

CITY OF MOUNTAIN VIEW

ENVIRONMENTAL PLANNING COMMISSION
STAFF REPORT
MAY 3, 2023

5. PUBLIC HEARINGS

5.1 North Bayshore Master Plan

RECOMMENDATION

1. Recommend the City Council adopt a Resolution of the City Council of the City of Mountain View Certifying the North Bayshore Master Plan Subsequent Environmental Impact Report, Adopting California Environmental Quality Act Findings Related to Environmental Impacts, Mitigation Measures, and Alternatives, and Adopting a Statement of Overriding Considerations, Mitigation Measures, and a Mitigation Monitoring and Reporting Program (Exhibit 1 to the EPC Staff Report).
2. Recommend the City Council adopt a Resolution of the City Council of the City of Mountain View Approving a Master Plan to Construct Up to 7,000 Residential Units, 3.11 Million Square Feet of Office (including 1.3 Million Square Feet of Bonus Floor Area as Net New Office), Approximately 14.8 Acres of Dedicated Public Park Land, Approximately 11.3 Acres of Privately Owned, Publicly Accessible Open Space, 233,990 Square Feet of Ground-Floor Retail, 55,000 Square Feet of Community Space, an Optional Private District Utilities System, and District Parking Garages all on an Approximately 153-Acre Site Generally Located North of U.S. 101 Bounded by Charleston Road to the North, Stevens Creek to the East, Space Park Way to the South, and Huff Avenue to the West, on Portions of the Gateway Master Plan Area Located at the Northwest Corner of Shoreline Boulevard and the U.S. 101 Northbound On-Ramp, and Six Parcels Between San Antonio Road and Marine Way in the P(39) (North Bayshore) Precise Plan, and on a Portion of the Shoreline Amphitheatre Parcel North of Amphitheatre Parkway, Outside the North Bayshore Precise Plan Area (Exhibit 2 to the EPC Staff Report).
3. Recommend the City Council adopt a Resolution of the City Council of the City of Mountain View Approving a Vesting Tentative Map to Create 58 New Parcels, Including 27 Parcels for Residential Buildings with up to 7,000 Residential Condominium Units, 360 Commercial Condominium Units, and 526 Vertical Subdivision Lots in a 153-Acre Master Plan Area Generally Located North of U.S. 101 Bounded by Charleston Road to the North, Stevens Creek to the East, Space Park Way to the South, and Huff Avenue to the West, on Portions of the Gateway Master Plan Area Located at the Northwest Corner of Shoreline Boulevard and the U.S. 101

Northbound On-Ramp, and Six Parcels Between San Antonio Road and Marine Way in the P(39) (North Bayshore) Precise Plan, and on a Portion of the Shoreline Amphitheatre Parcel North of Amphitheatre Parkway, Outside the North Bayshore Precise Plan Area (Exhibit 3 to the EPC Staff Report).

PUBLIC NOTIFICATION

The Environmental Planning Commission's (EPC) agenda is advertised on Channel 26, and the agenda and this staff report appear on the City's website. All property owners and tenants within a 750' radius and other interested stakeholders were notified of this meeting, including nearby neighborhoods associations (North Whisman, Santiago Villa Mobile Homeowner Neighborhood Association, and Stierlin Estates Neighborhood Association). Meeting information was also posted on the City's project website: www.mountainview.gov/googlenorthbayshore. The applicant also maintains a project website: realestate.withgoogle.com/northbayshore/.

BACKGROUND AND ANALYSIS

- Project Location: Generally located north of U.S. 101 bounded by Charleston Road to the north, Stevens Creek to the east, Space Park Way to the south, and Huff Avenue to the west, on portions of the Gateway Master Plan area located at the northwest corner of Shoreline Boulevard and the U.S. 101 northbound on-ramp, and six parcels between San Antonio Road and Marine Way in the P(39) (North Bayshore) Precise Plan. The Master Plan is also located on a portion of the Shoreline Amphitheatre parcel (Lot C) north of Amphitheatre Parkway in the PF (Public Facilities) Zoning District (see Figure 1).

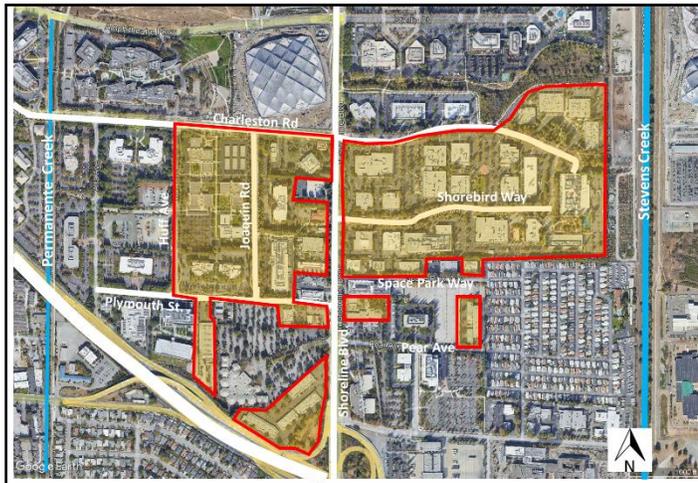


Figure 1: Location Map

- Project Area: Approximately 153 acres.
- General Plan Designation(s): The Master Plan has four General Plan Land Use Designations, including: (a) North Bayshore Mixed-Use, where the majority of the Master Plan area is located; (b) Mixed-Use Center (North Bayshore), for the portion of the Master Plan within the Gateway Master Plan area; (c) High-Intensity Office for

the portion of the Master Plan, including the two Marine Way district parking garages; and (d) Institutional Land Use designation for the district parking garage at Shoreline Amphitheatre Lot C.

- **Zoning Designation(s)**: P(39) North Bayshore Precise Plan and PF (Public Facility). The project spans across three Complete Neighborhoods (Joaquin, Shorebird, and Pear) and all four-Character Areas (Gateway, Core, General, and Core) of the North Bayshore Precise Plan (NBPP or Precise Plan). A portion of the project is located within the City’s [Gateway Master Plan](#) area, which was approved by Council in 2022.
- **Surrounding Land Uses**: North—Office and research and development (R&D) uses, including Google’s nearly-completed Charleston East Office development, and Shoreline Amphitheatre and Shoreline Regional Park; east—Stevens Creek and office/R&D; west—Office and R&D uses; south—mix of uses, including office, R&D, light industrial, commercial, the 1255 Pear Avenue mixed-use project, and Santiago Villa Mobile Home Park.
- **Current Site Conditions**: The project site is currently developed with 69 office, light industrial, retail buildings, landscaped areas, and surface parking lots on 42 parcels. The majority of existing buildings within the project area are occupied by Google with a small amount occupied by other businesses.
- **Applicant/Owner**: Google LLC, in partnership with Lendlease (referred to collectively as “Google” or the applicant).

Project Overview

The North Bayshore Master Plan (referred to as “Master Plan”) proposes to demolish all existing buildings, landscaping, and improvements on-site to construct the following maximum development program (see Exhibit 4—North Bayshore Master Plan and Figure 2):

- 7,000 high-density residential housing units with heights ranging from eight to 15 stories;
- Approximately seven acres of land to be dedicated to the City for future affordable housing development;
- 3,117,931 square feet of office development, including 1,814,681 square feet of existing office to be rebuilt, with heights ranging from approximately five to eight stories;

- 288,990 square feet of ground-floor commercial space (“Active Use”), including 55,000 square feet of community space and 11,056 square feet of existing retail to be rebuilt;
- Approximately 26.1 acres of public parks and open spaces, where 14.8 acres are proposed to be dedicated to the City as public parks, and 11.3 acres are proposed as a privately owned, publicly accessible (POPA) open space for park land credit;
- Up to 525 hotel rooms in two locations with building heights ranging from six to eight stories;
- Approximately 4.1 acres of land to be dedicated to the City for a potential school site;
- Three district parking structures for office users and two district parking garages for residential, retail, hotel, community, and visitor parking;
- New public and private streets and numerous pedestrian and bicycle on-street and off-street improvements; and
- An optional private district utility system with an approximately 130,000 square foot District Central Plant (DCP) to serve the buildings within the Master Plan with thermal energy (heating and cooling), electricity, and/or pneumatic waste collection with an option, subject to City concurrence, to add wastewater (sewer) and recycled water.

