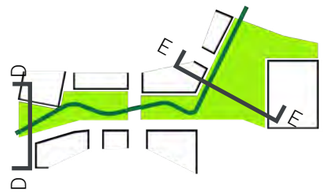
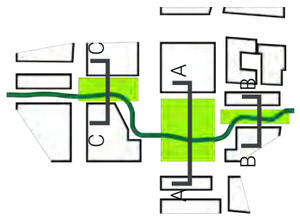
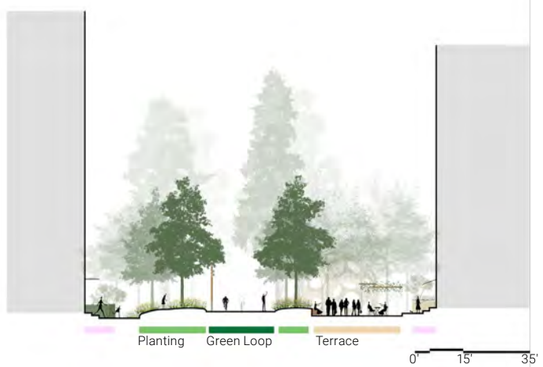


Figure 5.1.6 JOAQUIN PARK SECTIONS



Section A - Joaquin Commons



Section B - The Portal

Section C - Joaquin Terrace

5.2. Ecology and landscaping

With its proximity to the South Bay salt ponds to the north, Stevens Creek to the east, and the Charleston Retention Basin on its northern edge, the Master Plan provides many and varied opportunities to connect to nature. Additionally, the Master Plan will create, expand, and improve ecologically significant areas by converting existing impervious areas into valuable natural areas.

A fundamental component of the plan is establishing an "urban forest." Extensive tree planting will transform the streetscape, open spaces, and other landscape areas in North Bayshore to improve ecological function and climate resilience. Key components of this strategy include:

- quantity of canopy: expanding canopy cover over time increases the ecological performance of the urban forest and is associated with an extensive list of co-benefits.
- size of canopy: utilizing tree species with broad and dense canopies that better mitigate high temperatures and improve thermal comfort.
- quality of canopy: establishing a diverse urban forest that consists of predominantly locally native species will optimize provision of quality habitat for wildlife and will be better adapted to local climatic conditions.
- connectivity of canopy: establishing a tree canopy that is fully connected across the urban forest with few gaps that will provide ideal shade over pedestrian and bike networks to reduce urban heat island effect, reduce reliance on vehicles, contribute to health benefits, and will provide wildlife with uninterrupted access to habitat and to adjacent open space.
- large patches of canopy: increasing native tree canopy in the order of several acres (consolidated groves with good canopy density), while difficult to accommodate spatially, will provide better habitat for wildlife, and more substantial reductions in urban heat island effect.
- canopy connected to adjacent open spaces: establishing new tree canopy corridors that are connected to adjacent open spaces has a synergistic effect that maximizes biodiversity.

NATIVE SPECIES RESTORATION

Within North Bayshore are high-value ecological areas, in particular within and surrounding Stevens and Permanente Creeks and the Charleston Retention Basin. The Master Plan has multiple opportunities for native species restoration, by converting surface parking lots to valuable natural areas and to transform monoculture landscapes into biodiverse thoughtfully designed spaces.

ECO GEM

The Eco Gem is a ±10.8-acre area that will be dedicated to the City. It is intended to be restored as a riparian area, with the opportunity for an urban ecology educational facility. The Eco Gem expands upon the existing ±6-acre Charleston Retention Basin which was completed in 2019 as part of a public-private partnership between the City and Google. This transformation removes extensive existing hardscape, including office buildings and ±3.6 acres of surface parking.

The strategic location of the Eco Gem, adjacent to the Charleston Retention Basin and riparian zones, allows for this dedication to improve upon the ecological quality of the area.

SHOREBIRD WILDS

Shorebird Wilds will provide ±4.5 acres of passive open space and native gardens surrounding the existing egret rookery. To facilitate Shorebird Wilds, a portion of Shorebird Way right-of-way will be vacated, replaced with acres of regenerated landscape of native flower meadow, and a mix of passive and active outdoor programming.

Shorebird Wilds will provide a clear movement corridor for the egrets to fly north to the Eco Gem, Charleston Retention Basin, and Stevens Creek, providing a network of rich foraging grounds.

PLANTING PALETTE

PLANTING APPROACH

The planting palette consists of native species that will increase overall biodiversity within the Master Plan Area. This diverse palette is integral to increasing climate resiliency. The planting palette is intended to be a benchmark and will be supplemented with additional species as needed for each specific planting area in alignment with the North Bayshore Plant Palette.

MAINTENANCE PROVISIONS

Native landscapes are managed differently from traditional landscapes. They require specialized knowledge of adaptive management and native plants. Over time, through reduced irrigation, weeding, trimming, and leaf clearing, native landscapes will require less maintenance.

Native landscaping is intended to taper irrigation as soon as possible to very little or no irrigation. Deep irrigation at the lowest frequency during the plant establishment period encourages deep rooting and reduces future irrigation needs. Irrigating with recycled water, which is highly desirable from a water

conservation perspective, can cause plant stress due to elevated salinity levels. Potential steps that may minimize impacts of using recycled water include monitoring plants for stress symptoms, testing soil, ensuring adequate mulching, and optimizing drainage. The district water reuse facility, proposed as an option, will produce recycled water with salinity levels below these stress threshold levels.

NATIVE SPECIES AND CANOPY REPLACEMENT STRATEGY

At North Bayshore today there is an incoherent mix of nonnative species with relatively low ecological value and incompatible with local conditions. As part of our phased replacement strategy, native and drought tolerant species will be planted, both within the parks and open space, and streetscape, to create a biodiverse and resilient urban forest.

In some areas, larger groves and corridors of trees will be established, such as willow groves in the Eco Gem, and riparian species at Shorebird Wilds, and along the Green Loop. In addition, native trees will be woven throughout the site, along the streets and adjacent to buildings. Elsewhere, trees will be interspersed in the urban landscape.

Native tree species will be selected for ecological value, suitability for local climate, and resiliency into the future, social and hydrology, ability to establish large canopies, and placemaking and aesthetic value. The native tree canopy will contribute to improved connections to regional ecology and restore some of the historic oak and willow groves that originally occurred in the area. Among the species included in the replanting program are coast live oak, valley oak, red and arroyo willow, California sycamore, white alder, Fremont cottonwood, and others. A diverse tree palette improves ecological functions and values and contributes to the climate resilience of the urban forest. All removed trees will be replaced at a minimum level of 100 percent.

Figure 5.2.1 A CONNECTED OPEN SPACE NETWORK

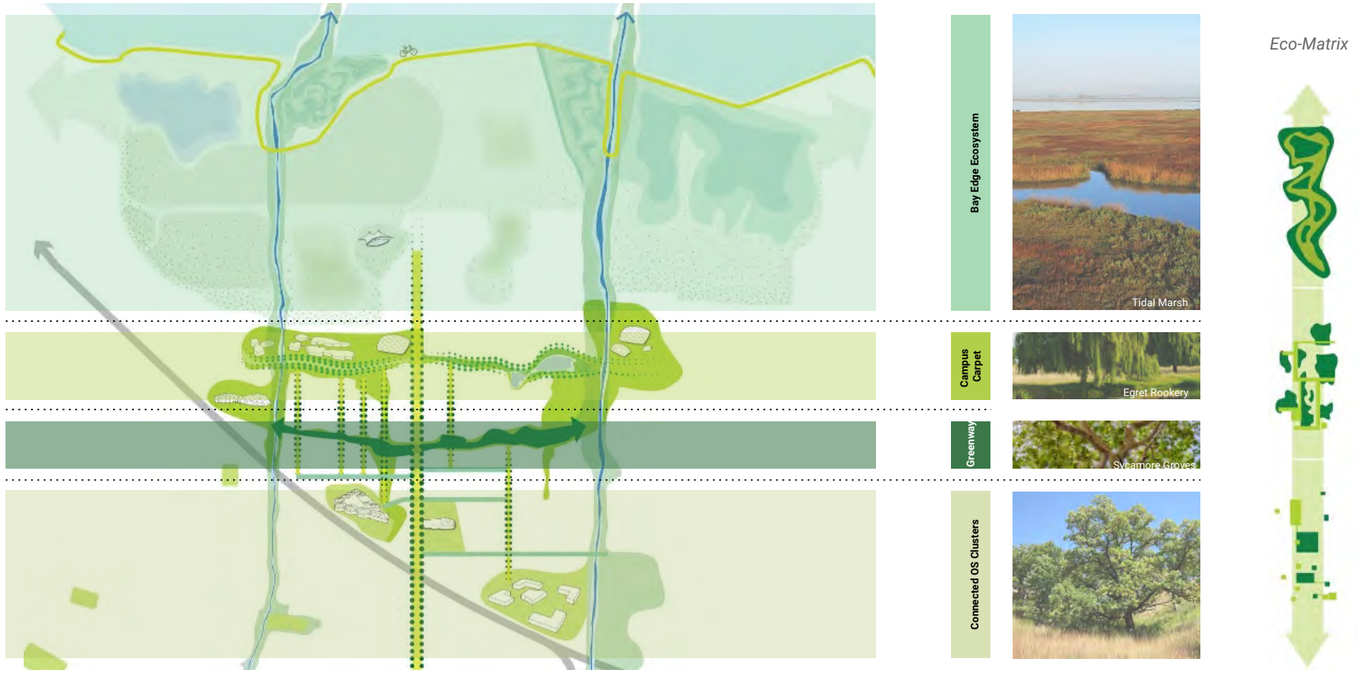
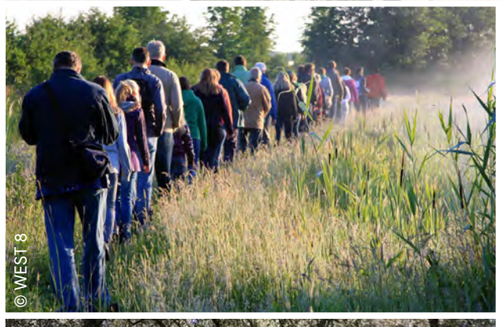
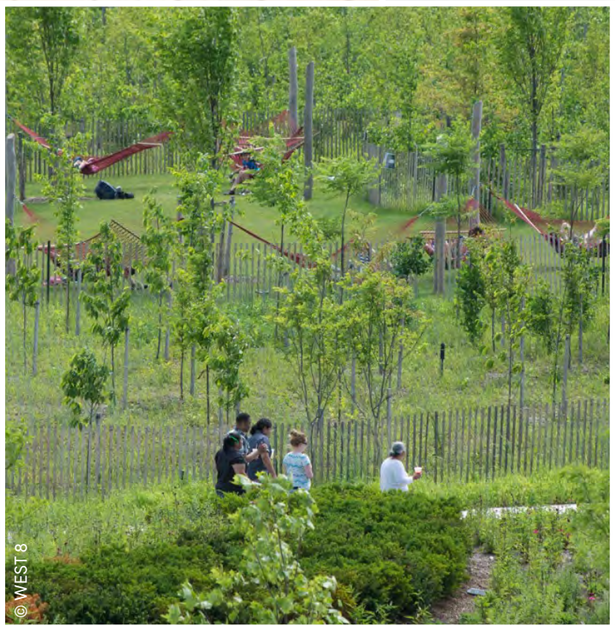


Figure 5.2.2 PARKS AND OPEN SPACE PRECEDENT IMAGES





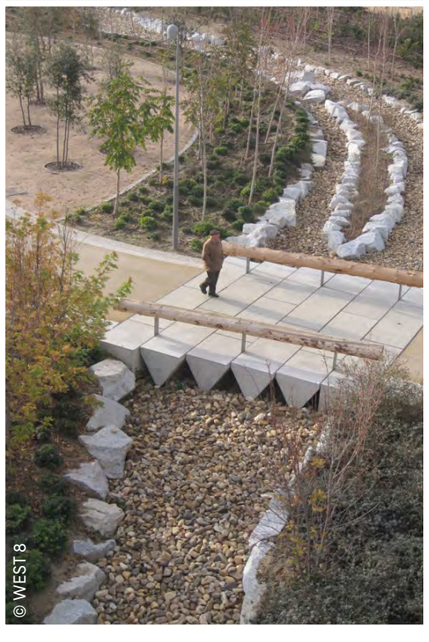


Figure 5.2.3 PLANTING PALETTE

COASTAL LIVE OAK
Quercus agrifolia

VALLEY OAK
Quercus lobata

BLUE OAK
Quercus douglasii

Mixed oak woodland, upland
Large scale

CALIFORNIA SYCAMORE
P,antanus racemosa

FREMONT COTTONWOOD
Populus fremontii

WHITE ALDER
Alnus rhombifolia

Transition from upland to wetland
Medium scale

RED WILLOW
Salix laevigata

ARROYO WILLOW
Salix lasiolepis

BOXELDER
Acer negundo

Mixed wetland/riparian tree

Small scale

Plan 5.2.1 SHOREBIRD TREE CANOPY

Key

- STREET TREES
- SYCAMORE MIX
- COTTONWOOD MIX
- WHITE ALDER
- OAK MIX
- BOXELDER MAPLE
- ECO GEM

Note:

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Plan 5.2.2 JOAQUIN TREE CANOPY

Key

- STREET TREES
- SYCAMORE MIX
- COTTONWOOD MIX
- WHITE ALDER
- OAK MIX
- BOXELDER MAPLE
- ORCHARD SMALL TREE

Note:

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Circulation and mobility

6.1. Circulation + mobility

Multimodal connectivity

PEDESTRIAN NETWORK

Encouraging and rewarding pedestrian mobility is a fundamental tenet of the Master Plan. New streets and required mid-block connections will greatly enhance the pedestrian experience by reducing the scale of the urban grid to create a dense and flexible network, and by providing safe and direct pedestrian connections to neighborhood services, places of work, residences, amenities, parks and open space, and transit facilities.

Sidewalks and paths will be interconnected, wide, and tree-lined, offering both direct routes and winding paths to maximize the variety and enjoyment of the pedestrian experience. Intersections will be designed with attention to Vision Zero pedestrian safety goals and principles in an effort to eliminate pedestrian conflicts with vehicles.

As a further complement to this ambition for pedestrian emphasis the Master Plan pays particular attention to the ways in which the ground floors of buildings embrace and activate the pedestrian network through the provision of active ground floor uses, individual residential entries and stoops, articulation, setbacks, and materiality. The most emphatic expression of these principles is along the Social Spine in Shorebird, where active ground floors at the base of residential, office, and hotel uses line an intimate pedestrian only route to create the neighborhood's focal point.

Pedestrian connectivity will be provided generally in accordance with *Plan 6.1.5*.

BICYCLE NETWORK

A comprehensive, safe, and efficient off-street and on-street bicycle network provides a variety of options for cyclists of all ages and capabilities. A cumulative ±3.7-mile comprehensive off-street and on-street bicycle network will be provided generally in accordance with the *Plan 6.1.6*.

BikeShare services will be integrated into transit stations to support last-leg connections.

Short-term bicycle parking will be easily accessible from bicycle lanes, highly visible and near areas of high pedestrian activity. Long-term bicycle parking intended for residents and employees will be provided internally within residential and office buildings, respectively.

ROADWAY NETWORK

The roadway network is designed as a hierarchy of street functions and classifications to accommodate all travel modes and reduce conflicts between modes where feasible. By minimizing modal conflicts, the roadway network can better serve all travel modes safely and efficiently.

To reduce conflicts and better serve all travel modes within the Master Plan Area, individual roadway segments will prioritize different travel modes. These individual modal layers overlap to create a logical and cohesive roadway network that better serves all travel modes.

Multimodal networks will be provided generally in accordance with *Plan 6.1.3*.

TRANSIT NETWORK

The existing transit network will be expanded within the Plan Area to support high-quality, high-frequency transit service. Support amenities such as bus stops, benches, shelters, and information displays will enhance the transit user experience.

The transit network and amenities will support safe and convenient access to transit for all users.

Distances to major transit stops will be limited to a ¼ mile or less within most of the Plan Area. Secondary or minor transit stops will further support transit access and facilitate transit connections.

LOADING & SERVICING NETWORK

Building access, servicing, and loading will be provided via both access alleys/midblock breaks and service streets generally in accordance with the intent of the *Plan 6.1.11*. A detailed servicing plan, which will include the location and number of required loading bays, on-site warehousing, and delivery coordination, will be developed through further study and coordination with the City.

EMERGENCY RESPONSE NETWORK

All buildings will front a fire access road on at least two sides. All fire access roads will provide a minimum of 26 feet clear access for emergency vehicles and fire trucks. Additionally, all buildings will be located between 15 ft and 30 ft from an aerial fire apparatus access road on at least one side. Emergency vehicle access may also be provided via alleys/midblock breaks and open space generally in accordance with the *Plan 6.1.12*.

In some cases, for streets with less than 26 feet clearance, alternate design treatments may be required, including mountable curbs, mountable bicycle lanes and buffers and use of curbside loading zones.

Streetscape design

COMPLETE STREETS

Complete streets encourage walking and biking throughout the Master Plan Area, prioritize non-vehicular experience and safety, and minimize conflicts with traffic and building access.

The Master Plan will retrofit existing streets, as well as build new public and private streets in accordance with *Plans 6.1.3*, *6.1.4* and *Figures 6.1.2-6.1.15*.

EXISTING STREETS

Existing street right-of-way will be modified or expanded to incorporate bicycle, pedestrian, and transit facilities. Shorebird Way will be converted into a one-way eastbound street.

RECONFIGURED PUBLIC STREET

Part of Plymouth Street will be reconfigured to align with the intersection of N. Shoreline Boulevard and Space Park Way . A portion of the existing Plymouth Street and utilities will be removed and relocated.

VACATED PUBLIC STREET

Part of the Shorebird Way right-of-way, which is closed seasonally, will be vacated to remove vehicular traffic from close proximity to the egret rookery and expand the area for the Shorebird Wilds.

PUBLIC ROW FOR NON MOTORIZED TRAFFIC

Part of Charleston Road east of Inigo Way will be limited to emergency vehicle and maintenance access. This will allow for a cohesive experience between the Eco Gem and Shorebird Wilds. Non-vehicular public access will still be permitted.