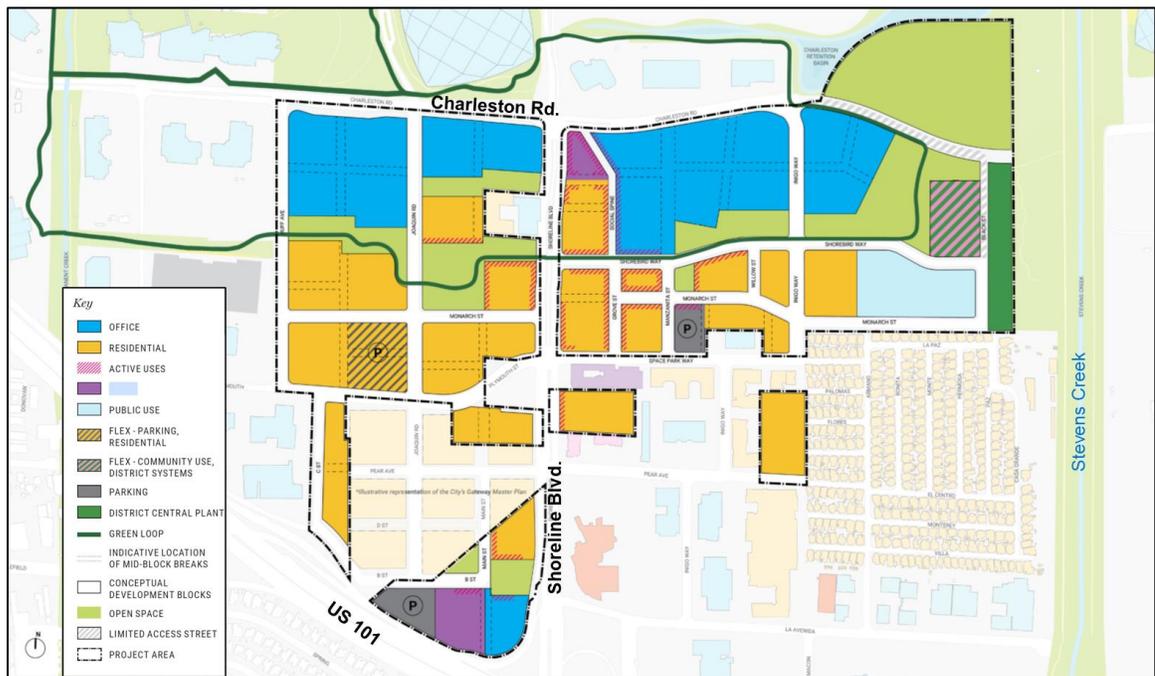


Figure 2: North Bayshore Master Plan Land Use

In addition to the Master Plan, the project is requesting the following additional approvals:

- A Development Agreement (DA) to have an extended entitlement period and vested rights of 30 years and other rights and obligations;
- A Vesting Tentative Map to create 58 new parcels, including 27 parcels for residential buildings with up to 7,000 residential condominium units, 360 commercial condominium units, and 526 vertical subdivision lots;
- A vacation of public street right-of-way and public easements, including a portion of Shorebird Way; and
- A 100% park land credit for providing POPA open spaces (11.3-acres total in the proposed Master Plan) to count toward the project’s required park land obligations.

Conceptual Phasing Plan

The applicant proposes to construct the Master Plan in eight phases over approximately 30 years (see Phasing Plan in Appendix C of Exhibit 5—Master Plan Implementation Proposal). The conceptual phasing plan, shown in Figure 4, proposes a mix of office and residential development per phase.

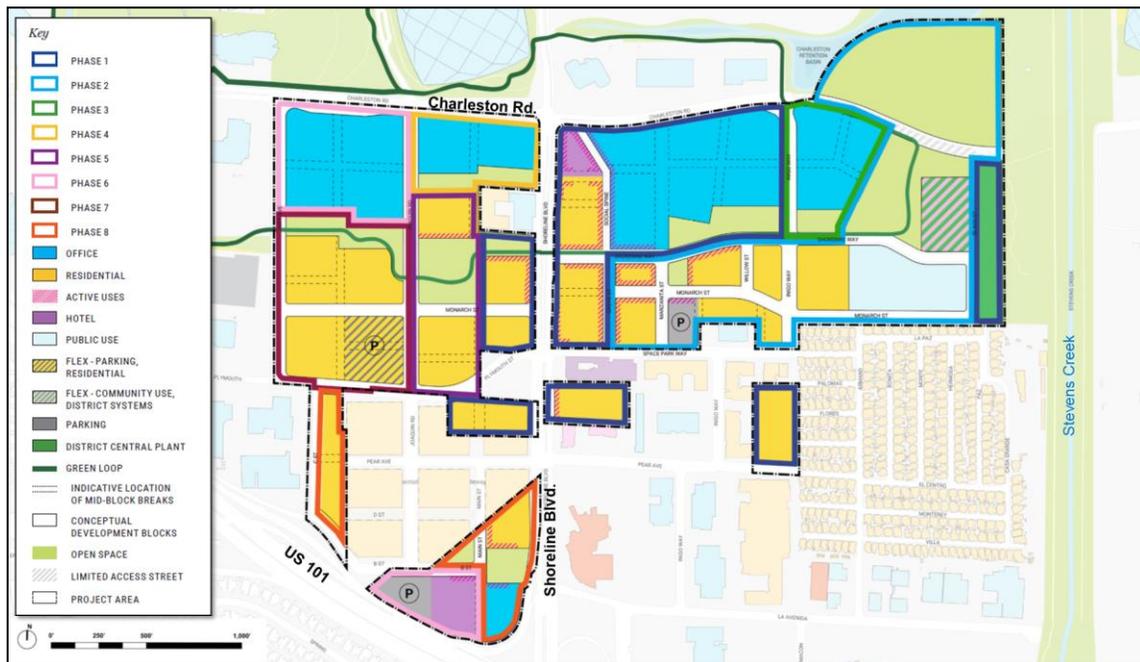


Figure 3: Conceptual Phasing Plan

About 73% of the park land dedication and 51% of new residential units are proposed to be provided by Phase 2 if the development is implemented under the current phasing plan. The remaining 49% of the housing units are proposed to be delivered in the later half of the phased development phases (in Phases 5, 7, and 8). While the applicant is required to maintain minimum Precise Plan and City Code requirements with each phase, in some cases, this will require interim measures of compliance (such as payment of fees instead of land dedications for affordable housing and/or parks) depending on how the applicant chooses to develop. A summary of the phasing details is discussed later in this staff report.

Prior Meetings and Hearings

City Council March 23, 2021 Public Hearing and Study Session

In March 2021, the City Council authorized the requalification of 1.3 million square feet of North Bayshore Nonresidential Bonus Floor Area Ratio (FAR) to Google, subject to a minimum community benefit value of \$42 million, and held a Study Session providing input on a preliminary Master Plan proposal (see Exhibit 6—[City Council Study Session, March 23, 2021](#)). Key direction and input included support for the:

1. Overall land use distribution and plan, open space strategy, and Below-Market-Rate (BMR) affordable housing proposal;
2. Applicant's community benefit proposal and directing the applicant to explore contributing to early delivery of the Eco Gem open space and other parks; and
3. District parking concept at Shoreline Amphitheatre Lot C.

Some additional comments included: (1) locating park and open space closer to residential land uses; (2) sharing the district parking facility at Lot C with other non-Google property owners/tenants; (3) considering additional retail and entertainment uses in the Gateway area; and (4) dedicate the proposed four-acre open space site to the City and direction to staff to explore options to lease it as a potential school site.

Following this meeting, the applicant submitted a formal master plan application on September 1, 2021, incorporating modifications to their proposal to address the feedback provided by Council and staff.

City Council December 14, 2021 Study Session

In December 2021, the formal master plan was reviewed by the City Council at a Study Session to provide further input on the project (see Exhibit 7—[City Council Study Session](#)

[Memorandum, December 14, 2021](#)). The City Council was generally supportive of the revised project proposal and provided additional feedback of support on (with staff comments in *italics*):

1. Land use distribution, affordable housing location, parks and open space network, district parking proposal, conceptual construction phasing, and implementation of the complete streets network;
2. Support for the staff-recommended framework of tree removal and replacement throughout the project area;
3. A streamlined review process for zoning administrator review of zoning permit entitlements with a desire to still maintain a public forum for input. *As noted later in the Master Plan discussion of this staff report, a community meeting will be held for each Planned Community Permit (PCP) implementing a development phase of the Master Plan prior to the ZA public hearing.*
4. The DA key terms and benefit proposal.

Some additional comments included: (1) consider incorporating elements of certain City requirements that are not in place at this time and that would not substantially affect the applicant's ability to build the program over the life of the Master Plan (such as elements of the following: dark-sky lighting standards, biodiversity of plant palette, sustainability features, and the transportation demand management (TDM) measures; (2) acquire a periodic reporting to provide periodic status updates on the implementation of the Master Plan and the DA; (3) explore alternative locations of a multi-modal Green Loop within the open space (POPA) areas to ensure usability of the open space; (4) prioritize delivery of affordable housing and Eco Gem open space in the Master Plan phasing plan; and (5) for staff to strategize on providing a school site (three acres for school and one acre of joint-use open space) at Shorebird Yards. *Staff notes that the City considering the entire four acres to be leased as a potential school site.* The implementation of these comments is discussed later in this staff report.

Development Review Committee Meetings

The Development Review Committee (DRC) provided input on the design-related aspects of the Master Plan, including site planning, a set of Urban Design Objectives (Built Form and Design Objectives), the Parks and Open Space plan, and other details. The Built Form and Design Objectives expand on the Precise Plan design guidelines with more detailed direction for future building and site designs within the Master Plan. These objectives are intended to provide greater clarity to stakeholders, staff, and the applicant on the expected design quality of future development under the Master Plan. These objectives are provided

in Appendix D of Exhibit 5 to this staff report. Additionally, the DRC provided initial input to the conceptual designs for the POPA open spaces in the Master Plan. The DRC will provide further input on the refined building and POPA design features during their review of each zoning permit. The POPA open space conceptual design, including recreational elements, are included in the Park Land and Open Space Plan, Appendix E of Exhibit 5 to this report.

The DRC reviewed the Master Plan at two public meetings on the project on May 18, 2022 and March 15, 2023. The DRC paid particular attention to key design aspects of the Master Plan, including: (1) the interface of buildings and public open spaces; (2) active-use building frontages; (3) the public and pedestrian access; and (4) unique built form strategies and designs for Precise Plan implementation.

Overall, the DRC recommended approval of the Master Plan, Built Form and Design Objectives, and POPA open space conceptual designs with design conditions for: (a) further refinement of the building frontage design strategies; (b) updating the aspirational imagery and to provide a clear link to the design strategies; (c) providing design guidance references for unique conditions not covered under major land use types and areas outside the Master Plan Core; (d) additional art and landscape design strategies; (e) clear urban design vision for development from urban to nature; (f) specificity to the built form strategies across uses and edge types; (g) strategies for screening parking structure frontages; (h) human-scale, design-driven materiality/facade strategies; and (i) refining other minor design details as part of the subsequent zoning permit review.

The applicant has addressed some of the DRC recommendations in the current plans and will continue to work with staff to refine the design guidelines prior to submitting the first zoning permit application.

Community Outreach

The applicant has conducted extensive outreach with over 60 meetings with numerous local and regional community groups, residents, and interested stakeholders to seek input on the Master Plan. Specifically, the applicant held a series of communitywide outreach meetings on September 29 and October 2, 2021 (virtual), and September 21 and 24, 2022 (virtual). The applicant also hosted an online survey, held meetings with adjacent neighborhood groups, created fact sheets on the project, created a project webpage, and recently held a Community Open House event on-site on April 22, 2023. A summary of the public comments received across the outreach meetings are provided in Exhibit 8 to this staff report. Many community members and interested stakeholders have voiced support for the Master Plan, particularly the introduction of new residential units, commercial retail/services, and open space into the area. Some of the concerns received are about existing traffic and delays at signalized intersections on North Shoreline Boulevard and

desires for improved public transit facilities in North Bayshore. The City's Multi-Modal Transportation Analysis prepared for this project, discussed later in this staff report, has identified various intersection improvements which would address the intersection traffic concerns.

Master Plan and Subsequent Permits

The North Bayshore Master Plan identifies key components of future planned development over 153 acres, such as land use, intensity and scale of development, parking locations, on- and off-site circulation networks, parks and open space networks, and coordination of improvements. Per the Precise Plan and the project proposal, a master plan is required to be reviewed and approved by the City in order to allow: (1) any development to occur in the Complete Neighborhood areas in order to achieve Precise Plan vision; (2) for development to occur on adjacent parcels; (3) flexibility in Precise Plan standards with creating unique standards specific to smaller areas, which continue to be consistent with the Precise Plan vision and guidelines; (4) district parking facilities; (5) phasing and implementation strategy for significant development construction; and (6) development flexibility with parcels located in multiple Character subareas.

The Master Plan sets a development program that, if approved, the applicant can pursue in phases by obtaining subsequent zoning and building permits. As part of the subsequent permits that the City will review the detailed site and building designs and confirm compliance with the Master Plan, Precise Plan, and other applicable City regulations. With an approved Master Plan and DA, any subsequent permit that is consistent with the Master Plan, Precise Plan, DA, and current laws could not be denied by the City.

Based on majority support at the December 2021 City Council Study Session, the Master Plan is proposing the streamlined Zoning Administrator review process allowed in the Precise Plan. With the Council-approved Master Plan, this process allows subsequent zoning applications (which are required for new building and site improvements) to have a final action at an Administrative Zoning (ZA) public hearing, after a recommendation by the DRC, rather than the City Council. To ensure that public input is incorporated as part of each permit, a community meeting will be held for each Planned Community Permit (PCP) implementing a development phase of the Master Plan prior to the ZA public hearing. Per the Precise Plan, the ZA continues to have the discretion to refer PCP applications to the City Council when necessary, such as when there is an inconsistency between the Master Plan and the subsequent zoning permit.

It is important to note that while this Master Plan is the second proposed by Google in the City, it is larger in scope and different than the Middlefield Park Master Plan reviewed by the EPC and approved by Council in November 2022. Some of the ways the North Bayshore Master Plan differs from Middlefield Park include: larger scale and land use intensities,

major parcel reconfigurations, new streets and circulation framework, development phasing over a longer period of time, different community benefits requirements, and a different environmental context, location, and Precise Plan. As a result, City staff has reviewed this Master Plan within the context of the North Bayshore Precise Plan and its vision and goals.

ANALYSIS

General Plan

The Master Plan predominantly has a General Plan Land Use Designation of North Bayshore Mixed-Use with the remaining portions designated as Mixed-Use Center (North Bayshore) and High-Intensity Office. The proposed Master Plan is consistent with these land use designations, which generally envision a harmonious balance of housing near jobs, public transit, neighborhood-serving businesses, and parks. A small portion of the Master Plan includes land outside of the North Bayshore Precise Plan area at Shoreline Amphitheatre Lot C, which is consistent with the Institutional Land Use Designation of the General Plan and supports quasi/public uses serving an essential regional and/or local function, such as district parking serving the area.

The Master Plan aligns with the following General Plan policies for the North Bayshore Change Area:

1. **LUD 15.1: Highly sustainable development.** *Encourage new or significantly rehabilitated development to include innovative measures for highly sustainable development.*
2. **LUD 15.2: Sustainable development focus.** *Require sustainable site planning, building, and design strategies.*

The Master Plan will implement the Precise Plan vision by redeveloping existing low-intensity suburban office park development with more intense development that includes highly sustainable green building design and infrastructure to support reduced energy use and increased energy generation on-site, utilizing structured district parking, and introducing new public parks and open spaces.

3. **LUD 15.4: Wildlife-friendly development.** *Implement wildlife-friendly site planning, building, and design strategies.* The Master Plan proposes a strategic land use and open space plan in response to the sensitive habitat and biological resources in and around the Precise Plan area. The project is required to comply with all laws and requirements pertaining to protecting sensitive species and habitat.