NEW PUBLIC AND PRIVATE STREETS

A series of new neighborhood and service streets will distribute traffic and provide permeability throughout the Master Plan Area.

Monarch Street, part of Manzanita Street and part of Inigo Way will be new public streets. Grove Street, Willow Street, streets within the Gateway Master Plan area, and parts of Monarch Street, Manzanita Street, and Inigo Way, will be new private streets.

These streets will be designed to satisfy the intent and function as described in the Precise Plan. It is intended that private streets will be closed intermittently for public access to allow for special events such as farmers markets, street parties and other activities.

Neighborhood Streets will be the primary vehicular routes, while services streets will be used primarily for building and parking access.

REPURPOSED EXISTING PUBLIC STREET

Part of Plymouth Street between Main Street and N. Shoreline Boulevard will become a public roadway upon completion of the realignment of Plymouth Street, providing building and parking access.

NEW PRIVATE ACCESS ALLEYS/MIDBLOCK BREAKS

New private driveways will be provided as part of residential midblock breaks to provide vehicular access to parking, as well as servicing and loading. These midblock breaks will also create pedestrian breaks in the block structure and provide emergency vehicle access.

BIKE LANE / CURBSIDE ZONE INTERFACE

The Plan allows for the option to relocate the bike lanes and curbside zones within the street sections to enhance the safety and experience of bicyclists as well as improve the bike/curbside interaction. Detailed design decisions relating to this topic will be determined in the subsequent PCPs.

SOCIAL SPINE

Immediately east of and parallel to N. Shoreline Boulevard, the Social Spine is the urban heart of Shorebird, intuitively connecting pedestrians from Charleston Road to Shorebird Way, and ultimately Joaquin South.

The Social Spine will provide an intimate, vibrant pedestrian experience lined with cultural and retail programming that services all North Bayshore. Amenities will include outdoor dining, food and beverage, weather protection, raised planters, and integrated seating; all while establishing a defined, safe, and active pedestrian domain.

Running a length of approximately 680 feet, and typical width of 40 feet, the Social Spine will be designed to be a human-scale, pedestrian-only thruway lined with active retail frontages generally in accordance with the *Plan 4.1.4*.

GREEN LOOP

The Green Loop, a multiuse trail network, is a central component of the open space network, while also reinforcing the larger vision for a bike-friendly North Bayshore. The Green Loop will support the contiguous off-street bicycle and pedestrian network within Shorebird and Joaquin.

An additional 1.7 miles will be added to the Green Loop, which will include a 12-foot-wide two-way cycleway and an 8-foot separated pedestrian way and will generally be provided in accordance with the *Plan 6.1.7*. The pavement treatment will be durable and low maintenance.

OFF-SITE CONNECTIONS

Mountain View has a network of regional bicycle trails that will connect North Bayshore to downtown and the Bay. With the approval of PG&E, a single new pedestrian and bicycle connection will be provided to Stevens Creek Trail at the eastern terminus of Shorebird Way.

A cycle track along N. Shoreline Boulevard will connect the Green Loop to the U.S.-101 bicycle and pedestrian overcrossing at N. Shoreline Boulevard. A secondary trail connection will be provided to the northern boundary of Santiago Villa to provide a connection to Armand Drive.

CURB MANAGEMENT

Curbside zones will prioritize short-term on-street parking, passenger pick up and drop-off, and transit stops. Flex zones will allow for time-of-day strategies to effectively manage competing demands and make efficient use of curb space.

Curbside zones will be provided generally in accordance with *Plan 6.1.10*.

Transportation infrastructure

The NBPP identifies several key projects and street network improvements that need prioritization to support the planned growth and development within the North Bayshore District and increase transit use, bicycling, and walking. These Priority Transportation Improvements include required infrastructure improvements to ensure the overall circulation network will operate efficiently and provide improved accessibility for transit vehicles, bicyclists, and pedestrians. The Master Plan assumes implementation of these projects as well as localized intersection improvements to support the development program. More information on the operational improvements to support the development program is provided in *Appendix D Supporting Transportation Technical Memo.*

Parking

ON-SITE OFFICE PARKING

On-site office parking, limited to a maximum of ±10 percent of total office parking, will be provided within podiums or surface lots immediately adjacent to office buildings within Shorebird and Joaquin North. If feasible, basement parking may also be provided.

DISTRICT OFFICE PARKING

To reduce SOV dependency and maximize the efficient use of land, ±90 percent of office parking will be in off-site district parking structures generally in accordance with the *Plan 6.1.9*.

Three district office parking garages are proposed:

- SA-P-1 (Amphitheatre), ±4,330 stalls located in a 5-level parking garage located on City-owned Lot C of Shoreline Amphitheatre;, if the Development Agreement is negotiated .
- JS-P-1 (Joaquin South), if determined to be needed, ±450 stalls located in a 6-level parking garage within the Joaquin South. An additional 190 stalls are provided for other uses;
- MW-P-1 and MW-P-2 (Marine Way), if determined to be needed, are an option for ±890 stalls located in two, 2-3-level parking garages within Marine Way.

The need for MW-P-1 & MW-P-2, will be determined at a future date, in consultation with the City, if parking demand cannot be accommodated with available capacity due to future lower SOV rates, increased TDM, and reduced parking demand.

Private shuttles, G-bikes, other micro-transit options, and improved pedestrian and bicycle routes will provide connections between all district office parking facilities and Google offices.

Table 6.1.1 DISTRICT PARKING GARAGES

DISTRICT PARKING GARAGE	USES SERVICED	APPROXIMATE CAPACITY
JN-P-1 Joaquin North	Residential, retail and visitor parking	±500 stalls
JS-P-1 Joaquin South (optional)	Office, retail	±640 stalls
MW-P-1 & MW-P-2 Marine Way (optional)	Office	±890 stalls
SA-P-1 Amphitheatre	Office	±4,330 stalls
SB-P-1 Shorebird	Retail and visitor parking	±525 stalls

Table 6.1.2 CAR PARKING RATIOS

LAND USE	PARKING RATIO
Office/R&D	2.0 stalls per 1,000 sf
Residential	0.65 stalls per unit at full buildout
Active Uses	4.0 stalls per 1,000 sf
Hotel	0.7 stalls per room

RESIDENTIAL PARKING

A gradual reduction in the residential parking ratios will be achieved over the life of the Plan as more amenities and services are delivered in North Bayshore. Residential podium parking will not exceed an average of 0.65 stalls per unit. To achieve this, podium parking greater than 0.65 stall per unit may need to be provided in residential buildings with larger floor plates, in order to provide on-site parking for adjoining residential buildings with smaller floor plates where a parking ratio of 0.65 stalls per unit cannot be physically accommodated.

For early residential projects, additional off-site residential parking above an average of 0.65 stalls per units, but not exceeding 1.25 stalls per unit, will be provided within SA-P-1 parking garage in acknowledgment of that initial residential development will have a greater vehicle dependency until improved and additional public transit services are operational and district servicing retail and amenities are provided.

SB-P-1 and JN-P-1 parking garages will provide for residential visitor parking..

HOTEL, ACTIVE USE, AND PARKS AND OPEN SPACE PARKING

A ±525 stall district-serving parking garage (SB-P-1) will be located in Shorebird to supplement podium parking within office and residential buildings abutting the Social Spine, and on-street parking, to meet the demand for hotel and active uses. This garage will also provide visitor parking for surrounding residential development, the Shorebird hotel, and neighborhood parks and open space.

A ±500 stall district-serving parking garage, JN-P-1, located in Joaquin North will also provide parking for active uses, neighborhood parks and open space, and residential visitor parking.

In addition to office parking, JS-P-1, ±640 stall district-serving parking garage will provide parking for the Joaquin South hotel and active uses.

CAR PARKING RATIOS

Maximum car parking ratios for buildout conditions of the Master Plan Area are identified in *Table 6.1.2*. Non-residential parking ratios may be further reduced where a shared parking strategy can be implemented, or if a parking demand study, submitted as part of a future PCP application demonstrates support for reduced car parking ratios.

Trip cap compliance and transportation demand management

The NBPP establishes site-specific vehicle trip caps and district-wide vehicle trip caps at the three Gateway locations into North Bayshore based on the projected vehicle capacity. Additionally, the NBPP identifies a 45 percent SOV rate target for office trips to remain within the trip cap.

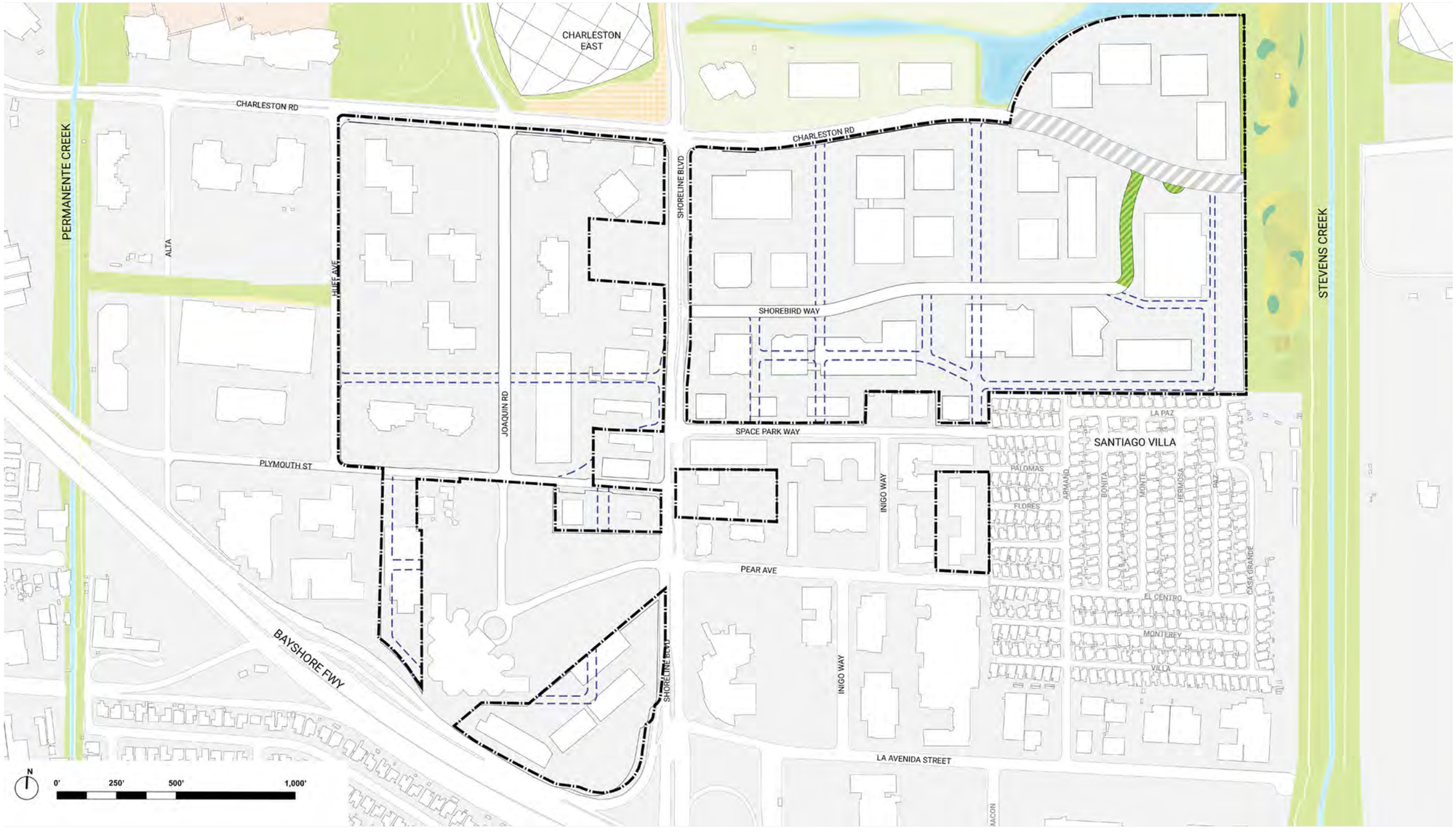
The Master Plan will comply with the district-wide and site-specific trip cap policies as well as the SOV rate targets in the NBPP. Compliance with the NBPP trip cap policies and SOV rate targets will be achieved through a combination of existing and new TDM strategies that provide mobility options and incentives for users to reduce automobile travel. The TDM Plan is included as *Appendix C*.

Compliance with the trip cap policies and SOV rate target will also be supported through the implementation of new parking strategies, expansion of the existing bicycle, pedestrian, and multimodal transit alternatives, and delivery of a mixture of land uses that capture internal trips that would otherwise leave the district.

Table 6.1.3 STREET SECTION MATRIX

STREET	CLASSIFICATION		ROW WIDTH	VEHICULAR LANES	BICYCLE FACILITIES	ON-STREET PARKING	CURBSIDE PICK UP/DROP OFF	GREEN LOOP
Charleston Road West	Neighborhood Street Transit Boulevard	Existing Street	108 ft	4-lanes	Buffered on-street cycleway on both sides of the street	No	No	Outside of ROW
Charleston Road East	Neighborhood Street Transit Boulevard	Existing Street Part to be vacated	80 ft	3-lanes	Buffered on-street cycleway on both sides of the street	Yes	Southern edge	Outside of ROW
N. Shoreline Boulevard	Gateway Boulevard Transit Boulevard	Existing Street	117 ft	5-lanes	Buffered on-street cycleway on both sides of the street	No	No	Outside of ROW
Shorebird Way 01	Neighborhood Street	Existing Street	63 ft	1-lane	Green Loop, bi-direction cycle track on one side of the street	Yes	Southern edge	Inside of ROW
Shorebird Way 02	Neighborhood Street	Existing Street	54 ft	1-lane	On-street cycleway on one side of the street	Yes	Southern edge	Outside of ROW
Shorebird Way 03	Service Street	Existing Street	62 ft	2-lanes	Protected bi-directional cycle track on one side of the street	Yes	Southern edge	Outside of ROW
Shorebird Way 04	Service Street	New Street	62 ft	2-lanes	Protected bi-directional cycle track on one side of the street.	Yes	Southern edge	Outside of ROW
Grove Street	Service Street	New Street	62 ft	2-lanes	Shared bike route within vehicle travel lane	Yes	Yes	Outside of ROW
Manzanita Street	Service Street	New Street	62 ft	2-lanes	Shared bike route within vehicle travel lane	Yes	Yes	Outside of ROW
Inigo Way	Neighborhood Street	New Street	85 ft	2-lanes	Protected bi-direction cycle track on one side of the street	Yes	Yes	Outside of ROW
Joaquin Road	Neighborhood Street	Existing Street	78 ft	2-lanes	Buffered on-street cycleway on both sides of the street	Yes	Yes	Outside of ROW
Huff Avenue	Neighborhood Street	Existing Street	76 ft	2-lanes	Buffered on-street cycleway on both sides of the street	Yes	Eastern edge	Outside of ROW
Plymouth Street	Neighborhood Street	Existing Street	78 ft	2-lanes	Buffered on-street cycleway on both sides of the street	No	Yes	Outside of ROW
Main Street	Service Street	New Street	62 ft	2-lanes	Shared bike route within vehicle travel lane	Yes	Yes	Outside of ROW

Plan 6.1.1 EXISTING STREETS



Key

- PROPOSED STREET LOCATION
- DEDICATED PARK LAND VACATED RIGHT OF WAY
- PUBLIC ROW FOR NONMOTORIZED TRAFFIC, MAINTENANCE AND EV ONLY
- EXISTING STREET LOCATION
- EXISTING BUILDINGS
- EXISTING OPEN SPACE
- PROJECT AREA

Note:

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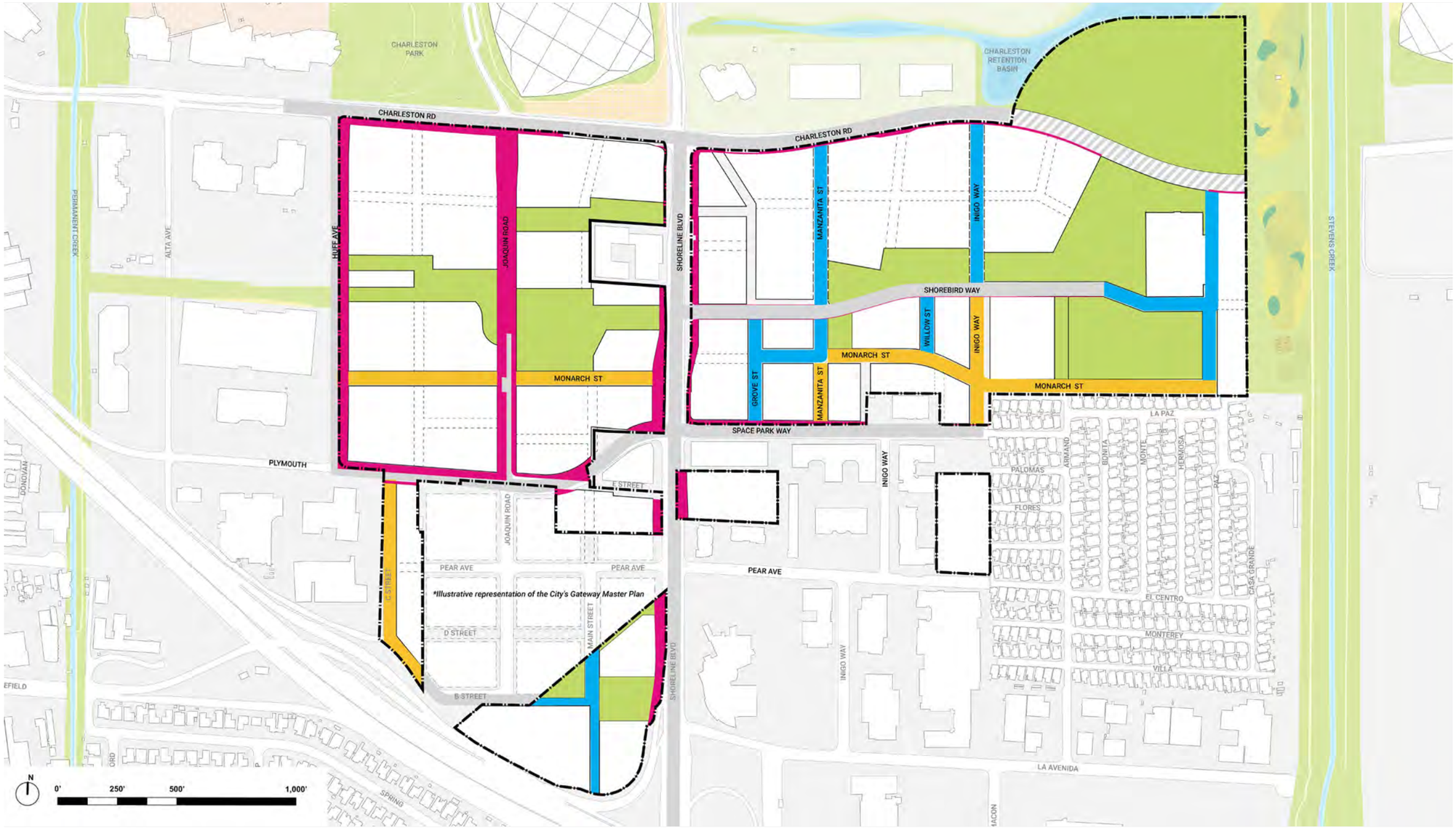
Plan 6.1.2 RIGHT-OF-WAY DEDICATION