4. **LUD 16.2: Mix of uses.** *Promote the North Bayshore Area as a vibrant mix of residential, commercial, service, and entertainment uses through the NBPP.* The Master Plan proposes diverse land uses by blending residential, commercial, and office uses to create Complete Neighborhoods with services, open space, and transportation options for future and existing residents and employees.
5. **LUD 17.2: Transportation Demand Management (TDM) strategies.** *Require development to include and implement TDM strategies.* The Master Plan proposes a comprehensive and aggressive TDM program which aligns with the City's transportation goals in North Bayshore by reducing the single-occupancy vehicle (SOV) trips by 35%.

North Bayshore Precise Plan

The Master Plan implements the vision and guiding principles of the Precise Plan, including the introduction of a highly sustainable transit-supportive growth, addition of new land use mix (such as residential, retail, open spaces, and office uses) to create Complete Neighborhoods, and provides substantial 26 acres of public and private open spaces, including a new 2.5-acre central public open space in the Joaquin neighborhood. More specifically, the Master Plan meets the following guiding principles:

1. **Create Complete Neighborhoods; create distinct areas with North Bayshore:** The Master Plan includes four Complete Neighborhoods with distinct characteristics and appropriate mixes and variety of housing, office, active uses, community uses, and parks and open space.
2. **Promote housing affordability:** The Master Plan proposes the development of up to 7,000 residential units, including 15% affordable units by land dedication, to provide a range of housing types and sizes, including supporting the development of affordable housing that will service a range of low-, moderate-, and middle-income households consistent with the North Bayshore Affordable Housing Administrative Guidelines.
3. **Enhance ecosystems and habitat:** The Master Plan will create a network of connected parks and open spaces, linking to existing natural resources along Stevens and Permanente Creeks, Shoreline at Mountain View, Charleston Retention Basin, and Charleston Park. The Master Plan proposes a diverse native planting palette to support a wide variety of wildlife species and ecological functions.
4. **Create walkable, human-scale blocks:** The Master Plan establishes new street blocks compliant with the maximum block length in the Precise Plan as well as TDM measures that reduce the vehicle trips in order to achieve trip caps established in the Precise

Plan. Additionally, the Master Plan includes new midblock crossings that will allow for improved safety for pedestrians/bicyclists moving through the area.

5. **Make the area highly sustainable:** By providing new public pedestrian and bicycle pathways throughout the area and extensive green building and sustainability measures, such as committing to 100% carbon-free power and an optional private district utility system, the Master Plan is meeting the required sustainability measures in the Precise Plan.

Character Areas

The Master Plan spans two Complete Neighborhoods (Joaquin and Shorebird) and all four Precise Plan character areas—Gateway, Core, General, and Edge. A majority of the project area is within the Gateway, Core, and General character areas with a few parcels in the Edge character area (see Figure 4 below).

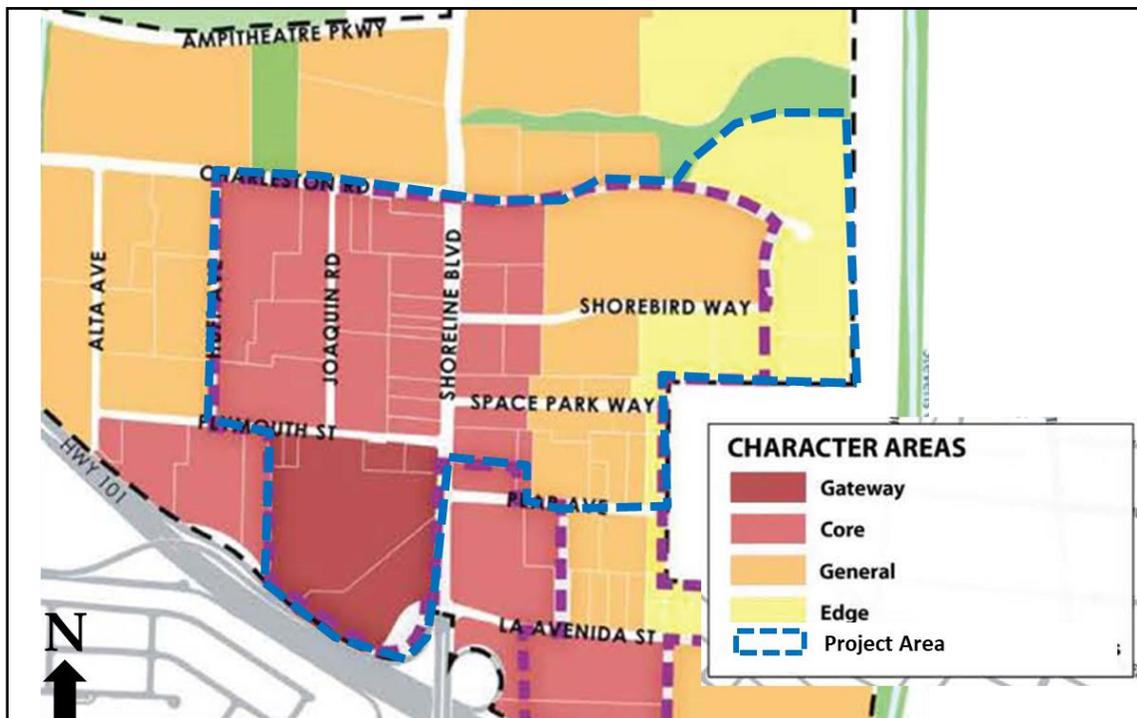


Figure 4: Precise Plan Character Area

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

The Core and the General character area proposals in both neighborhoods also include a similar mix of uses equally dividing residential and nonresidential uses in the area with supporting ground-floor retail and open spaces. Both areas in the proposal include a robust network of open space and pedestrian connections and comply with the vision of each of the Precise Plan character areas. A few parcels in the proposal are within the Edge character area. In compliance with the vision, these parcels are proposed to be developed with lower-intensity uses (such as open space and district utility systems) that are generally compatible and less impactful to the adjacent sensitive habitat area.

Compliance Strategy

The Master Plan is compliant with all Precise Plan and City Code requirements for a master plan, including land uses mixes, development standards, such as building height and massing, building placement, block lengths, lot coverage, Bonus FAR standards, etc. The major compliance items are described in greater detail below.

Bonus FAR: Google is requesting a maximum Bonus FAR of up to 8.8 million square feet (inclusive of approximately 1.7 million square feet of aboveground parking) for residential development and up to 1.3 million square feet for office development (above the 0.51 Base FAR). As required in the Precise Plan, an applicant must meet the minimum requirements in Table 1 to obtain Bonus FAR. As per Precise Plan Section 3.3.3(5), the project utilizes a blended FAR of 0.51 instead of 0.45 because the project area spans multiple character areas and Complete Neighborhoods. ***The Master Plan is compliant with these Bonus FAR requirements.***

Table 1: Minimum Bonus FAR Requirements

Residential	Nonresidential (Office)
<ul style="list-style-type: none"> • Achieve minimum 120 GreenPoint-rated points or equivalent. • 15% affordable units through land dedication. • Comply with North Bayshore Affordable Housing Administrative Guidelines. 	<ul style="list-style-type: none"> • Achieve LEED Platinum® or equivalent. • Provide community benefits contribution. • District Improvement project.

Community Benefits Contribution: To comply with the Precise Plan Bonus FAR requirements and Council’s Bonus FAR requalification condition, the project was subject to a minimum community benefit value of \$42 million. In their initial proposal reviewed by Council, Google had proposed providing:

- \$35 million toward construction of Phases 2 and 3 of Charleston Road, which is a Priority Transportation Project in the Precise Plan; and
- \$7 million toward construction of the Eco Gem.

Since the December 2021 Study Session and based on Council’s interest in acquiring a potential 4.1-acre school site, Google has revised their community benefit proposal to:

- Dedication of a 4.1-acre parcel (SB-13), valued at approximately \$43 million. The revised proposal provides Council with flexibility to lease the property for a potential school site as discussed later in this staff report.
- The contribution for design and development of Eco Gem is now part of the public benefits package for the DA (discussed later in this staff report).
- The revised community benefit proposal is valued higher than the previous proposal of \$42 million at \$43 million. **Therefore, the proposed community benefit complies with a Council-supported value.**

Potential School Site (Shorebird Yards)

At the December 2021 Study Session, Council reviewed the Master Plan proposal, including an approximately four-acre public open space near the eastern edge of the Master Plan area, identified as “Shorebird Yards,” to be dedicated to the City as part of their parkland dedication requirement. Council directed staff to explore the opportunity to convert the proposed four-acre parcel to a potential school site. Based on further research of the City Code and State laws, it was determined that if the property was dedicated as park land, converting it to a school use would not be permitted under the Quimby Act.¹ Based on Council direction to explore use of this site for a future school, the applicant is proposing to dedicate this parcel as a community benefit to meet the Bonus FAR requirements. The revised proposal provides the flexibility for the City to lease the parcel to the school district as a school site.

Complete Neighborhood Targets: As described earlier, the Master Plan spans across two Complete Neighborhoods (Shoreline and Joaquin) and includes a parcel in the Pear neighborhood of the Precise Plan. Specific land use targets for each neighborhood are identified in the Precise Plan, which provides a blueprint for how the neighborhoods will develop over time. The Master Plan substantially complies with the NBPP’s Complete

¹ California Government Code Section 66477, a section of the Subdivision Map Act (commonly known as the Quimby Act), allows California jurisdictions to require park land dedication from new residential subdivisions. The Quimby Act also allows for the establishment of a corresponding fee that can be paid in lieu of dedicating park land, called a park land in-lieu fee.

Neighborhood targets (refer to Table 2 on the following page), specifically providing up to 7,000 residential units of the combined 9,850 target for the Complete Neighborhoods. The Master Plan hotel proposal exceeds the targets by providing 125 hotel rooms and locating a hotel in the Shorebird neighborhood instead of the Pear neighborhood. The Precise Plan targets are not a strict requirement, but helpful in tracking the City’s vision. Variation in the targets between neighborhoods is expected so long as each neighborhood develops a mix of different land uses.

Table 2: Complete Neighborhood Target Comparison

Shorebird, Joaquin, and Pear	Neighborhood Target	Master Plan	Percentage
Size	154 acres	126.5 acres	
Residential Units	9,850 units	7,000	71%
Affordable Housing Units	1,970 units	1,050	53%
Employment	5,000,000 sf	3,117,931 sf	62%
Retail and Entertainment	290,000 sf	288,990 sf	100%
Hotel	400 rooms	525 rooms	131%
Public Open Space (Minimum)	Community Park, three neighborhood parks	One Community Park, 10 neighborhood parks	

Consistency with Gateway Master Plan: The Master Plan includes a portion of the [Gateway Master Plan](#) area owned by Google. The Master Plan proposal includes a mix of residential (727 units), office (250,000 square feet), a hotel, a district parking garage, and retail in this area to be developed independently of SyWest, the other major landowner within the Gateway. The proposed land use locations and amount of development being proposed as part of the Master Plan are consistent with the Gateway Master Plan land use program.

PF Zoning Compliance—Lot C: A portion of the Master Plan includes the City-owned Shoreline Amphitheatre Parking Lot C outside of the Precise Plan boundary and is in the PF (Public facility) Zoning District. The Master Plan proposes to redevelop a portion of this parcel from an existing surface parking lot to a district parking garage (SA-P-1). The parking garage will be available for use by the Shoreline Amphitheatre for concert events and for public use after office hours and on weekends. The proposed shared parking facility is seen as a facility with a larger public interest and, therefore, allowed under the PF Zoning District. Since the Master Plan does not include design details of the proposed garage at this time, subsequent zoning permits submitted to the City will need to demonstrate compliance with the PF Zoning District development standards, the Master Plan, City Code regulations, and any other State or Federal laws.

Burrowing Owl Preservation Plan: A portion of Lot C (SA-BP-1) is in proximity to sensitive burrowing owl habitat in Shoreline at Mountain View. The proposed district parking garage at Shoreline Lot C is required to comply with the specific protocol recommendations listed in the Shoreline Burrowing Owl Preservation Plan (BOPP) prepared and implemented by the Community Services Department (CSD). However, since the parking garage may be constructed in a later phase, the conditions of approval require an additional “confirmation habitat assessment” to be conducted prior to development on this site (as part of subsequent zoning permit) to determine changes in burrowing owl locations and required habitat preservation measures based on the assessment. The management measures for habitat preservation would be determined by City staff (including the City’s Wildlife Preservation Coordinator), in consultation with California Department of Fish and Wildlife (CDFW) and may include establishment of new nesting or foraging habitat, enhancement of existing habitat, or passive relocation of burrowing owls.

Exceptions

The Master Plan also identifies potential exceptions from the Precise Plan development standards, which are assessed per [Precise Plan Section 3.5.6 \(Development Standard Exceptions\)](#), and can be evaluated under subsequent zoning permit review with specific design details. Some of the exceptions requested are to achieve and support the residential yield of 7,000 units and will result in better site design. A complete list with a detailed description for each exception is in the Planning Conformance Plan in Appendix A of Exhibit 5.

1. Allow a maximum block size length over 400’ for a noncontiguous residential parcel (PE-BR-2) to achieve the proposed residential yield under the existing conditions and ownership, which prevent the applicant from providing a through-block pedestrian connection;
2. Allow a maximum residential building height up to eight stories/95’ for the entire Parcel SB-R-7 (VTM Parcel SB15) across two character areas to allow for a better site and building design and to achieve the proposed residential yield;
3. Reduce the building tower separation requirement for residential buildings, including up to 80’ for Parcel JN-19 and up to 110’ for Parcel SB-3, from the required 175’ separation. This allows for a better site design and to achieve the proposed residential yield;

4. Allow short-term temporary parking and permanent improvements on existing surface lots; and
5. Interim residential parking rate of 1.25 spaces per unit, with an average of 0.6 space per unit at full build-out, to address the absence of improved transit services at the beginning of project development.

These exceptions are needed to achieve the Precise Plan Complete Neighborhood targets, character area vision, Habitat and Biological Resource protection goals, compliance with the North Bayshore vehicle Trip Cap requirements, and achieve a superior site design on key parcels. ***Therefore, the requests meet the Precise Plan criteria for allowing exceptions to development standards under the Master Precise Plan.***

Residential Development

The Master Plan proposes to construct a maximum of 7,000 residential units, including up to 5,950 market-rate units, and up to an estimated 1,050 affordable units (15% of units) to be accommodated through land dedication to the City. Refer to Figure 5 below for location of the proposed residential uses. The proposed 7,000 residential units would provide 71% of total residential units planned in the Precise Plan area, which has a target of up to 9,850 residential units. While all market-rate units are currently anticipated to be rental, the applicant is requesting the flexibility to map units as condominiums for future ownership opportunities as part of the Vesting Tentative Map. The Master Plan assumes an average unit size of approximately 700 square feet. The Master Plan does not include a specific unit mix for residential development as this will be determined for each residential building in subsequent zoning permit applications.



Figure 5: Master Plan Residential Locations

Affordable Housing

The Master Plan is subject to the affordable housing requirements in the NBPP and associated Affordable Housing Administrative Guidelines, which allow developers to dedicate land for affordable housing instead of providing affordable units on-site.

The Master Plan proposes to meet the NBPP Tier 1 Bonus FAR project requirement of 15% BMR units (or 1,050 units) through dedication of various parcels (totaling approximately seven acres) for stand-alone affordable housing. The parcels to be dedicated range in size from 0.83 acre to 2.15 acres with the potential to accommodate density ranging from 100 to 200 dwelling units -per acre, which translates to 156 to 276 units per parcel. The applicant is proposing to dedicate three of the parcels (JS3, JS4, and PE6) as part of the Phase 1 development by December 2029.

The City hired Seifel Consulting to help estimate the feasibility and number of units that could be built on land dedicated under the applicant's affordable housing plan. The analysis includes an evaluation of the development potential for each land dedication parcel based on the City's experience with prior affordable housing developments, input from affordable housing developers regarding typical development characteristics for family and nonfamily affordable housing developments, and a development capacity analysis. The evaluation is provided as Exhibit 9 to this staff report—Affordable Housing Assessment.