Key

- EXPANDED ROW (PUBLIC AND PRIVATE EASEMENTS)
- NEW DEDICATED ROW
- PRIVATE STREET WITH PUBLIC ACCESS
- EXISTING ROW
- INDICATIVE LOCATION OF MID-BLOCK BREAK
- INDICATIVE LOCATION OF PRIVATE STREET
- CONCEPTUAL DEVELOPMENT PARCELS
- OPEN SPACE
- PUBLIC ROW FOR NONMOTORIZED TRAFFIC, MAINTENANCE AND EV ONLY
- PROJECT AREA

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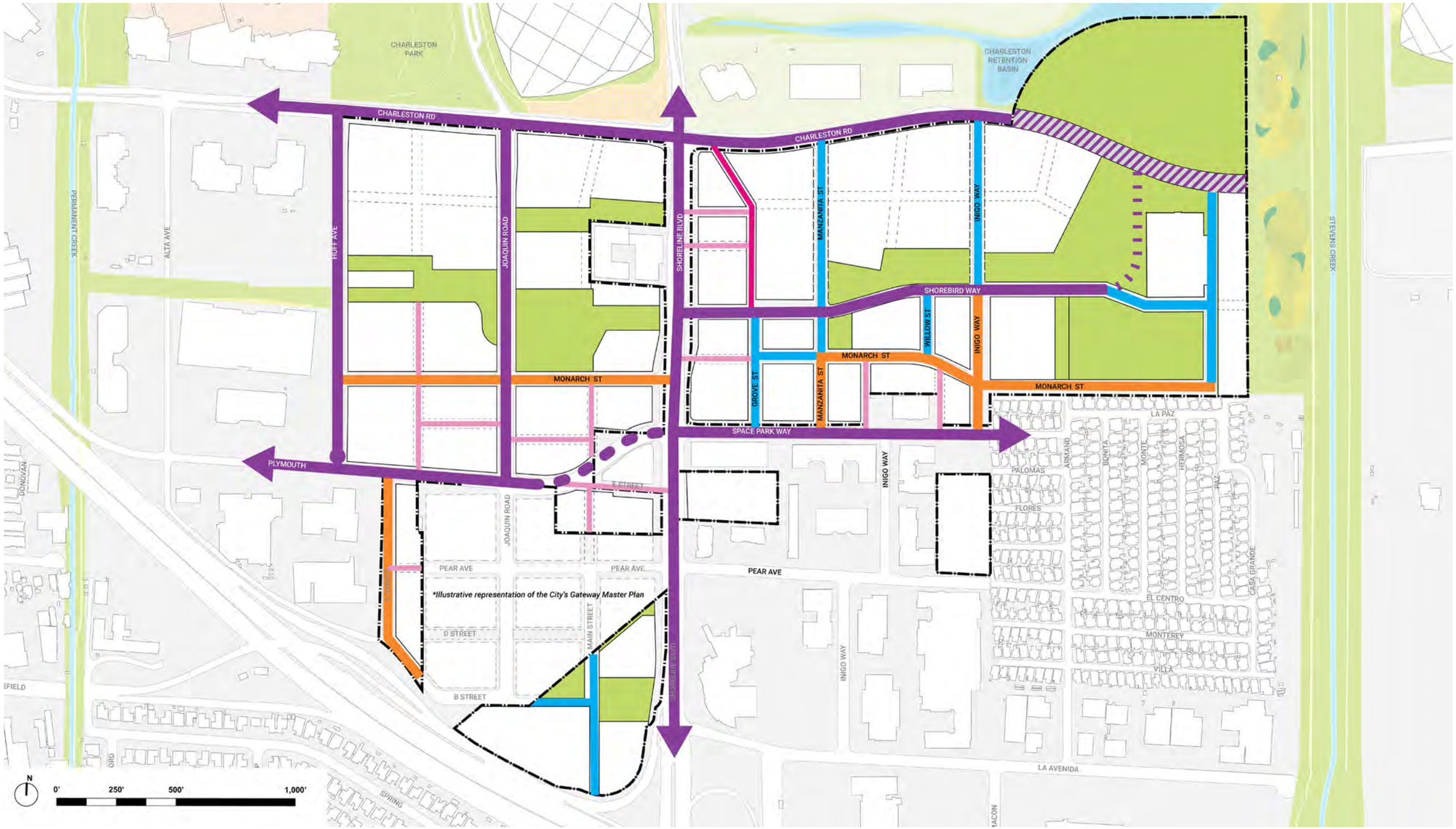
Plan 6.1.3 STREET NETWORK



Key

- EXISTING PUBLIC STREET
- RECONFIGURED PUBLIC STREET
- VACATED PUBLIC STREET
- PUBLIC ROW FOR NONMOTORIZED TRAFFIC, MAINTENANCE AND EV ONLY
- NEW PUBLIC STREET
- NEW PRIVATE ROAD
- NEW PRIVATE DRIVEWAY (INDICATIVE)
- NEW PEDESTRIAN LANEWAY (SOCIAL SPINE)
- INDICATIVE LOCATION OF MID-BLOCK BREAK
- INDICATIVE LOCATION OF PRIVATE STREET
- CONCEPTUAL DEVELOPMENT PARCELS
- OPEN SPACE
- PROJECT AREA

Note:

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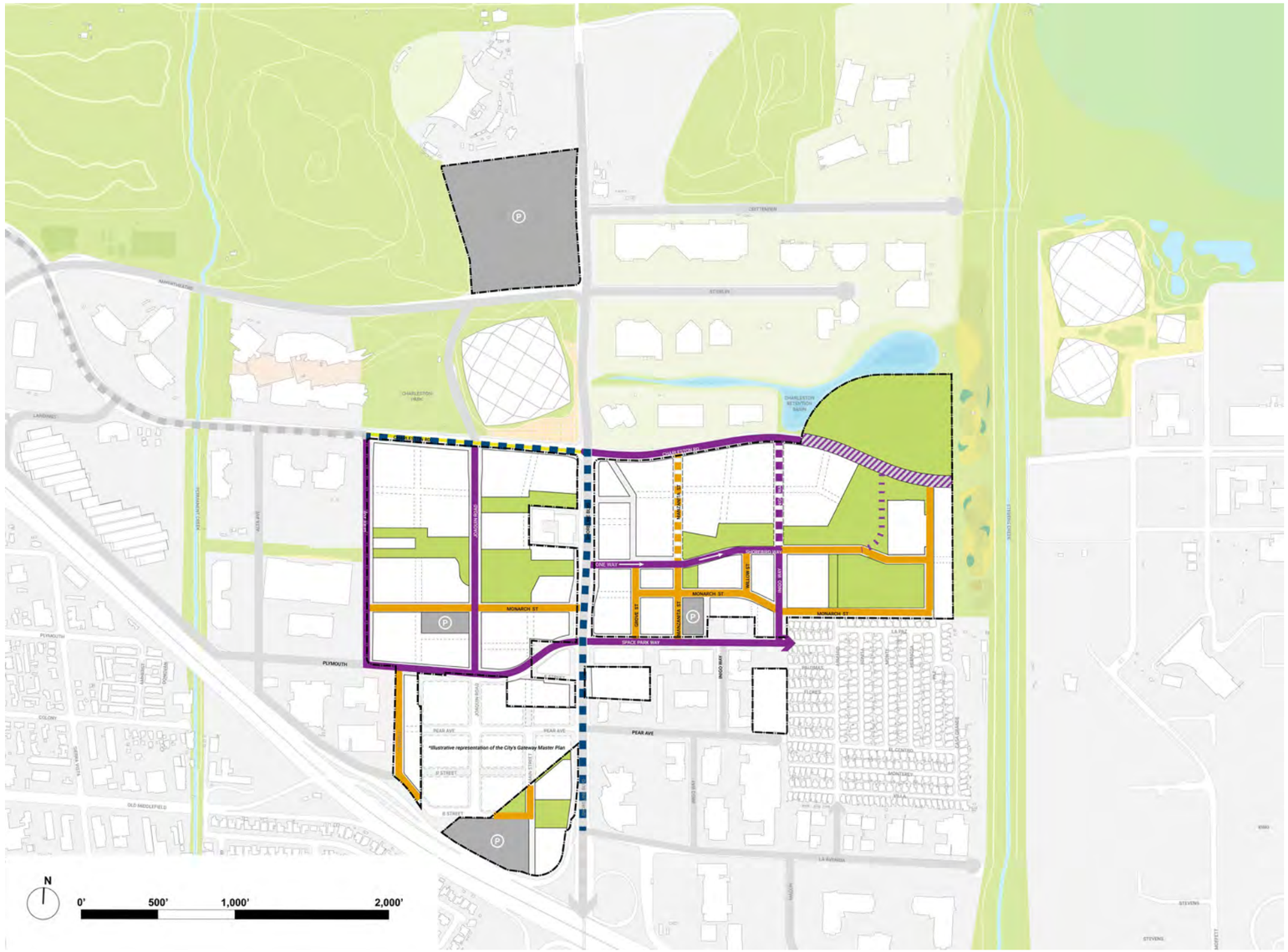
Plan 6.1.4 STREET CLASSIFICATION



Key

- GATEWAY BOULEVARD
- NEIGHBORHOOD STREET
- PRIVATE NEIGHBORHOOD STREET
- PUBLIC ROW FOR NONMOTORIZED TRAFFIC, MAINTENANCE AND EV ONLY
- SERVICE STREET
- PRIVATE SERVICE STREET
- ACCESS STREET
- TRANSIT BOULEVARD
- PARKING
- INDICATIVE LOCATION OF MID-BLOCK BREAK
- INDICATIVE LOCATION OF PRIVATE STREET
- CONCEPTUAL DEVELOPMENT PARCELS
- OPEN SPACE
- PROJECT AREA

Note:

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Plan 6.1.5 PEDESTRIAN NETWORK

Key

- PEDESTRIAN CIRCULATION (INDICATIVE)
- PEDESTRIAN STREETS (INDICATIVE)
- TRAILS
- PEDESTRIAN PRIORITY ZONE
- GREEN LOOP
- INDICATIVE LOCATION OF MID-BLOCK BREAK
- INDICATIVE LOCATION OF PRIVATE STREET
- CONCEPTUAL DEVELOPMENT PARCELS
- OPEN SPACE
- PUBLIC ROW FOR NONMOTORIZED TRAFFIC, MAINTENANCE AND EV ONLY
- PROJECT AREA

Note:

The final location of the off-site pedestrian/ bicycle trail connection between the Green Loop and Stevens Creek Trail will be determined at the time of submitting the corresponding PCP application. The final alignment of the trail will be contingent upon 1) coordination with the adjoining land owner 2) consideration of the use of the adjoining parcel, and 3) the final configuration of district systems within the District Central Plant.

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Plan 6.1.6 BICYCLE NETWORK

Key

- CLASS I - GREEN LOOP
- CLASS II- BUFFERED ON STREET BIKE LANES
- CLASS III- SHARED BIKE ROUTE WITHIN VEHICLE TRAVEL LANE
- CLASS IV- PROTECTED BI-DIRECTIONAL CYCLE TRACK
- CLASS IV - PROTECTED ONE-WAY CYCLE TRACK
- INDICATIVE LOCATION OF MID-BLOCK BREAK
- INDICATIVE LOCATION OF PRIVATE STREET
- CONCEPTUAL DEVELOPMENT PARCELS
- OPEN SPACE
- PUBLIC ROW FOR NONMOTORIZED TRAFFIC, MAINTENANCE AND EV ONLY
- PROJECT AREA

Note:

The final location of the off-site pedestrian/ bicycle trail connection between the Green Loop and Stevens Creek Trail will be determined at the time of submitting the corresponding PCP application. The final alignment of the trail will be contingent upon 1) coordination with the adjoining land owner 2) consideration of the use of the adjoining parcel, and 3) the final configuration of district systems within the District Central Plant.

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Plan 6.1.7 GREEN LOOP

Key

- NEW GREEN LOOP
- EXISTING GREEN LOOP TO BE RETAINED
- PLANNED/UNDER CONSTRUCTION GREEN LOOP
- INDICATIVE LOCATION OF MID-BLOCK BREAK
- INDICATIVE LOCATION OF PRIVATE STREET
- CONCEPTUAL DEVELOPMENT PARCELS
- OPEN SPACE
- PUBLIC ROW FOR NONMOTORIZED TRAFFIC, MAINTENANCE AND EV ONLY
- PROJECT AREA

Note:

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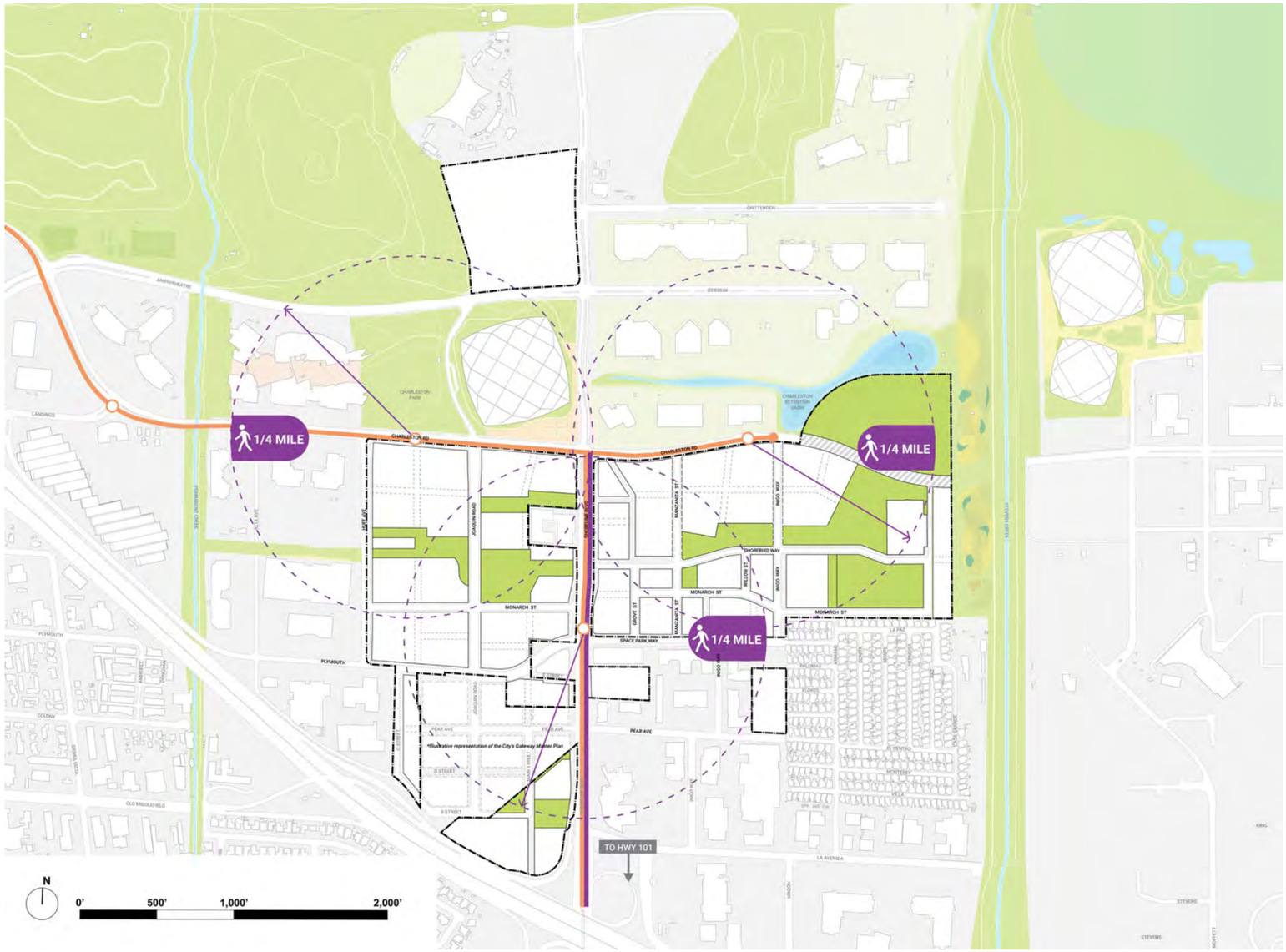
Plan 6.1.8 TRANSIT NETWORK



Key

- PRIMARY TRANSIT CORRIDORS AND TRANSIT STOPS
- REVERSIBLE BUS LANE
- 1/4 MILE WALK SHED
- INDICATIVE LOCATION OF MID-BLOCK BREAK
- INDICATIVE LOCATION OF PRIVATE STREET
- CONCEPTUAL DEVELOPMENT PARCELS
- OPEN SPACE
- PUBLIC ROW FOR NONMOTORIZED TRAFFIC, MAINTENANCE AND EV ONLY
- PROJECT AREA

Note:

SA-P-1 (Amphitheatre Parking Garage) is a planned parking garage that would provide parking for uses located within the Master Plan Area. The parking garage will be part of the Master Plan's CEQA review but will require a Design Review Permit as it is located outside of the NBPP area.