The analysis summarized the following three key findings:

1. The land dedication of about seven acres conforms with NBPP requirements. The proposed land dedication can provide sufficient property to allow the development of affordable housing units that equal 15% (or 1,050 units) of total housing units proposed in the Master Plan.
2. Based on an analysis of the development potential under a variety of scenarios, the parcels to be dedicated could generate between about 950 to 1,180 affordable housing units depending on building height, unit size, unit mix, and how parking is provided.
3. Based on updates to the Master Plan in March 2023, additional land will be dedicated in Phase 1 that could produce about 50% of the required affordable housing units. The Phase 1 land dedication will include a 1.6-acre parcel that is located next to City-owned land on Plymouth Street (Parcel JS3 and JS4), which will provide the City and affordable housing developers with more flexibility regarding how development and parking can occur on these sites.

Nonresidential Development

In addition to residential development, the Master Plan includes nonresidential development, including:

- **Office**—Up to 3,117,931 square feet of office space (including 1,303,250 square feet of net new office space and 1,814,681 square feet of existing office space to be redeveloped). The majority of proposed office land use is equally distributed in the Shorebird and Joaquin neighborhoods. The rebuilt office square footage includes 30,520 square feet to be transferred from buildings located at 1220 and 1230 Pear Avenue and whose demolition was independently analyzed as part of the 1255 Pear Avenue mixed-use project. This floor area transfer is in compliance with the office FAR transfer guidelines and standards in the Precise Plan, which allows transfer of demolished office building square footage from the project site to get rebuilt within the Precise Plan area.
- **Active Use**—Up to 288,990 square feet of ground-floor commercial space within the market-rate residential buildings, office buildings, two hotel buildings, and in the parking structure (SB-BR-6) at the intersection of Space Park Way and Manzanita Street. Up to 4,000 square feet of stand-alone, publicly accessible kiosks may be located within parks and open space, which will support retail and service businesses. Active uses include 11,056 square feet of existing retail to be rebuilt and

55,000 square feet of community facilities. Community facilities would be located at 1201 Charleston Road, an existing building that is retained as part of the Master Plan.

A Pedestrian Social Spine described in the Shorebird neighborhood is envisioned as the Active-Use hub in the Master Plan. Depending on the type of use occupying a tenant space, the square footage may be exempt from the maximum allowable floor area per the Precise Plan and/or exempt from payment of the NBPP Development Impact Fee.

- Hotels—The Master Plan includes two hotel buildings with up to 525 hotel rooms at the north and south ends of the Plan area along Shoreline Boulevard. One of the hotels will be located at the intersection of Shoreline Boulevard and Charleston Road as part of Phase 1; the other hotel is located along Shoreline Boulevard in the Gateway area and will be developed in Phase 8. While the Master Plan hotel development exceeds the studied Precise Plan hotel development by 325 hotel rooms, the Master Plan proposes the type and scale of development envisioned in the Precise Plan for the three Complete Neighborhoods and would comply with the applicable standards and guidelines in the Precise Plan.
- District Central Utility Plant—Up to 130,000 square feet is proposed for a District Central Plant, located at the Shorebird Complete Neighborhood. This square footage is exempt from the maximum nonresidential floor area per the Precise Plan and will be installed only if the applicant pursues the private district utilities system.

Parks and Open Space

The Master Plan proposes a diverse network of open spaces that cater to a wide range of experiences, from active and passive recreation in the Core Neighborhoods to an eco-sensitive setting that connects with North Bayshore's identity. This network comprises open spaces of varied scales, allowing for a diverse mix of programmatic elements, such as urban plazas, neighborhood parks, sports courts, and ecologically designed landscapes and trails. The Master Plan aims to create multiple gathering places within each neighborhood, with the Social Spine and Greenway Parks at the heart of Shorebird, Joaquin Commons, and Joaquin North. Gateway Plaza will serve as a central meeting place within the Gateway, while Shoreline Square will expand with the redevelopment of the adjoining property, providing ample space for community gatherings, events, and lively pedestrian activity throughout the day and evening. To improve connectivity, the Master Plan also proposes a robust network of pedestrian paths and bike trails both within and beyond the development. Since the December 2021 Study Session, the applicant has proposed minor modifications in the open space and Green Loop location through some of the proposed open spaces (Greenway Parks (east and west), the Portal, and Joaquin Terraces (east and

west)) to create usable open space per previous City Council direction from the December 2021 Study Session.

The project requires 35.7 acres of park land to fulfill its park land obligations per the City Code. Google aims to fulfill most of this obligation by dedicating land to the City, obtaining park land credit for POPA open spaces (approximately 26.1 acres or 73%), and making payments toward in-lieu fees, which will be utilized for the construction of the public parks. All of the park parcels proposed to be dedicated will be designed and constructed by the City through the standard park design process. Additionally, due to the scale of the project and multi-phased construction, the Master Plan will not be fully compliant with park land requirements until Phase 2, when Eco Gem Park is delivered. As a result, at each phase of development, any park land owed to the City and not provided will require the applicant to provide a “Letter of Credit” to the City equivalent to the park land fees owed. A letter of credit is a bank guarantee of a payment for a specific dollar amount, which the City can collect from the bank if needed. The City will retain the Letter of Credit until the land is dedicated to the City.



Figure 6: Parks and Open Space

The publicly dedicated park areas and POPA open spaces are shown in Figure 6 above and described in Table 3 on the following page. Additionally, the improvements proposed within each POPA open space and conceptual design are provided in the Park and Open Space Plan in Appendix E of Exhibit 5. Detailed designs of the POPA open spaces will be submitted as part of the zoning permit for each development phase. The public parks will undergo the typical City process for park design and construction.

Table 3: Parks and Open Space Proposal

Park or Open Space Name	Neighborhood	Phase	Size (acres)	Description
Greenway Park (West and East) POPA	Shorebird	Phase 1	±1.8 ac	A combination of open space pockets could provide opportunities for recreation, gathering, informal seating, and spill out from adjacent buildings.
Greenway Park (East) POPA	Shorebird	Phase 3	±0.7 ac	
Eco Gem Public Park	Shorebird	Phase 2	±10.8 ac	Envisioned as an ecological reserve and to be prioritized.
Shorebird Wilds POPA	Shorebird	Phase 2	±4.5 ac	A transitional open space and urban meadow that could bridge the urban character of Greenway Parks and wilder character of the Eco Gem. Could provide opportunities for nature play, public art, botanic display, and social seating.
Shorebird Square Public Park	Shorebird	Phase 2	±0.3 ac	A neighborhood pocket park could accommodate community-serving programs such as playscape and community garden allotments.
The Portal POPA	Joaquin	Phase 1	±0.8 ac	An intimate corridor along the Green Loop framing an arrival and entry experience to Joaquin Commons.
Joaquin Grove POPA	Joaquin	Phase 4	±1.4 ac	A flexible and multifunctional outdoor space could provide privacy to residential frontages while hardscaped social gathering areas and program decks along office frontages enable spill out activation.
Joaquin Commons Public Park	Joaquin	Phase 5	±2.6 ac	A large flexible open space that could accommodate a variety of programs and

Park or Open Space Name	Neighborhood	Phase	Size (acres)	Description
				users for year-round activation.
Joaquin Terrace (east) POPA	Joaquin	Phase 7	±1.3 ac	A sequence of social gathering spaces that could provide spill-out opportunities to the adjacent office block.
Joaquin Terrace (west) POPA	Joaquin	Phase 7	±0.9 ac	
Gateway Plaza Public Park	Joaquin	Phase 8	±0.9 ac	A small, corner open space in dialogue with neighboring Gateway Plaza that could host rotating pop ups, kiosks, or events on a program deck.
Shoreline Square Public Park	Joaquin	Phase 8	±0.3 ac	Envisioned as a quiet neighborhood pocket park lined with tree groves could buffer adjacent streets and social seating along building interfaces.
TOTAL			±26.1 ac	

As part of the Development Agreement, the applicant is requesting 100% park land credit for providing POPA open space areas and the option to dedicate some areas planned as POPA open spaces to the City as park land instead of retaining it as privately owned and developed. The City Code currently allows a credit of up to 75% for a qualified POPA open space. All of the proposed POPA open spaces meet the POPA credit eligibility criteria per [Chapter 41](#) of the City Code. This credit request would allow the project to achieve the Master Plan’s residential development yield and is in line with the recently-adopted Housing Element policy, which seeks to reduce overall parkland dedication requirements. Additionally, the request will incentivize the applicant to provide POPA open spaces instead of dedicating land to the City, which is not preferred by City staff due to the cost of park construction, delivering parks in a timely manner, and maintaining parks over time. The POPA open space credit request would be presented to the Council as part of the Development Agreement.

Phasing

As mentioned previously, the applicant proposes to construct the Master Plan in eight phases over approximately 30 years (see Phasing Plan in Appendix C of Exhibit 5—Master Plan Implementation Proposal). The proposed phasing pattern allows Google to rebuild the existing office square footage to be demolished to accommodate new residential development in the area, implementing the vision of the Precise Plan by creating Complete

Neighborhoods. Overall, the land use plan for the project has not changed from the Preliminary Master Plan. The applicant has worked with staff and refined the phasing plan to facilitate key direction from the December 2021 Council Study Session, including early residential development/delivery and to create a better open space network. A summary of phasing elements are described below:

- Phase 1—Demolish 1.1 million square feet of existing office buildings in the Shorebird Complete Neighborhood and rebuilding existing office; approximately 155,000 square feet of active uses; 2,273 residential dwelling units, and related parking; and 130,000 square feet of a District Utility System and Central Plant. This phase includes two land dedication sites for affordable housing, one located in Joaquin (combined JS3 and JS4) and one in the Pear Complete Neighborhood (PE3). A 250-room hotel is also proposed in this phase at the northeast corner of Shoreline Boulevard and Charleston Road.
- Phase 2—Construct 1,291 residential units, related parking, and neighborhood-serving uses in the Shorebird Complete Neighborhood. A key feature of this phase is the dedication of the 10.8-acre Eco Gem Park land to the City.
- Phase 3—Demolish 188,489 square feet of office in the Shorebird Complete Neighborhood and rebuild existing office. This phase completes the proposed development in the Shorebird Complete Neighborhood.
- Phase 4—Construct 486,280 square feet of new office in the Joaquin Complete Neighborhood along Shoreline Boulevard and Charleston Road.
- Phase 5—Construct 899 residential units with 11,047 square feet of Active Uses in the Joaquin Complete Neighborhood along Shoreline Boulevard. This phase includes dedicating Joaquin Commons, a 2.5-acre park land, to the City.
- Phase 6—Construct 770,023 square feet of office (north) and 11,047 square feet of Active Uses on the western portion of the Joaquin Complete Neighborhood. A small portion of Phase 6 is also along U.S. 101 freeway in the Gateway area and will include a district parking garage for office use.
- Phase 7—Construct 1,803 residential units at the southwest corner of the Joaquin Complete Neighborhood.
- Phase 8—Construct 250,000 square feet of office, 727 residential units, a 275-room hotel, and approximately 11,000 square feet of Active Uses in the Gateway area. This phase finishes the development proposed in Gateway character area.

Tree Framework

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

The Precise Plan envisions transforming the area into an ecologically rich complete neighborhood development that facilitates an active lifestyle and sustainable mobility options that require fundamental changes to streetscape design and parcel density. The NBPP further envisions the transformation of the existing street network into a connected grid of existing and new streets that support a variety of mobility options. It creates an integrated set of street typologies to support new land uses envisioned for the area and the conversion of a suburban park into an urban mixed-use environment with buildings set closer to streets with new bicycle, pedestrian, and transit infrastructure.

The applicant has prepared a Master Plan-wide arborist report that identifies 3,820 trees on-site with a canopy coverage of 21% of the planned area. This includes 1,660 Heritage trees as defined in the City Code, of which 85% are nonnative ornamental species.

In total, there are approximately 115 different tree species on-site, where approximately 12% of the trees are in poor health (recommended for removal), and over 42% of the trees have low to medium suitability for preservation due to their health, structure, proximity to potential development, location in bike or pedestrian pathways or sidewalks, etc. (see Tree Removal and Replacement Plan in Appendix M of Exhibit 5). The Master Plan does not grant specific tree removal permits—each subsequent zoning permit will include any related tree removal permit, including a site-specific assessment of the tree removals and replacement plan based on the particular building and site designs.

Implementation of the Master Plan is expected to result in the removal of up to approximately 2,895 trees, including approximately 1,345 Heritage trees, in phases as the Master Plan is constructed. The applicant is proposing to plant approximately 3,115 new trees to maintain the canopy coverage that exists today on-site while redeveloping the area to implement the Precise Plan vision. The Master Plan proposal also includes replacement tree planting in the proposed Eco Gem open space. Table 4 below lists the trees expected to be removed, including street trees.

Table 4: Tree Removal Estimates²

	Number of Trees
Total existing in Master Plan area	3,820
Total trees in Proposed Park land (not including ECO Gem)	925
Total to be removed in rebuilt in the right-of-way (street trees) to comply with the Precise Plan	594
Total to be removed in open space (including ECO Gem)	294
Total to be removed in build-to area	421
Total to be removed due to new streets and development footprint (including the build-to area)	2,017
<i>Total to Be Removed</i>	2,895

The following tree removal and replacement strategy was supported at the December 2021 Council Study Session:

- Strive to retain and integrate healthy trees: (a) in planned open space areas, including public and private open space; and (b) within site design if trees are healthy, have high-habitat value, and contribute to the City’s biodiversity goals (e.g., private and common open space areas, setbacks, etc.).
- Explore the opportunity to transplant healthy trees that are suitable for the local climate and integrate them into site design where feasible (e.g., setbacks, buffers, and open space areas).
- Where trees are required to be removed (examples include in building footprints, infrastructure, and utility construction): (a) replace Heritage trees per the City Ordinance at a 2:1 ratio; (b) replace non-Heritage trees at a 1:1 ratio; (c) pay in-lieu fees where replacement is infeasible due to lack of planting area and/or upsize replacement trees to offset some in-lieu fees; and (d) achieve a greater canopy than currently exists.

² Tree removal numbers presented in the table are based on a tree survey and aerial tree counts. A site-specific tree survey will be conducted as part of individual subsequent zoning permits.

- All new landscaping and trees will be native and drought-tolerant, comply with the North Bayshore Plant Palette to the greatest extent, and will meet the City's biodiversity goals.
- Explore opportunities for mature replacement trees planting to increase tree canopy shade (i.e., 36" box size or larger). The applicant, Google, has recently established a tree farm in the South Bay from which they can source some of the trees.

The proposed robust tree replacement and planting strategy will advance the City's biodiversity goals by planting native trees and ensuring that the overall character and value of the area are improved. The tree removals will be evaluated using the City's standard criteria and the Master Plan Tree Framework (Appendix F in Exhibit 5).

Public Access and Circulation

The Precise Plan envisions an enhanced circulation and mobility network, which includes smaller block lengths, increased off-road bicycle and pedestrian networks, a robust public open space network, and a unique parking strategy through district parking facilities. The Master Plan intends to implement this vision by creating a roadway network with a hierarchy of street functions and classification that facilitates traffic distribution and provides public access throughout the Master Plan Area. The goal is to reduce vehicle circulation and maximize pedestrian and bicycle circulation. To achieve this, the Master Plan also incorporates complete streets best practices into the streetscape design, ensuring that all users have access to a functional and safe street.

To achieve the enhanced circulation and mobility network, the Master Plan implements several strategies, such as: (1) incorporating new private streets and expanding existing streets to create connections; (2) providing a limited access road on the portion of Black Street between Shorebird Way and Charleston Road and Charleston Road east of Inigo Way to protect ecological habitat near the Eco Gem; (3) reconfiguring a portion of Plymouth Street to align with the intersection of North Shoreline Boulevard and Space Park Way; (4) vacating a portion of Shorebird Way to create the Shorebird Wilds POPA; (5) adding new midblock crossings for pedestrian and bicycle access throughout the proposed development; (6) providing access, servicing, and loading for buildings through midblock connections and publicly accessible private streets; and (7) strategically utilizing curb zones and flex zones along the street for efficient circulation and access to active uses.