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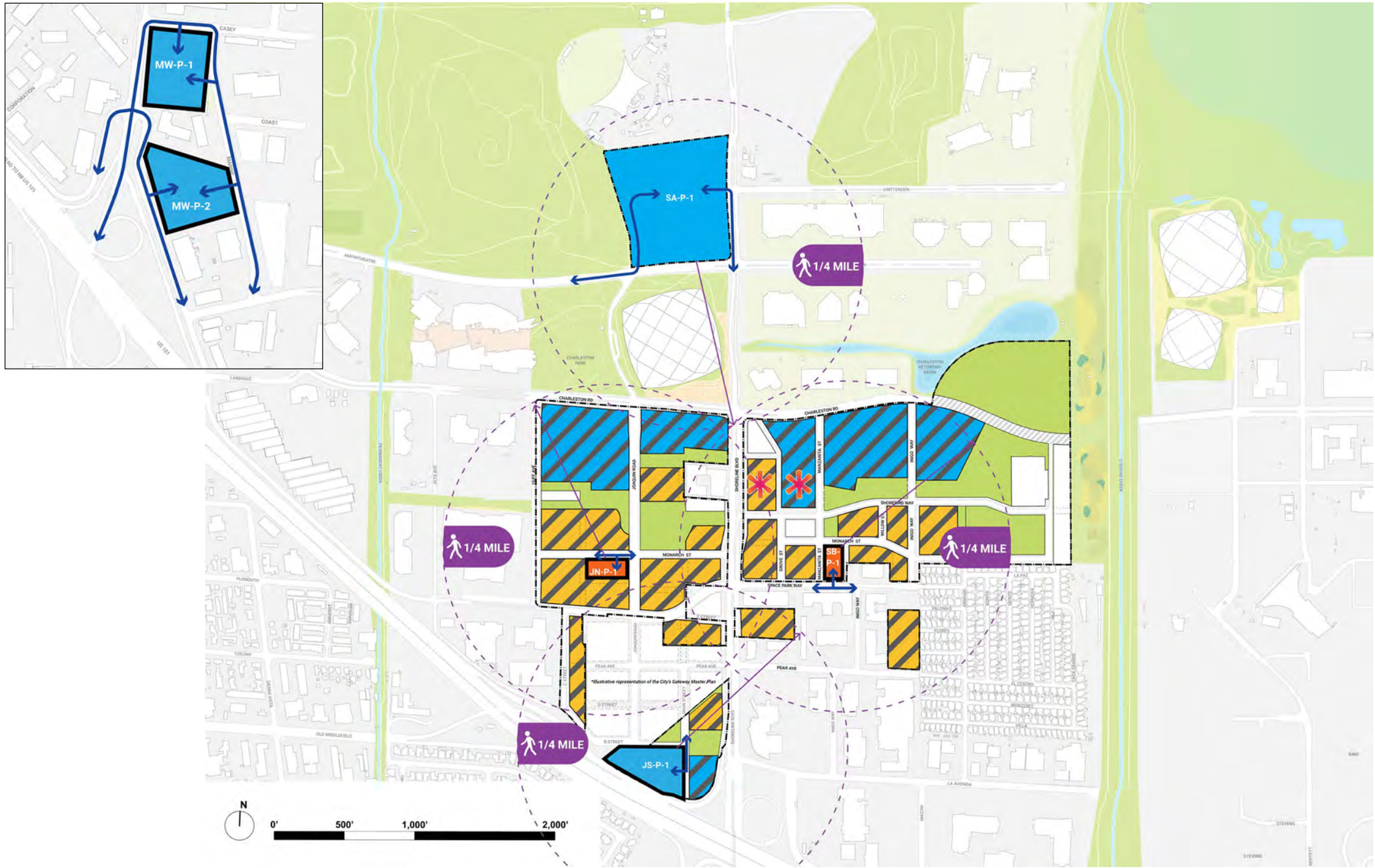
Plan 6.1.9 DISTRICT PARKING STRATEGY



Key

- INDICATIVE LOCATION FOR ACTIVE USE PARKING
- DISTRICT PARKING
- DISTRICT ACTIVE USE, HOTEL PARKING
- RESIDENTIAL ON-SITE PARKING
- OFFICE ON-SITE PARKING
- GARAGE ACCESS
- 1/4 MILE WALK SHED
- INDICATIVE LOCATION OF MID-BLOCK BREAK
- INDICATIVE LOCATION OF PRIVATE STREET
- CONCEPTUAL DEVELOPMENT PARCELS
- OPEN SPACE
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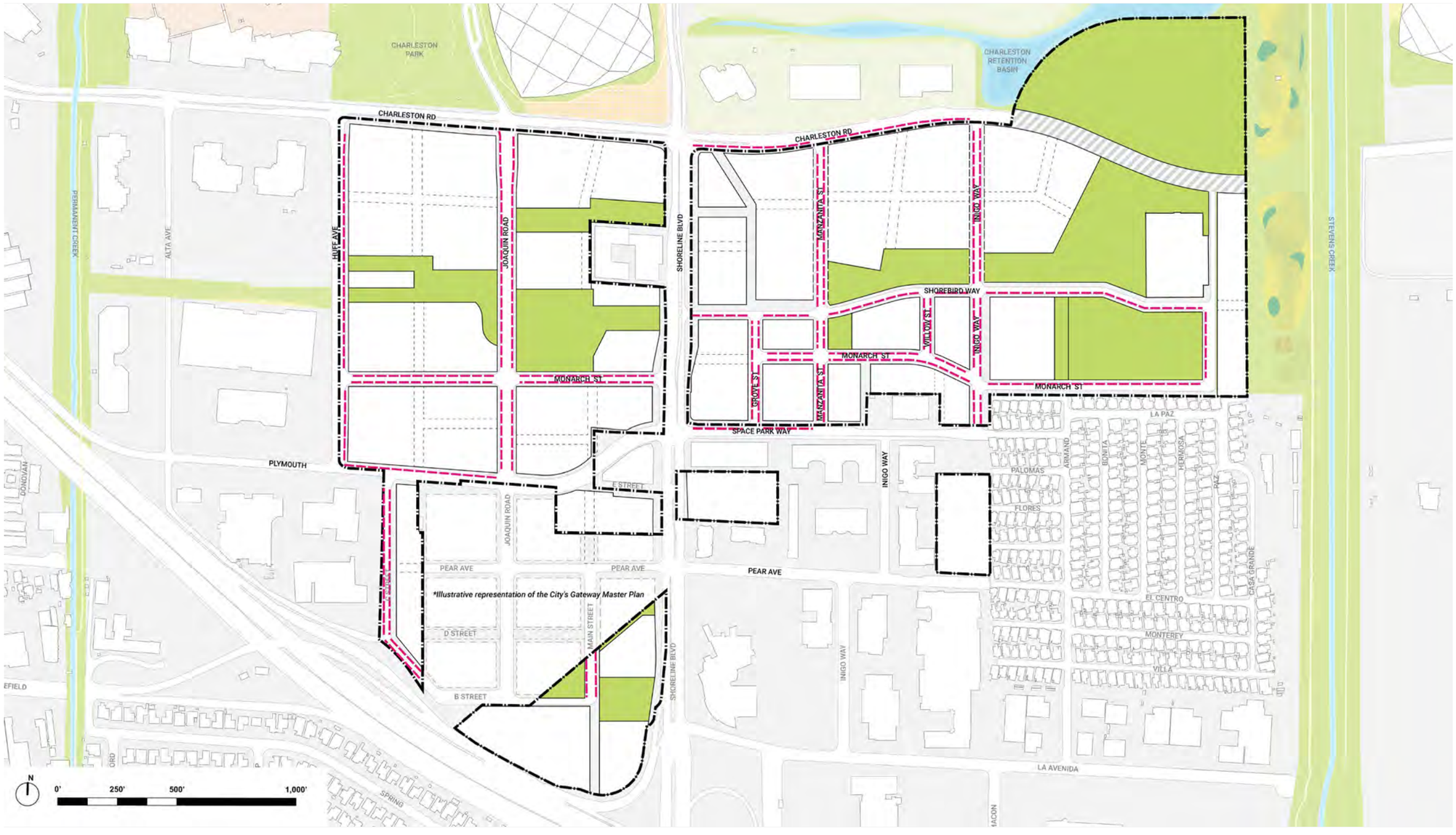
Plan 6.1.10 CURBSIDE ZONE



Key

- CURBSIDE ZONE - PARKING AND/OR PICK UP/DROP OFF
- INDICATIVE LOCATION OF MID-BLOCK BREAK
- INDICATIVE LOCATION OF PRIVATE STREET
- CONCEPTUAL DEVELOPMENT PARCELS
- OPEN SPACE
- PUBLIC ROW FOR NONMOTORIZED TRAFFIC, MAINTENANCE AND EV ONLY
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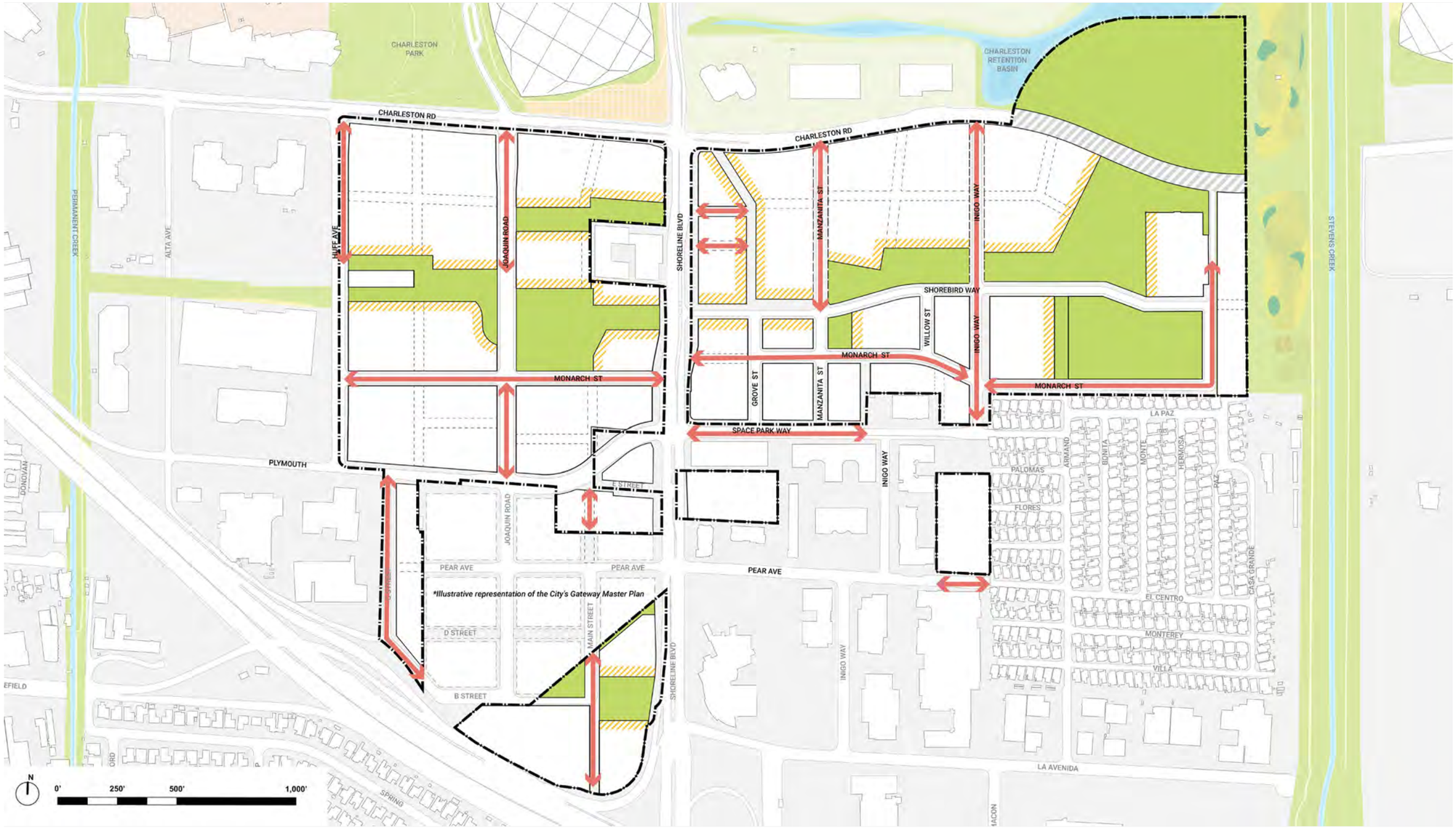
Plan 6.1.11 LOADING, SERVICING & ACCESS



Key

- PREFERRED LOCATIONS FOR OFF-STREET LOADING
- PROTECTED EDGE - NO PARKING OR LOADING ACCESS
- INDICATIVE LOCATION OF MID-BLOCK BREAK
- INDICATIVE LOCATION OF PRIVATE STREET
- CONCEPTUAL DEVELOPMENT PARCELS
- OPEN SPACE
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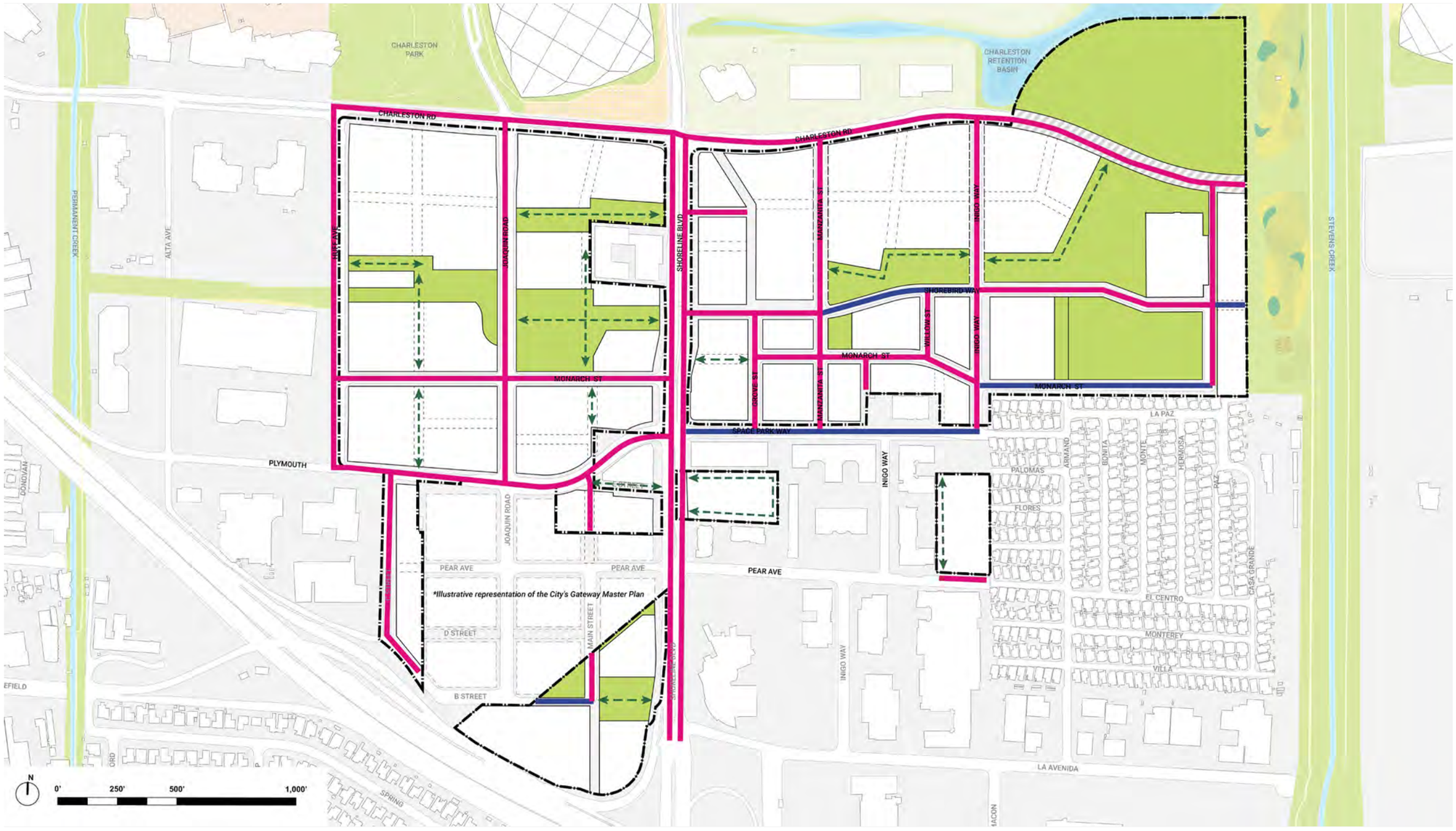
Plan 6.1.12 EMERGENCY VEHICLE ACCESS



Key

- STREETS WITH MIN 26' CLEAR FOR FIRE ACCESS
- STREETS WITH MIN 20' CLEAR FOR FIRE ACCESS
- FIRE ACCESS WITHIN OPEN SPACES AND PASSAGES
- INDICATIVE LOCATION OF MID-BLOCK BREAK
- INDICATIVE LOCATION OF PRIVATE STREET
- CONCEPTUAL DEVELOPMENT PARCELS
- OPEN SPACE
- PUBLIC ROW FOR NONMOTORIZED TRAFFIC, MAINTENANCE AND EV ONLY
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Utilities and district systems

7.1. Utilities + district systems

Public utility infrastructure

The Master Plan Area will require typical utility services to support the development, such as: water, sewer, storm drainage, power, and telecom services. The public networks will be extended and improved to meet the demands of the plan and the final configuration will depend on the extent of on-site treatment provided.

The City is the purveyor of water, sanitary sewer, and storm drainage utilities. The Master Plan Area will connect to the existing water system and will provide service for recycled, domestic potable, and firewater uses. The existing sanitary sewer system, which collects from Santiago Villa and the south side of Space Park Way, will also be maintained. The City recycled water system is proposed to extend south along N. Shoreline Boulevard to serve the parcels adjacent to U.S.-101 and east along Charleston Road serve the Eco Gem and Shorebird Wilds. The Plan's commitment to more pervious open space results in a reduction of stormwater runoff. Stormwater will be managed in accordance with the City's Stormwater Quality Guidelines.

The Plan references CIPs within the NBPP area which are intended to upsize portions of the existing infrastructure network to support the growth anticipated within the Precise Plan area or extend services to provide a more robust utility network. The Master Plan will require the realignment of several utility systems while maintaining the planned CIPs. 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 Master Plan Area.

The Project is investigating the option for private district systems that will work in tandem with the existing networks to provide improved environmental performance and a more resilient future for the community.

Public utilities will be provided generally in accordance with *Plans 7.1.1*, *7.1.3*, and *7.1.6*.

District systems

District systems, through the consolidation of systems, can deliver resource efficiency, reduced energy use and carbon emissions, and reduced potable water consumption. Google is investigating how to enhance the performance of the Project, by creating a sustainability ecosystem focused on district systems. By connecting resources across the Master Plan Area, the district would be more sustainable and resilient. Centralized infrastructure could also be upgraded more easily over time, allowing the Plan to continue to progress toward a decarbonized, closed-resource-loop district. The integration of multiple systems in a single location could also create significant operational benefits for users and reduce the demands placed on the City systems.

Accordingly, the Master Plan includes two district system options. The final system choice will balance the capacity and resilience of the City's networks with the opportunity to produce or treat resources locally for the benefit of the community.

Potential systems 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;
- district water reuse facility with centralized wastewater treatment, and district-scale low pressure wastewater collection and recycled water distribution systems;
- electrical microgrid consolidating behind a single point of connection local power generation and storage capabilities to enhance resilience and demand management as well as carbon intensity optimization;
- pneumatic waste collection system centralizing the collection of various waste streams to a single point of removal;
- additional resource recovery solutions, such as anaerobic digestion or pyrolysis, to maximize waste diversion from landfill and to increase overall resource efficiency on-site.

A District Central Plant is proposed at the eastern end of Shorebird 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 portions of the underground distribution component of the district systems. The corridor would minimize public right-of-way and public utility easement crossings, while also aiding access and maintenance. The corridor could include power, recycled water, sanitary sewer, pneumatic waste collection, and thermal hydronics. Electrical and telecom infrastructure would be 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.

DISTRICT SYSTEMS SCENARIOS

The approach to the deployment of district systems is a suite of fully private systems designed exclusively around Google properties and land holdings. All systems would be designed to service all the buildings' needs and the various distribution systems would be exclusive to Google's holdings. One of the core district systems is the on-site recycled water plant. The on-site facility could treat waste water collected from the buildings and then circulate for beneficial reuse. There are several options open to the City and Google in the deployment of this system.

DEMAND BASED DISTRICT WASTEWATER & RECYCLED WATER SYSTEMS

Under this base district system scenario, the private on-site water reuse facility would be sized to meet all the non-potable demands of the project, including toilet flushing, cooling, and irrigation. The private wastewater collection system would extend throughout Shorebird whilst the recycled water distribution system would deliver treated water to all the buildings and private parks in the proposed development.

Under this fully integrated district systems scenario, district systems will be delivered generally in accordance with *Plans 7.1.2*, *7.1.5*, and *7.1.8*.

COLLABORATIVE SCENARIO (DISTRICT WASTEWATER & RECYCLED WATER ONLY)

A variation to the base scenario aims to avoid the duplication of water infrastructure and services. The water reuse facility could be sized to treat the full amount of wastewater generated by the Project creating additional recycled water resources that could be made available to the City for reuse beyond the boundaries of the proposed development (or for the irrigation of public parks inside the project area). The collaboration would rely on:

- the extension and use of the existing sanitary sewer network with the construction of a new sewer mining station from which the water reuse facility would scalp wastewater for treatment, and
- on the extension and use of the existing recycled water network into which recycled water meeting the same standard of quality would be blended to service both Google holdings and additional City uses, maximizing the creation of a valuable local resource and reducing potable water consumption.

Under a collaborative district systems scenario, district systems will be delivered generally in accordance with *Plans 7.1.4*, and *7.1.7*.

Stormwater management

The Master Plan Area is being transformed from a sea of asphalt parking lots and hard-piped infrastructure to an integrated network of drainage and stormwater management. The landscaped areas will incorporate nature-based stormwater solutions that will reduce impacts on municipal infrastructure, add value to landscape and ecological systems and contribute to sustainable site infrastructure.

Stormwater management design will aim to improve stormwater quality and reduce stormwater runoff volumes. Site design will increase pervious surfaces and strive to restore ecological flow patterns. This combination will support habitats that have been mostly lost in the area while improving human experiences through biophilic design. It will also help to reduce urban heat island effects, increase tree canopy shade, increase evapotranspiration, and reduce irrigation use. Due to the scale of the project, the transformation and implementation of these improvements will vastly improve stormwater quality before discharging into the San Francisco Bay.

Stormwater management strategies will be phased with each development, maximizing centralized stormwater treatment where feasible. Centralized treatment may require stormwater runoff to be captured from multiple parcels. In all locations, the stormwater will comply with the guidance provided by the Santa Clara Valley Urban Runoff Pollution Prevention Program.

Stormwater management will be delivered generally in accordance with *Plans 7.1.9* and *7.1.10*.

Plan 7.1.1 DOMESTIC WATER

Key

- PROPOSED WATER
- PROPOSED WATER TO BE CONSTRUCTED BY OTHER IN ACCORDANCE WITH GATEWAY MASTER PLAN
- EXISTING WATER
- RECONFIGURED WATER
- DISTRICT CENTRAL PLANT
- INDICATIVE LOCATION OF MID-BLOCK BREAK
- INDICATIVE LOCATION OF PRIVATE STREET
- CONCEPTUAL DEVELOPMENT PARCELS
- OPEN SPACE
- PUBLIC ROW FOR NONMOTORIZED TRAFFIC, MAINTENANCE AND EV ONLY
- PROJECT AREA

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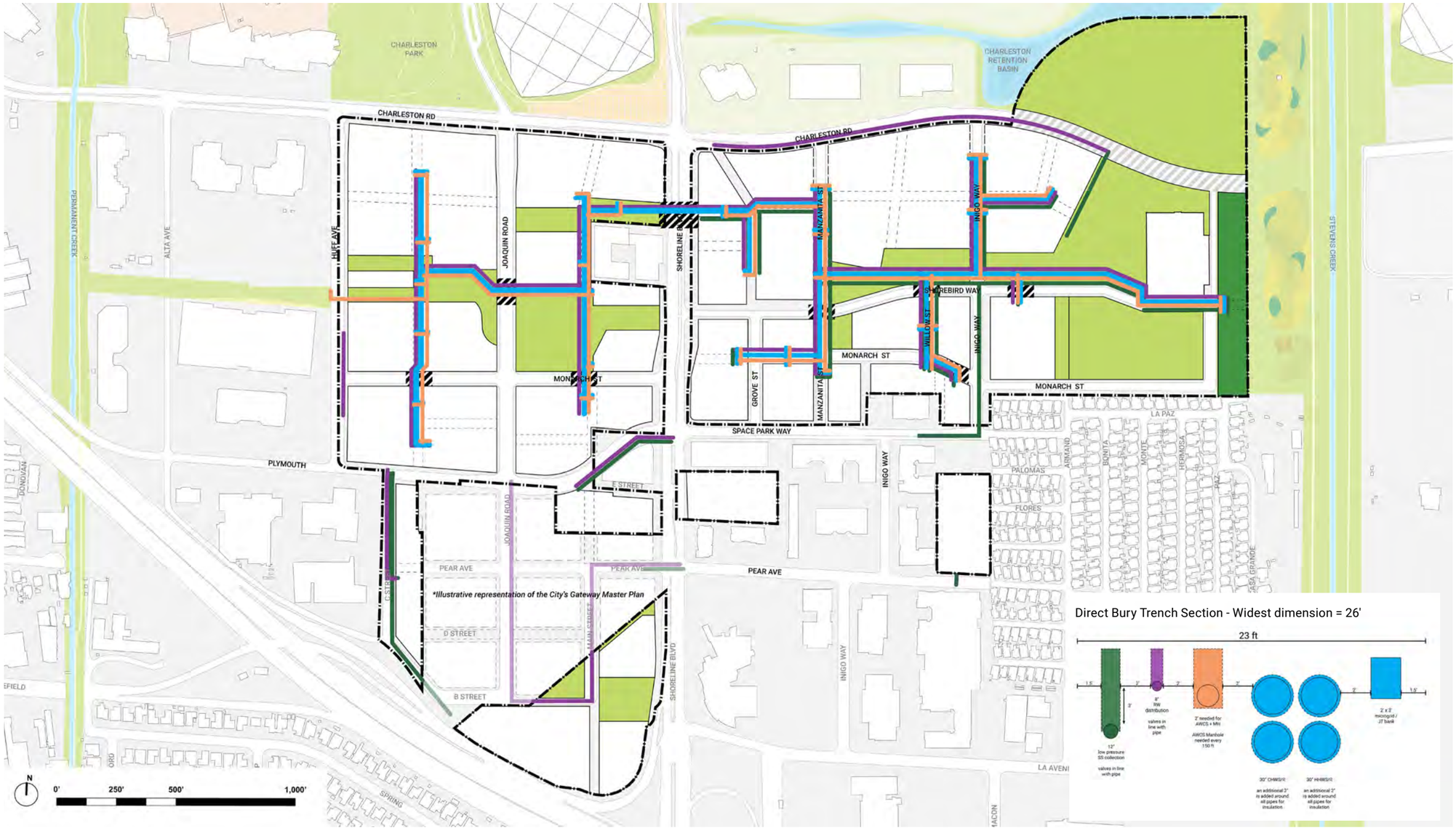
Plan 7.1.2 DISTRICT SYSTEMS



Key

- PROPOSED AWCS
- PROPOSED HEATING + COOLING + MICROGRID
- PROPOSED SANITARY SEWER
- PROPOSED SANITARY SEWER TO BE CONSTRUCTED BY OTHER IN ACCORDANCE WITH GATEWAY MASTER PLAN
- PROPOSED RECYCLED WATER
- PROPOSED RECYCLE WATER TO BE CONSTRUCTED BY OTHER IN ACCORDANCE WITH GATEWAY MASTER PLAN
- RIGHT OF WAY CROSSING [MAJOR ENCROACHMENT]
- DISTRICT CENTRAL PLANT
- INDICATIVE LOCATION OF MID-BLOCK BREAK
- INDICATIVE LOCATION OF PRIVATE STREET
- CONCEPTUAL DEVELOPMENT PARCELS
- OPEN SPACE
- PUBLIC ROW FOR NONMOTORIZED TRAFFIC, MAINTENANCE AND EV ONLY
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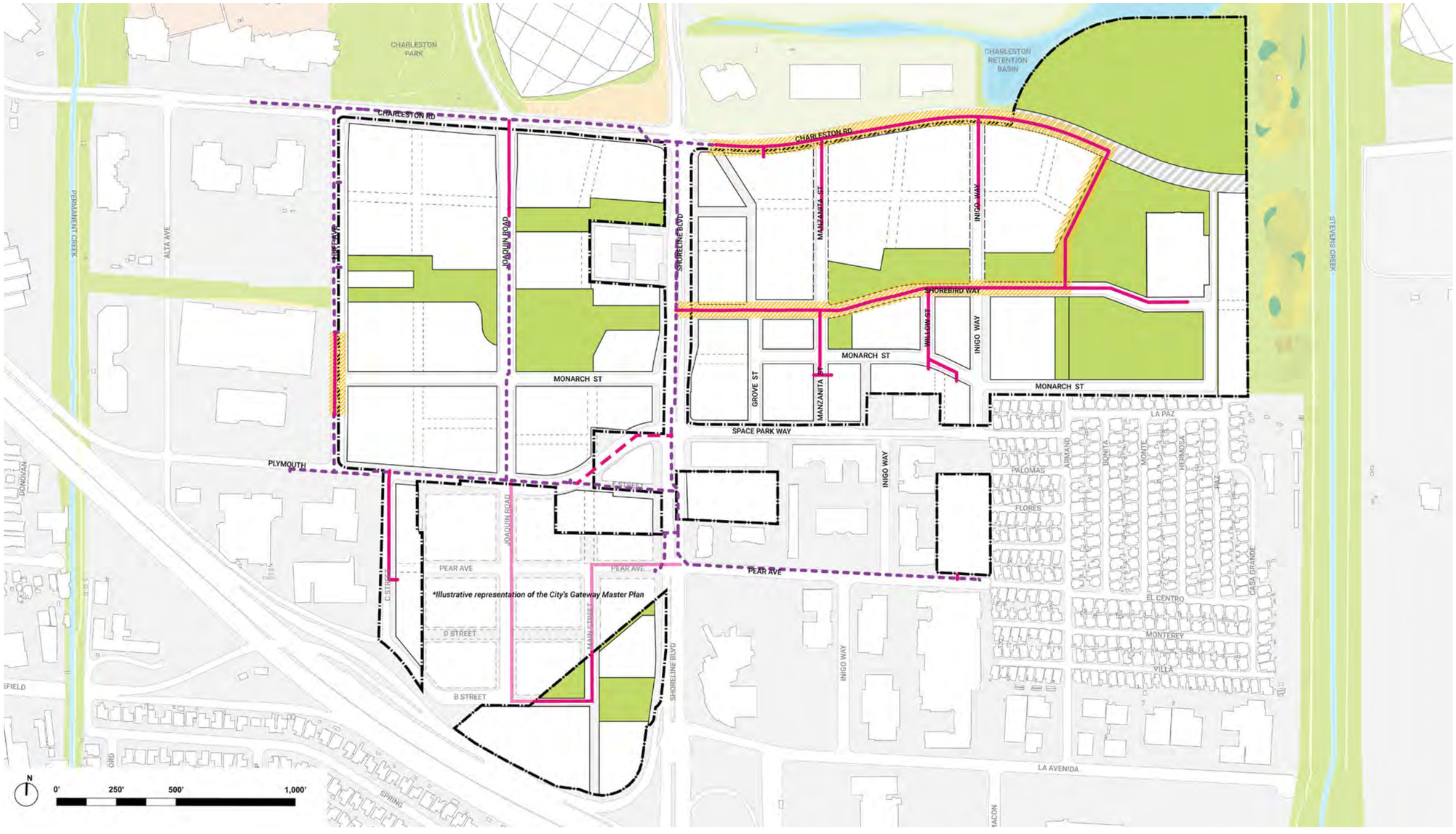
Plan 7.1.3 RECYCLED WATER (BUSINESS AS USUAL)



Key

- PROPOSED RECYCLED WATER
- PROPOSED RECYCLED WATER TO BE CONSTRUCTED BY OTHER IN ACCORDANCE WITH GATEWAY MASTER PLAN
- EXISTING RECYCLED WATER
- RECONFIGURED RECYCLED WATER
- ANTICIPATED CITY RECYCLED WATER CIP
- INDICATIVE LOCATION OF MID-BLOCK BREAK
- INDICATIVE LOCATION OF PRIVATE STREET
- CONCEPTUAL DEVELOPMENT PARCELS
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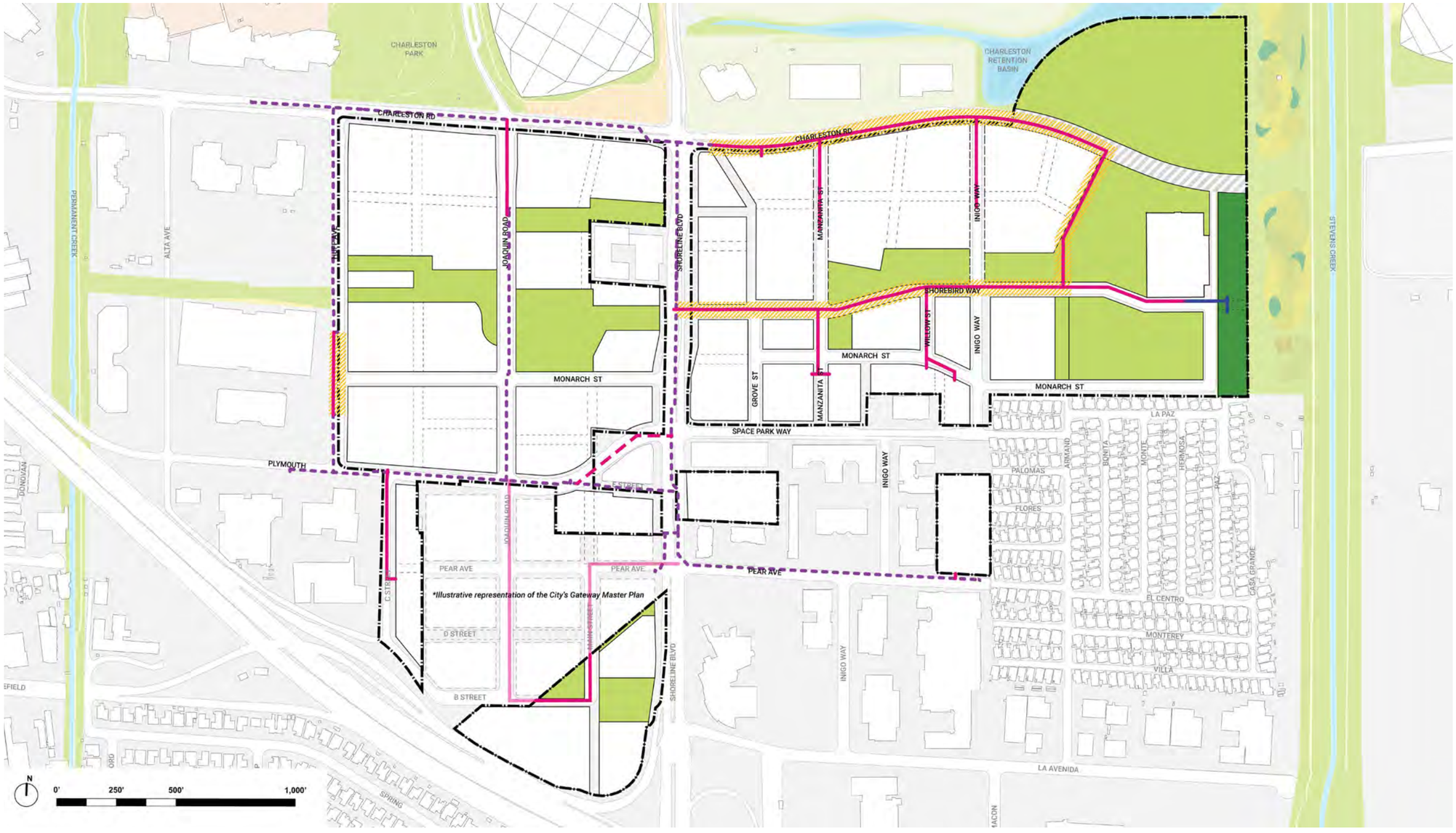
Plan 7.1.4 RECYCLED WATER (COLLABORATIVE SCENARIO)



Key

- RECONFIGURED RECYCLED WATER
- RECYCLED WATER [PRIVATE]
- RECYCLED WATER [PUBLIC]
- PROPOSED RECYCLED WATER TO BE CONSTRUCTED BY OTHER IN ACCORDANCE WITH GATEWAY MASTER PLAN
- EXISTING RECYCLED WATER
- ANTICIPATED CITY RECYCLED WATER CIP
- DISTRICT CENTRAL PLANT
- INDICATIVE LOCATION OF MID-BLOCK BREAK
- INDICATIVE LOCATION OF PRIVATE STREET
- CONCEPTUAL DEVELOPMENT PARCELS
- OPEN SPACE
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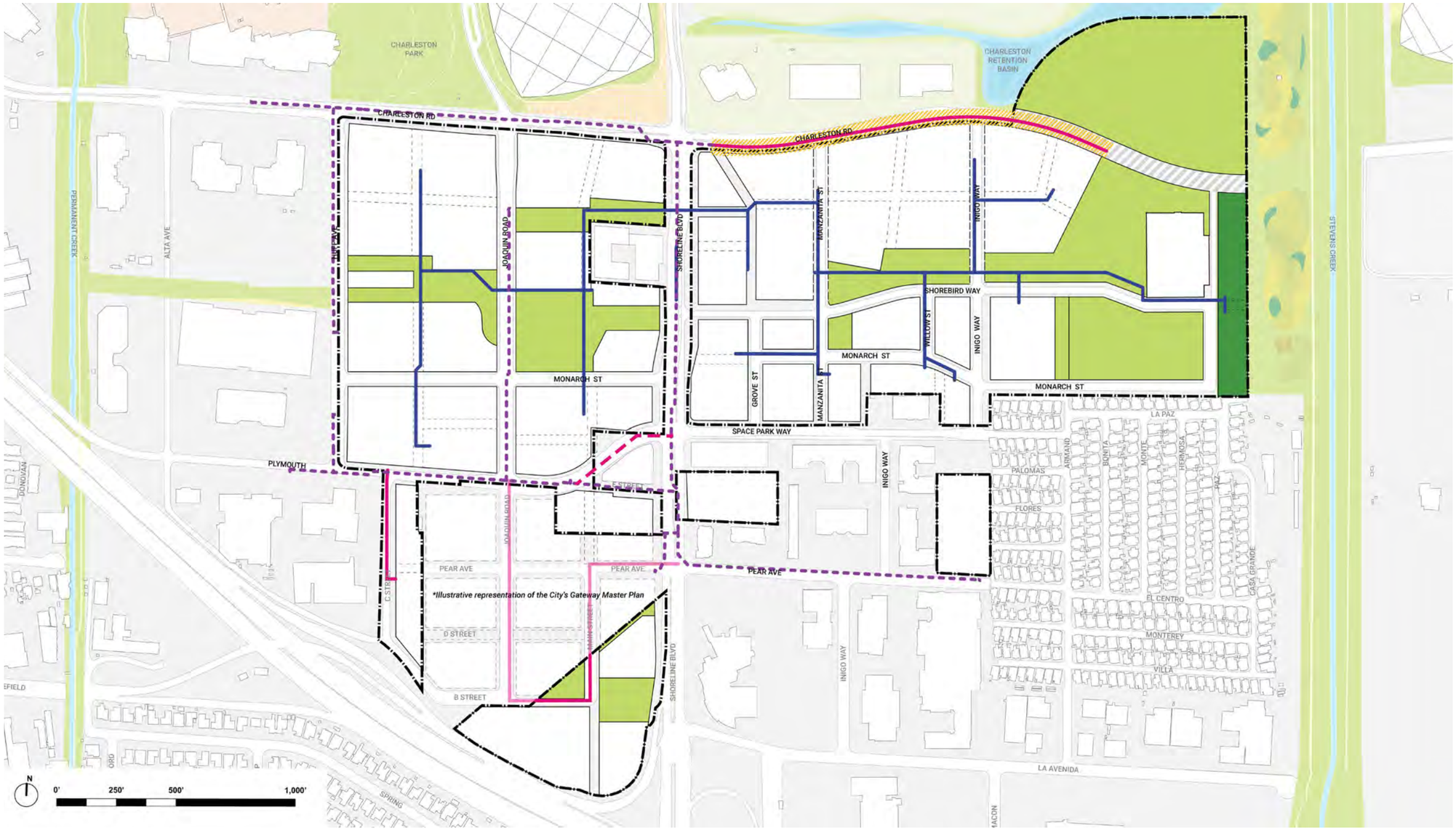
Plan 7.1.5 RECYCLED WATER (DISTRICT SYSTEMS SCENARIO)



Key

- RECONFIGURED RECYCLED WATER
- RECYCLED WATER [PRIVATE]
- RECYCLED WATER [PUBLIC]
- PROPOSED RECYCLED WATER TO BE CONSTRUCTED BY OTHER IN ACCORDANCE WITH GATEWAY MASTER PLAN
- EXISTING RECYCLED WATER
- ANTICIPATED CITY RECYCLED WATER CIP
- DISTRICT CENTRAL PLANT
- INDICATIVE LOCATION OF MID-BLOCK BREAK
- INDICATIVE LOCATION OF PRIVATE STREET
- CONCEPTUAL DEVELOPMENT PARCELS
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Plan 7.1.6 WASTEWATER (BUSINESS AS USUAL)

Key

- SANITARY SEWER
- PROPOSED SANITARY SEWER TO BE CONSTRUCTED BY OTHER IN ACCORDANCE WITH GATEWAY MASTER PLAN
- EXISTING SEWER
- RECONFIGURED SEWER
- ANTICIPATED CITY SANITARY SEWER CIP
- INDICATIVE LOCATION OF MID-BLOCK BREAK
- INDICATIVE LOCATION OF PRIVATE STREET
- CONCEPTUAL DEVELOPMENT PARCELS
- OPEN SPACE
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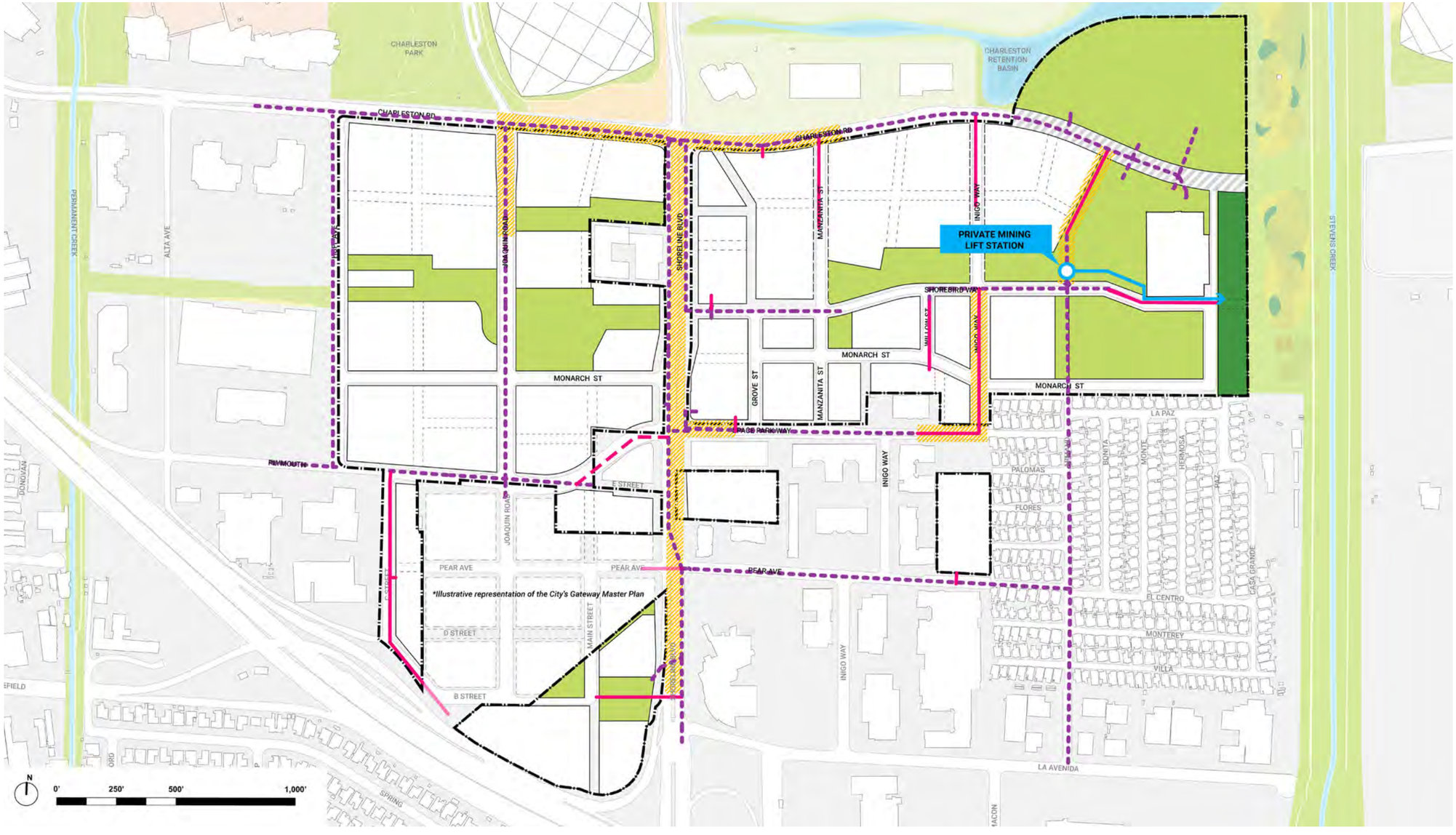
Plan 7.1.7 WASTEWATER (COLLABORATIVE SCENARIO)



Key

- SANITARY SEWER FORCE MAIN
- SANITARY SEWER
- PROPOSED SANITARY SEWER TO BE CONSTRUCTED BY OTHER IN ACCORDANCE WITH GATEWAY MASTER PLAN
- EXISTING SEWER
- RECONFIGURED SEWER
- ANTICIPATED CITY SANITARY SEWER CIP
- DISTRICT CENTRAL PLANT
- INDICATIVE LOCATION OF MID-BLOCK BREAK
- INDICATIVE LOCATION OF PRIVATE STREET
- CONCEPTUAL DEVELOPMENT PARCELS
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Plan 7.1.8 WASTEWATER (DISTRICT SYSTEMS SCENARIO)

Key

- SANITARY SEWER
- PROPOSED SANITARY SEWER TO BE CONSTRUCTED BY OTHER IN ACCORDANCE WITH GATEWAY MASTER PLAN
- EXISTING SEWER
- RECONFIGURED SEWER
- ANTICIPATED CITY SANITARY SEWER CIP
- DISTRICT CENTRAL PLANT
- INDICATIVE LOCATION OF MID-BLOCK BREAK
- INDICATIVE LOCATION OF PRIVATE STREET CONCEPTUAL
- DEVELOPMENT PARCELS
- OPEN SPACE
- PUBLIC ROW FOR NONMOTORIZED TRAFFIC, MAINTENANCE AND EV ONLY
- PROJECT AREA

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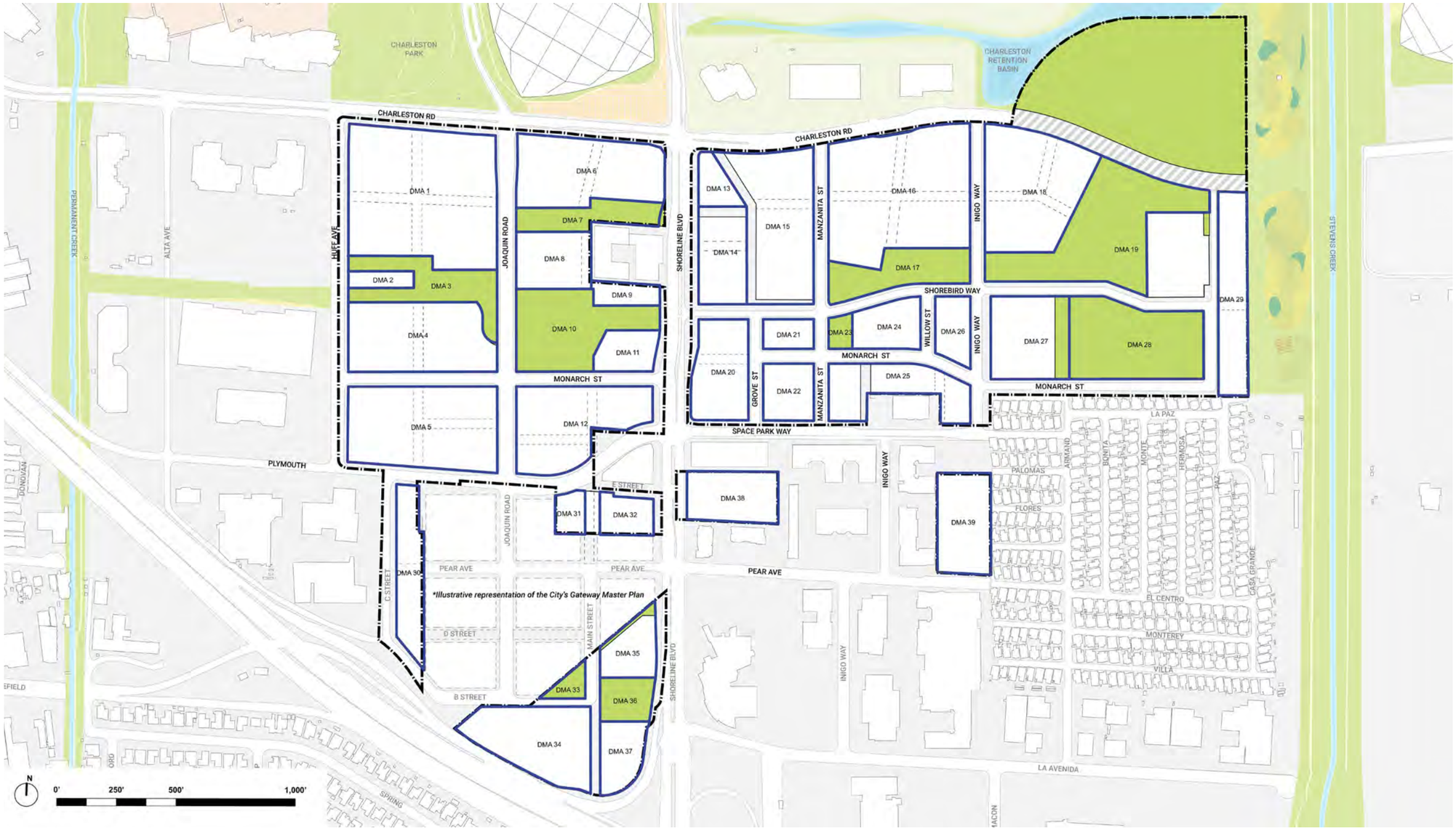
Plan 7.1.9 STORMWATER MANAGEMENT



Key

- DRAINAGE MANAGEMENT AREA
- INDICATIVE LOCATION OF MID-BLOCK BREAK
- INDICATIVE LOCATION OF PRIVATE STREET
- CONCEPTUAL DEVELOPMENT PARCELS
- OPEN SPACE
- PUBLIC ROW FOR NONMOTORIZED TRAFFIC, MAINTENANCE AND EV ONLY
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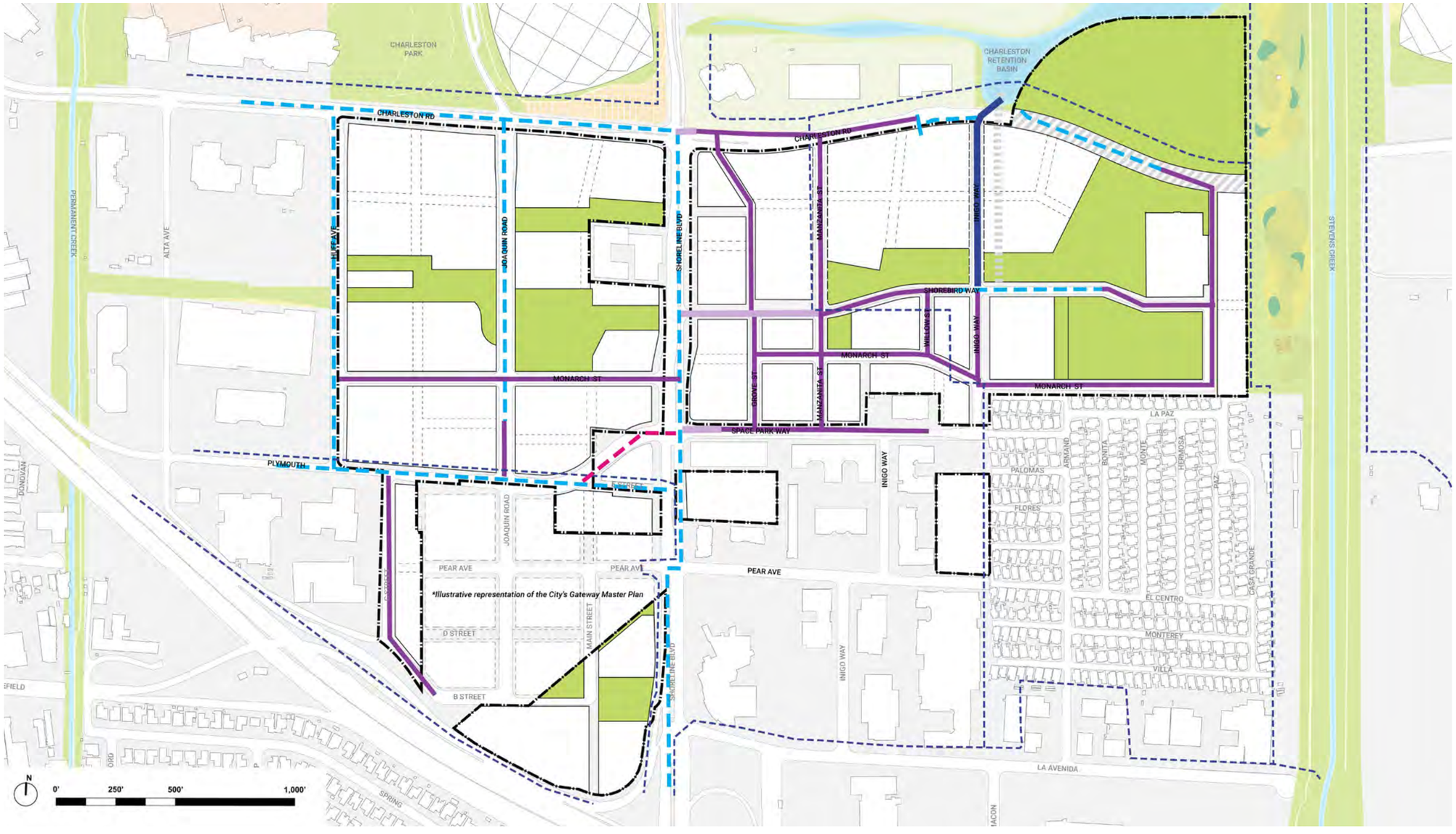
Plan 7.1.10 STORM DRAINS



Key

- EXISTING STORM DRAIN
- EXISTING STORM DRAIN MAIN (TO BE REMOVED)
- EXISTING STORM DRAIN (TO BE UPSIZED)
- RECONFIGURED STORM DRAIN
- PROPOSED STORM DRAIN MAIN RELOCATION
- PROPOSED STORM DRAIN
- EXISTING STORM DRAIN (CATCHMENT AREA TO BE MAINTAINED)
- INDICATIVE LOCATION OF MID-BLOCK BREAK
- INDICATIVE LOCATION OF PRIVATE STREET
- CONCEPTUAL DEVELOPMENT PARCELS
- OPEN SPACE
- PUBLIC ROW FOR NONMOTORIZED TRAFFIC, MAINTENANCE AND EV ONLY
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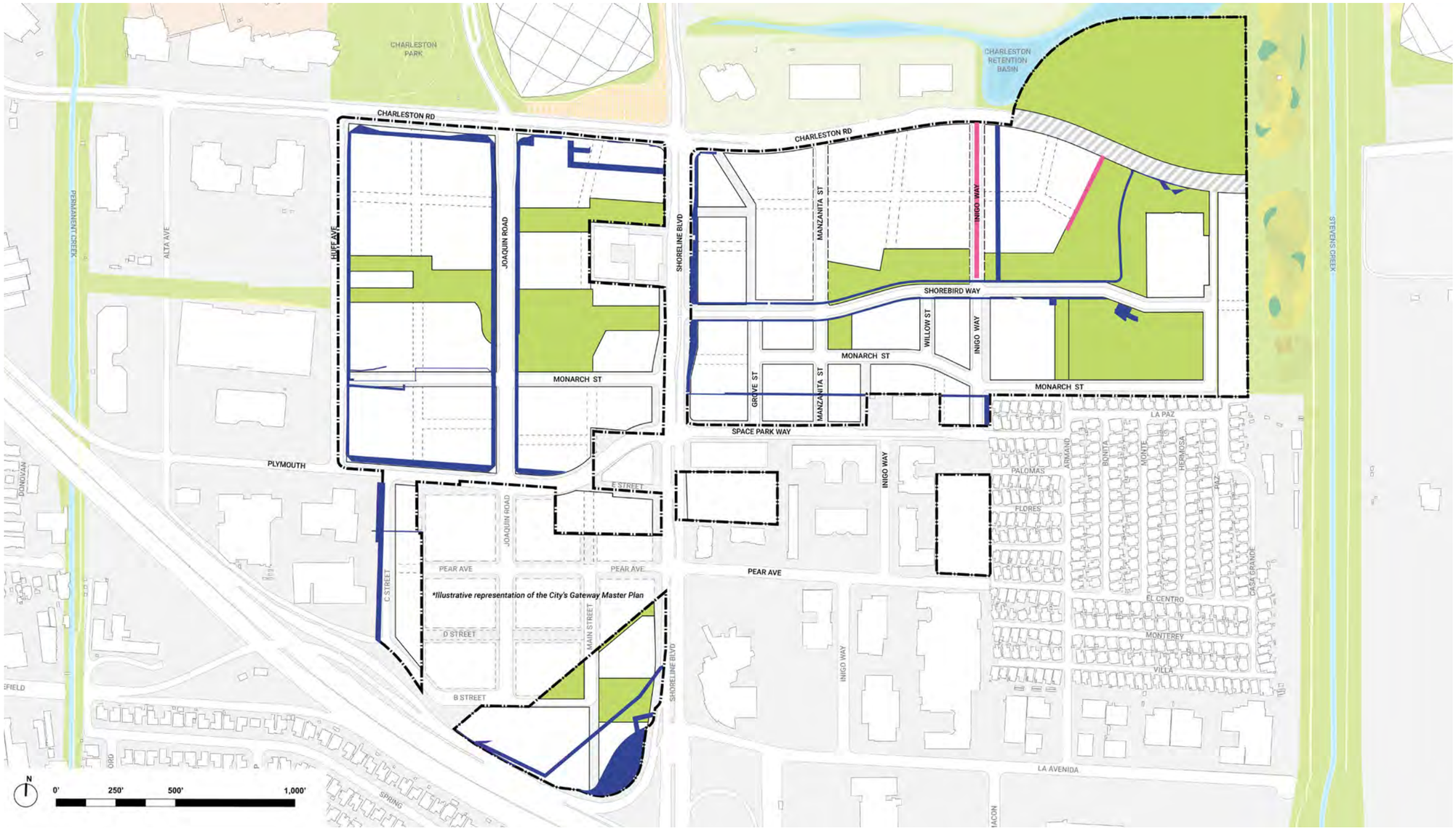
Plan 7.1.11 EXISTING EASEMENT VACATION



Key

- RELOCATED CITY EASEMENT
- EXISTING PUBLIC EASEMENT TO BE VACATED
- INDICATIVE LOCATION OF MID-BLOCK BREAK
- INDICATIVE LOCATION OF PRIVATE STREET
- CONCEPTUAL DEVELOPMENT PARCELS
- OPEN SPACE
- PUBLIC ROW FOR NONMOTORIZED TRAFFIC, MAINTENANCE AND EV ONLY
- PROJECT AREA

Note:

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Sustainability

8.1. Sustainability and resilience

GREEN BUILDINGS + SITE DESIGN

Buildings and the site will be designed to minimize the environmental impacts of construction and operation significantly reducing greenhouse gas emissions; restoring and enhancing ecosystem health; and minimizing waste, energy, water, and materials.

All new office buildings will be LEED Platinum certified, and all residential buildings will meet the minimum 120-point GreenPoint rating, or equivalent. Additionally, residential buildings will achieve a Fitwel rating. Buildings will also leverage district systems to maximize resource efficiency, particularly water and electricity.

Site design will focus on increasing tree canopy, expanding vegetated areas, decreasing heat island effect through shading, and minimizing hardscape, utilizing native species as much as possible, and protecting and enhancing adjacent sensitive ecosystems.

FLOOD MANAGEMENT

A 'future-proofed' North Bayshore applies an adaptive management approach to sea level and flooding risks to protect development and infrastructure against the effects of climate change. Large portions of North Bayshore are currently protected by berms that surround existing salt ponds; acres of recreational area; and levees along Stevens and Permanente Creeks. Long-term resiliency strategies include a combination of public mitigation projects aimed at improving levees, and development-specific strategies including overland flood release, intentional grading and raising finished floor elevations where necessary.

The FEMA Flood Insurance Rate Maps indicate that the Master Plan area falls within Zone X, which is defined as an area either with a 0.2% annual chance flood (500-year storm), or an area protected by levees from the 1% annual chance flood (100-year storm). No minimum base flood elevations are set for Zone X. Therefore, the project does not need to modify its existing site elevations for flood management purposes. The Project seeks to integrate stormwater management best practices throughout the Master Plan Area to provide micro detention across the site during intense storm events.

The proposed site grading is designed to maintain existing grades to the maximum extent feasible at the Project's edge conditions, along existing streets, and along the existing Green Loop. The boundary between the Stevens Creek and Permanente Creek watersheds run through the Master Plan Area and is intended to be maintained.

The Plan will minimize the potential consequences of sea level rise by locating development in upland areas. All new buildings will be protected against the projected year 2070 sea level rise through elevated finished floors and/or the implementation of regional capital improvement projects focused on sea level rise protection, as identified in the NBPP and the most recent updated Council Report 2021 Shoreline Sea Level Rise Study Update dated June 22, 2021. Regional sea level rise mitigation projects provide critical infrastructure across all waterfront cities to protect the City's residents and communities from future climate change impacts.

RENEWABLE ENERGY

Commercial and residential buildings will be energy efficient and all-electric and leverage on-site renewable energy to contribute toward achieving a carbon-free future. New construction will target highly efficient design solutions that meet or exceed California's Title 24, Part 6 Energy Code as well as the City's Reach Code. Buildings will leverage passive design and high-performance mechanical system strategies to drive down energy use and make the on-site renewable energy as impactful as possible. The potential district system solution, in particular thermal heating and cooling and the microgrid, will also serve to further improve district-wide energy efficiency, resilience, and renewable energy use, adding storage, demand management and carbon shifting strategies to the mix of solutions.

Phasing

9.1. Phasing

Shorebird will be delivered as the first Complete Neighborhood in four sequential phases. Delivery of Shorebird will include the shared district parking structure at Shoreline Amphitheatre. The delivery of Shorebird will also include development of two noncontiguous development parcels in Pear, and one noncontiguous development parcel in Joaquin South.

Joaquin North, being that part of the neighborhood north of Plymouth Street, will be delivered as the second Complete Neighborhood in three sequential phases. Joaquin South will be delivered in the final phase to allow for the potential to develop concurrently with the other major landowner within the Gateway Master Plan Area, facilitating the co-delivery of new roads, pedestrian/bike connections, and horizontal infrastructure.

The improvement of POPAs and the dedication of land for public parks and affordable housing will be delivered generally in accordance with *Table 9.11*.

OFFICE DECANTMENT

To convert North Bayshore from a place dominated by single-story office/R&D buildings and large surface parking lots, Google will first need to demolish existing office buildings to free up land for higher-density office buildings, housing, and other uses. However, as this is an operational campus, it will not always be possible to demolish existing office buildings without first constructing new office buildings. This will allow Google to phase the decantment of employees from existing offices to the new offices without disrupting business operations. Once this move has occurred the existing office buildings can be demolished.

Table 9.1.1 POPAS AND LAND DEDICATIONS BY PHASE

PHASE	POPA	PARK LAND DEDICATION	AFFORDABLE HOUSING DEDICATION[1]
Phase 1: Shorebird North	Greenway West	—	Parcel PE-PR-2 Parcel JS-PR-2
Phase 2: Shorebird South	Shorebird Wilds	Eco Gem Shorebird Yard Armand Trail Shorebird Square	Parcel SB-PR-6
Phase 3: Willow	—	—	—
Phase 4: Inigo	Greenway Park East	—	—
Phase 5: Plymouth	The Portal	—	—
Phase 6A: Joaquin East (Office)	Joaquin Grove	—	—
Phase 6B: Joaquin East (Residential)	—	Joaquin Commons	Parcel JN-PR-7
Phase 7A: Joaquin West (Office)	—	—	—
Phase 7B: Joaquin West (Residential)	Joaquin Terrace Joaquin Courts	—	Parcel JN-PR-2
Phase 8: Shoreline	—	Gateway Plaza Shoreline Square	Parcel JS-PR-1

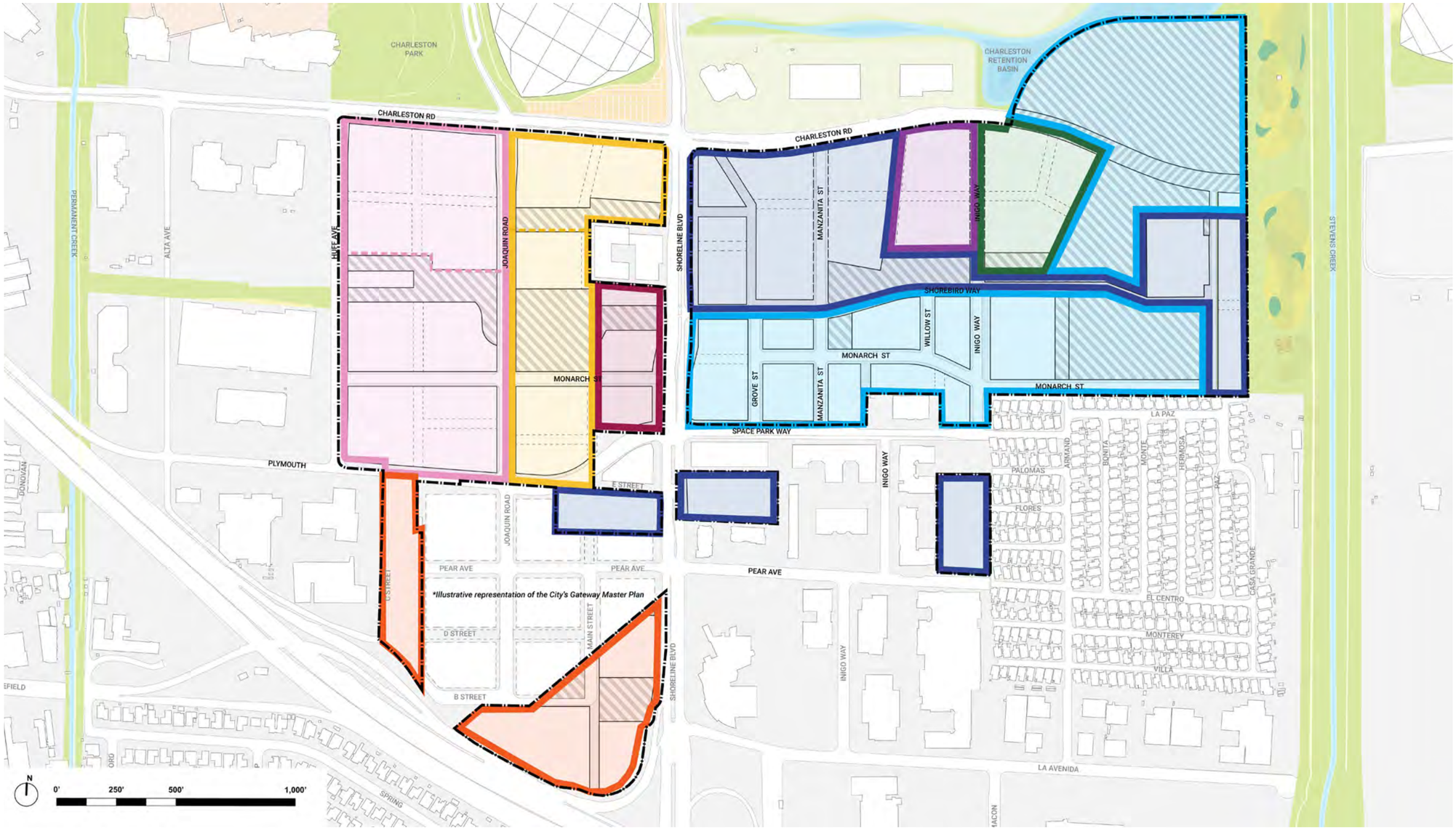
1 For those land dedication parcels which are hatched on *Plan 4.1.3*, the final location, area, dimension and yield of the dedicated parcel will be determined at the time of submitting the corresponding PCP application.

Table 9.1.2 DEVELOPMENT PROGRAM BY PHASE

LAND USE	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
Residential units	**1,118 du**	**1,794 du**	—	—	**612 du**	**916 du**	**1,800 du**	**760 du**
• Residential	1,119,000 sf	1,792,000 sf	—	—	631,000 sf	925,000 sf	1,923,000 sf	753,000 sf
• Residential parking	331,000 sf	409,000 sf	—	—	130,000 sf	193,000 sf	460,000 sf	161,000 sf
Rebuilt office	849,970 sf	—	394,812 sf	12,791 sf	—	486,280 sf	94,160 sf	—
New office	—	—	—	377,388 sf	—	—	675,863 sf	250,000 sf
Total office	**849,970 sf**	—	**394,812 sf**	**390,179 sf**	—	**486,280 sf**	**770,023 sf**	**250,000 sf**
Rebuilt active uses	—	—	—	—	—	—	—	11,056 sf
New active uses	152,644 sf	92,366 sf	—	—	23,953 sf	11,047 sf	—	3,934 sf
Total active uses	**152,644 sf**	**92,366 sf**	—	—	23,953 sf	**11,047 sf**	—	**14,990 sf**
Hotel	**160,00 sf**	—	—	—	—	—	—	**180,000 sf**
	±250 keys	—	—	—	—	—	—	—
District Central Plant	130,000 sf	—	—	—	—	—	—	—
TOTAL	1,892,644 sf	2,293,366 sf	394,812 sf	390,179 sf	784,953 sf	1,615,327 sf	3,153,023 sf	1,358,990 sf
Dedicated park land	±0.0 ac	±15.1 ac	±0.0 ac	±0.0 ac	±0.0 ac	±2.6 ac	±0.0 ac	±1.3 ac
POPA	±2.0 ac	±5.0 ac	±0.0 ac	±0.7 ac	±0.7 ac	±1.4 ac	±2.2 ac	±0.0 ac

PHASING

Plan 9.1.1 PHASING



Key

- 1 SHOREBIRD NORTH
- 2 SHOREBIRD SOUTH
- 3 WILLOW
- 4 INIGO
- 5 PLYMOUTH
- 6 JOAQUIN EAST (OFFICE)
- 7 JOAQUIN WEST (OFFICE)
- 8 SHORELINE
- INDICATIVE LOCATION OF MID-BLOCK BREAKS
- CONCEPTUAL DEVELOPMENT PARCELS
- OPEN SPACE
- PUBLIC ROW FOR NONMOTORIZED TRAFFIC, MAINTENANCE AND EV ONLY
- PROJECT AREA

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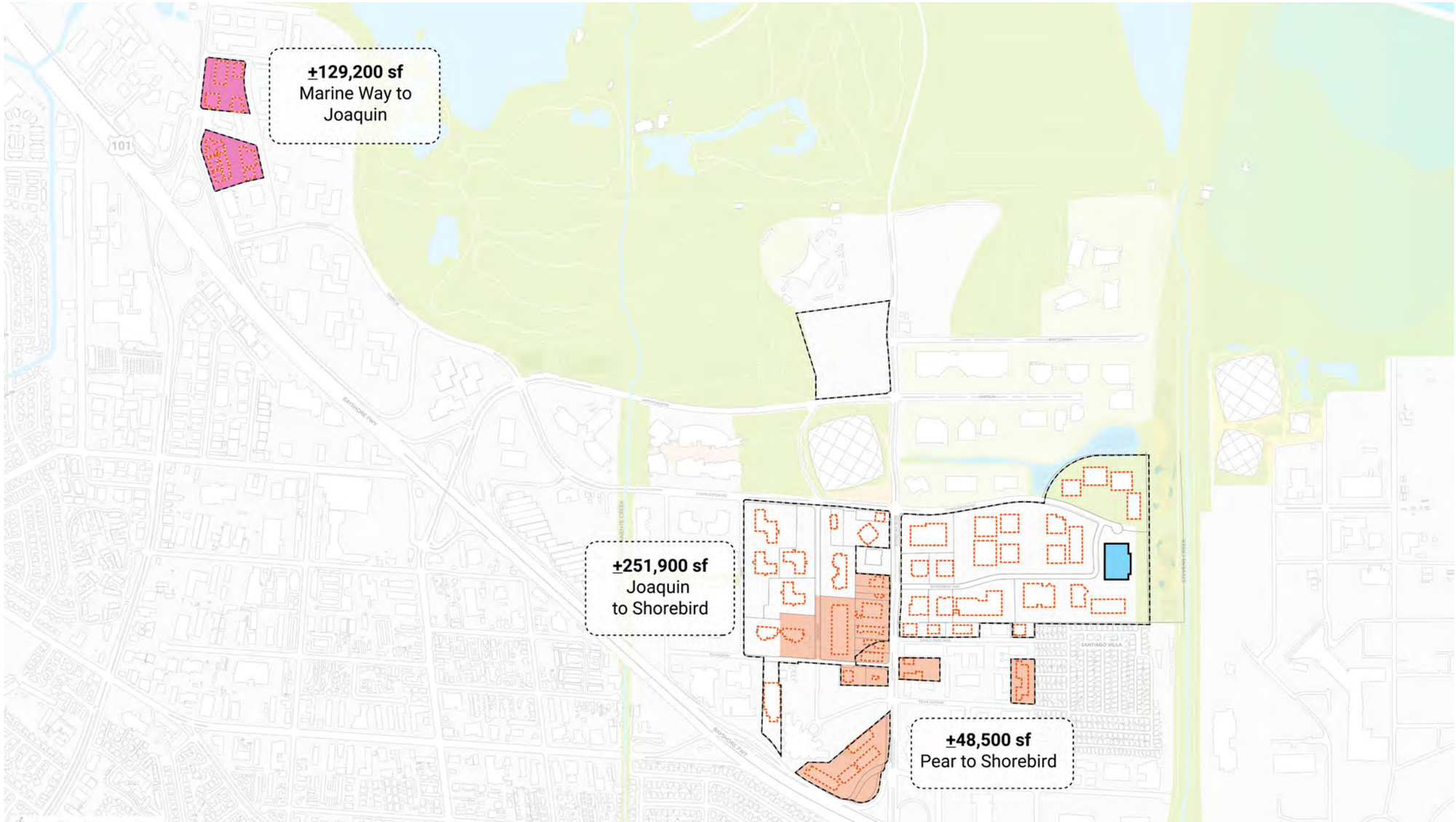
Plan 9.1.2 EXISTING OFFICE TRANSFER



Key

- OFFICE TRANSFER TO SHOREBIRD
- OFFICE TRANSFER TO JOAQUIN NORTH
- BUILDINGS TO BE REMOVED
- BUILDING TO REMAIN
- EXISTING OPEN SPACE
- PROJECT AREA

Note:

SA-P-1 (Amphitheatre Parking Garage) is a planned parking garage that would provide parking for uses located within the Master Plan Area. The parking garage will be part of the Master Plan's CEQA review but will require a Design Review Permit as it is located outside of the NBPP area.

This Plan is part of the North Bayshore Framework Master Plan. This plan demonstrates a conceptual plan for the future development of the Master Plan Area. Roadway alignments, and land use parcels are general depictions. Specifically, the alignment of that part of Manzanita Street and Inigo Way between Shorebird Way and Charleston Road will be determined at the time of submitting a VTSM. This plan may be subsequently updated and modified in response to City comments as part of the design review process and future PCP applications.

Development standards and guidelines

10.1. Conformance framework

General Plan conformance

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

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

Joaquin South, the part of the site designated as the Mixed-Use Center, is pedestrian oriented. In acknowledgment of the General Plan's focus on entertainment and civic uses, Joaquin South's orientation leverages synergies with the Computer History Museum located on the adjacent side of N. Shoreline Boulevard. Joaquin South 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 10.1.1 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 Master Plan addresses how the Plan responds to and implements the NBPP's vision and principles.

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 Plan includes three "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 the Greenway Parks, and from trails weaving through Shorebird Wilds to the immersive and educational landscape at the Eco Gem.

Joaquin North will include a mix of residential and office uses with a strong concentration of large-scale gathering spaces, including Joaquin Commons, as well as intimate pocket parks including Joaquin Grove, Joaquin Terrace and Joaquin Courts.

Joaquin South will be the anchor of the neighborhood, with retail, entertainment, and higher-density housing, reaching its full potential when adjacent properties also redevelop.

Pear builds upon existing and planned mixed-use development, providing additional infill residential uses.

Promote housing affordability

The Plan will provide 20 percent of the Plan's residential units as affordable through a combination of land dedication and inclusionary affordable residential units.

The Plan proposes the development of up to 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.

Enhance ecosystems and habitat

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

The Eco Gem 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 provide a large native meadow and aid in native species restoration. A portion of the Shorebird Way right-of-way will be relocated to the west to expand the rehabilitated area and remove vehicular traffic. The part of Charleston Road, east of Inigo Way will have vehicular access to emergency and maintain vehicles only, while maintaining pedestrian and bicycle access, in order to create connected habitat areas north and south of Charleston Road. 1201 Charleston Rd will be retained.

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

Improve transportation connections to North Bayshore

The Plan seeks to facilitate a place that is less car dependent. Accordingly, the Plan 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.

Expand and improve public spaces

The Plan will create a robust network of connected parks and open spaces throughout the Master Plan 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.

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.

Concentrate growth to support transit

The Plan 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.

Make the area highly sustainable

Principles of sustainability are integral to the Plan 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. Native species 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 uses through the deployment of innovative district 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.

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 safe 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.

Construct buildings that support public areas

The amplification of the public realm is a key organizing principle of the Plan. A finer street grid on and near active streets will promote pedestrian permeability. Ground floors of all buildings will have transparency and human-scaled design 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.

Minimize the potential consequences of sea level rise

The Plan will minimize the potential consequences of sea level rise by locating development in upland areas. All new buildings will be protected against the projected year 2070 sea level rise through elevated finished floors and/or the implementation of regional capital improvement projects focused on sea level rise protection, as identified in the NBPP and the most recent updated Council Report 2021 Shoreline Sea Level Rise Study Update from June 22, 2021.

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, The Portal, 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 Plan 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, nonprofits, 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 grocery market will be provided within Shorebird.

Joaquin South 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 Plan 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 Plan is located within the Shorebird, Joaquin, and Pear Complete Neighborhoods. The Plan also encompasses four character areas: Gateway, Core, General, and Edge—see *Plan 2.1.5*.

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 uses.

The Plan substantially complies with the NBPP's Complete Neighborhood targets, providing up to 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 Plan delivers the NBPP's vision of creating distinct, complete neighborhoods that integrate housing and habitat, innovation and sustainability, mobility, and walkability.

Table 10.1.2 COMBINED NBPP NEIGHBORHOOD TARGETS

	NEIGHBORHOOD TARGETS	PROPOSED	PERCENTAGE
Size	±154 acres	±126.5 acres	
Residential units	9,850 units	7,000 units	71%
Affordable housing units	1,970 units	1,400 units	71%
Employment*	5,000,000 sf	3,141,264 sf	63%
Retail and entertainment	290,000 sf	295,000 sf	102%
Hotel	400 rooms	525 rooms	131%
Public open space (minimum)	Community park, 3 neighborhood parks	1 Community park, 11 neighborhood parks	—

* NBPP Note: includes office, R&D, industrial, and service uses; also includes new and existing building square footage per NBPP.

Table 10.1.3 SHOREBIRD NBPP NEIGHBORHOOD TARGETS

SHOREBIRD	NEIGHBORHOOD TARGETS	PROPOSED	PERCENTAGE
Size	±49 acres	±66.4	
Residential units	2,950 units	2,120 units	72%
Affordable housing units	590 units	332 units	56%
Employment	1,500,000 sf	1,634,962 sf	109%
Retail and entertainment	15,000 sf	225,000 sf	1,500%
Hotel	—	250 rooms	250%
Public open space (minimum)	Neighborhood Park	5 Neighborhood parks	—

Outer Shorebird

Part of the Master Plan Area extends east beyond the boundary of the Shorebird Complete Neighborhood, namely that part of the Plan that includes the Eco Gem, Shorebird Yard, 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 10.1.4 JOAQUIN NBPP NEIGHBORHOOD TARGETS

JOAQUIN	NEIGHBORHOOD TARGETS	PROPOSED	PERCENTAGE
Size	±72 acres	±55.9	
Residential units	3,950 units	4,37o units	111%
Affordable housing units	790 units	826 units	105%
Employment	2,500,000 sf	1,506,302 sf	60%
Retail and entertainment	240,000 sf	60,000 sf	25%
Hotel	200 rooms	275 rooms	138%
Public open space (minimum)	Community park; Neighborhood park	1 Community park 6 Neighborhood parks	—

Table 10.1.5 PEAR NBPP NEIGHBORHOOD TARGETS

JOAQUIN	NEIGHBORHOOD TARGETS	PROPOSED	PERCENTAGE
Size	±43 acres	±4.2 acres	
Residential units	2,950 units	510 units	17%
Affordable housing units	590 units	242 units	41%
Employment	1,000,000 sf	—	—
Retail and entertainment	35,000 sf	10,000 sf	29%
Hotel	200 rooms	—	—
Public open space (minimum)	Neighborhood Park	—	—

Permit review and administration

11.1. Entitlement framework

CEQA CERTIFICATION

In 2017, City Council adopted the updated NBPP 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. An Initial Study Compliance Checklist will be prepared to focus a Supplemental EIR for this Master Plan.

The Initial Study Compliance Checklist will be attached to the Supplemental EIR as an appendix. The Supplemental EIR (including the checklist) will tier from the certified 2017 NBPP SEIR pursuant to CEQA Guidelines Sections 15162 (Subsequent EIRs and Negative Declarations), 15168 (Program EIRs), and 15183 (Projects Consistent with a Community Plan, General Plan, or Zoning) to the maximum extent practicable, and will focus on environmental resources areas where new or more substantially severe significant impacts would occur that were not previously disclosed in the original 2014 North Bayshore Precise Plan EIR, the 2017 NBPP SEIR, or the Mountain View 2030 General Plan EIR (certified in 2012).

The Master Plan's CEQA document will be sufficiently detailed and robust that subsequent PCP approvals in the Master Plan Area will 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 Master Plan's CEQA document, has been analyzed for CEQA purposes, and is subject to all applicable mitigation measures from the Master Plan's CEQA document, the 2017 NBPP SEIR, 2014 NBPP EIR, and the Mountain View 2030 General Plan EIR (certified in 2012), as well as General Plan or NBPP policies, or other pertinent City development plans, policies, or standards.

DEVELOPMENT AGREEMENT

As this Master Plan is a long-term development, to be implemented over multiple phases, the Development Agreement memorializes the obligations and rights between Google, as the master developer, and the City. The agreement establishes the overall framework for the implementation of the Master Plan and the community benefits to be provided to the City, in exchange for vested right to develop in accordance with the Master Plan and associated supporting plan documents.

MASTER PLAN

The Master Plan outlines the key elements of a proposal for the Master Plan Area. It reflects 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 describes design concepts, land use and programs, open space, and habitat, building massing, circulation and mobility, infrastructure and sustainability, and phasing strategies for the Master Plan Area. As an implementation tool, the Master Plan, in conjunction with the NBPP, establishes the governing parameters for the design intent and application of development standards and guidelines for future PCPs.

VESTING TENTATIVE MAP

The VTM subdivides the land in the Master Plan, vests certain development rights, and facilitates the delivery of a multi-phase project, dedication of new rights-of-way and easements, and transfer of land for parks, open space, and stand-alone affordable housing.

PLANNING COMMUNITY PERMIT

Following the approval of the Master Plan, a Planned Community Permit (PCP) will be required to develop individual buildings and infrastructure improvements. Future planning and infrastructure applications will be submitted to obtain a Planned Community Permit (PCP). Section 3.5.2(7) of the NBPP states that City Council shall determine, at the time of Master Plan approval, the City's sequent development review process for PCPs associated with an approved Master Plan. Accordingly, Google has requested that subsequent PCP applications be approved by the Zoning Administrator.

DEVELOPMENT REVIEW

SA-P-1 (Amphitheatre) parking garage is located outside of the North Bayshore Precise Plan Area. While it is described in this Master Plan and will be studied as part of the Master Plan Supplemental EIR, a separate Development Review approval will be required to construct this garage. The Development Review approval will be subject to the permit approval procedures established by the City Council and Google in the Development Agreement.

11.2. Other review agencies

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Permit to construct and authority to operate backup diesel generators, district water reuse facilities, and any other stationary sources of emissions, and job number (J#) for any asbestos due to demolition and renovation.

FEDERAL ENERGY REGULATORY AGENCY

Potential approval for elements of proposed microgrid distribution network and on-site generation and storage facilities.

SANTA CLARA COUNTY DEPARTMENT OF ENVIRONMENTAL HEALTH

Potential review and approval for planned management of site risks in areas where impacted soil, soil vapor, and/or groundwater are present or suspected related to contamination where San Francisco Regional Water Quality Control Board (RWQCB) or Environmental Protection Agency does not take oversight.

SANTA CLARA VALLEY WATER DISTRICT

Potential permit if wells or deep soil borings are required or if wells are proposed to be destroyed and decommissioned during construction.

SAN FRANCISCO BAY CONSERVATION & DEVELOPMENT COMMISSION

Potential permit if work is within 100 feet of San Francisco Bay or pertains to access to certain waterways that flow into the Bay.

SAN FRANCISCO REGIONAL WATER QUALITY CONTROL BOARD

Clean Water Act Section 402 National Pollutant Discharge Elimination System (NPDES) General Permit for stormwater discharges associated with construction activity.

Notice of Intent for construction activities Stormwater Pollution Prevention Plan for on-site stormwater management and pollution prevention.

Waste Discharge Requirements for Water Reclamation Facility and Recycled Water Use.

NPDES VOC and Fuel General Permit for discharge of treated dewatering water, if needed

Potentially review and approval of planned management of site risks in areas where impacted soil, soil vapor, and/or groundwater are present or suspected.

STATE WATER RESOURCES CONTROL BOARD - DIVISION OF DRINKING WATER

Approval for dual plumbed buildings for indoor recycled water use; and approval of Title 22 Engineering Report for Recycled Water.

Glossary and abbreviations

Abbreviations

AC	Acre
BAU	Business as usual
BMR	Below market rate
CEQA	California Environmental Quality Act
CIP	Capital Improvement Project
CITY/CMV	City of Mountain View
CLT	Cross-laminated timber
EIR	Environmental impact report
FAR	Floor area ratio
HOZ	Habitat overlay zone
NBPP	North Bayshore Precise Plan
MASTER PLAN	A mixed-use, land use proposal within the Project Area
MASTER PLAN AREA	A ±127-acre land holding within North Bayshore that is subject to this application
PCP	Planned community permit
POPA	Privately-owned, publicly-accessible open space
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

Geographic locations

MASTER PLAN AREA

SHOREBIRD

JOAQUIN

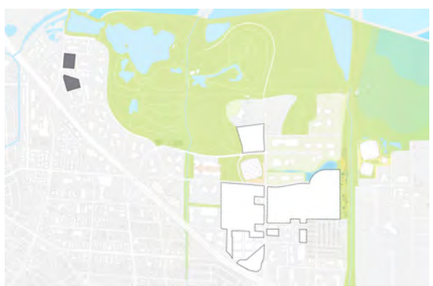
JOAQUIN NORTH

JOAQUIN SOUTH

PEAR

AMPHITHEATRE

MARINE WAY



GATEWAY MASTER PLAN