Figure 7 shows the proposed Master Plan Street network with details of public streets and the publicly accessible private street network.

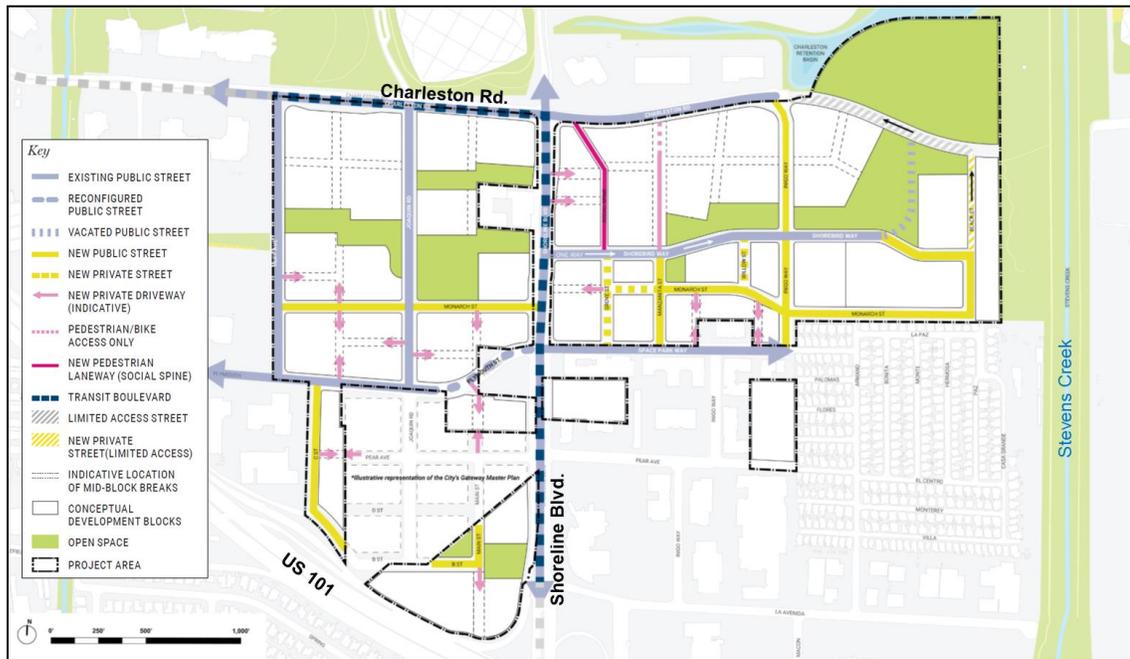


Figure 7: Master Plan Street Network

Other Transportation Analysis

The City prepared a Master Plan-level Multi-Modal Transportation Analysis (MTA) to evaluate transportation and circulation impacts, pedestrian and bicycle impacts, and analyze parking scenarios of the project. The transportation analysis was conducted under cumulative conditions with the approved and pending development in North Bayshore, the North Bayshore transportation improvements from previously-approved developments (e.g., Landings, Sobrato, and Charleston East), NBPP Environmental Impact Report (EIR) mitigation, and the 2021 Updated North Bayshore Priority Transportation Improvements (including the Rengstorff Connector), and 94% of the applicants existing and new nonresidential development (combined with all other new development) achieving a 35% morning peak-hour inbound single-occupancy vehicle (SOV) at the driveways. Major findings from the Master Plan MTA include:

- For the recommended North Bayshore Trip Cap Policy at Shoreline Boulevard and Rengstorff Avenue combined, **the cumulative conditions vehicle volume is less than the vehicle trip target during both peak a.m. and p.m. periods and the Master Plan is in conformance with the recommended North Bayshore Trip Cap Policy vehicle trip targets.** The MTA analysis determined that, with the Master Plan's TDM Plan (including an 35% SOV trip rate), vehicle demand at the gateway entrances into the North Bayshore would not exceed the gateway trip cap as defined in the Circulation

Study. The gateway entrances include: Shoreline Boulevard, Rengstorff Avenue, and San Antonio Road.

- **The project does affect intersection level of service (LOS) at 11 intersections which do not meet City standards.** The MTA identified potential physical improvements to the intersection approaches and traffic signalization. The identified improvements focus on improving the conflict points that most affect the vehicle capacity at the gateway, including conflict points between office, residential, and gateway vehicle turn movements. The final improvements will require coordination among multiple stakeholders to address the practical steps of implementing physical improvements, such as additional right-of-way. The project's deficiencies and improvements are summarized in Exhibit 10, Table ES-4, Pages xv through xvi.

Additionally, the MTA recommends modifications to five intersections that can be considered in conjunction with approval of the Master Plan, including actions that can be taken to address future intersection deficiencies (refer to Exhibit 10, Table ES-4, Page xvii. Based on further site-specific assessment, the applicant will be required to pay fair-share contributions for intersection improvements.

- The project impacts the vehicle queuing at six intersections and identifies potential turn-pocket improvements. These project impacts are summarized in Exhibit 10, Table ES-4, Pages xv through xvi.
- The proposed Master Plan will enhance the pedestrian conditions and improve pedestrian quality of service (PQOS) by adding sidewalks, paths, the Social Spine, and the Green Loop for pedestrians.
- The proposed low-stress bicycle network improves the bicyclist experience. All new and existing streets are rated very good or good with respect to the bicycle level of traffic stress (LTS) score. The Master Plan MTA recommends that bike-share services be integrated into transit stations to support last-leg connections.
- The Master Plan MTA also indicates that even with the North Bayshore transportation improvements from the approved development (from Landings, Sobrato, and Charleston East developments), Precise Plan EIR Mitigation, the Updated in 2021 North Bayshore Priority Transportation Improvements (including the Rengstorff Connector), and additional operational improvements identified in the MTA, **the Shoreline Boulevard gateway³ would be deficient during the morning and evening peak hours, and the Rengstorff Avenue gateway would be deficient during the**

³ Gateways are entrances to North Bayshore Area through key roadway connections such as Shoreline Boulevard, San Antonio Road, and Rengstorff Avenue.

evening peak hours. With initial feasibility, plan conflict, and right-of-way considerations, the operational improvements will require detailed intersection designs to determine the extent of right-of-way needs, effects on pedestrian, bicycle and transit facilities, landscaping, trees, and other design considerations. Especially on Shoreline Boulevard, the operations indicate a need to develop additional strategies to better manage peak-period congestion. The MTA recommends a Shoreline Corridor Plan be prepared to develop traffic-management strategies. Those strategies, after further evaluation, can be considered for future implementation in conjunction with Master Plan development phases. Additional funding would be needed to develop the Corridor Plan and help fund the improvement strategies.

- While the Master Plan only provides a general level of detail of the land use and transportation network, **there may need to be additional transportation analysis completed as part of future zoning permits.** This may require subsequent site-specific transportation analysis to ensure that the roadway network and the new development are designed and built to the City's specifications.

Transportation Demand Management (TDM) Program Measures and Office Trip Cap

The Master Plan will implement a TDM program to achieve a 35% morning peak hour inbound SOV mode share at the development driveways (or district parking structures) for all nonresidential development in the Precise Plan area. The TDM Program measures would be consistent with the [North Bayshore Transportation Demand Management Plan Guidelines](#) (2015) for nonresidential development and the [North Bayshore Residential Transportation Demand Management Guidelines](#) (2018) for residential development.

To achieve the 35% SOV mode-share target, the project will be subject to a districtwide office vehicle trip cap ("Office Trip Cap") that shall apply to the applicant's existing, rebuilt, and net new office square footage at the time of full build-out and occupancy of the Master Plan. The Office Trip Cap would be integrated into the applicant's existing TDM programs and provide a comprehensive district-wide approach to TDM and parking management that supports the Precise Plan's goal of reducing vehicle traffic and supporting sustainable transportation modes. The Office Trip Cap Implementation Plan will be approved by the Community Development and Public Works Directors prior to issuance of the building permits for the first Master Plan office building.

Vehicle Parking

The NBPP does not require minimum parking standards; however, it establishes maximum parking standards and encourages district parking facilities to reduce the incentive for SOV and encourage alternative and active transportation in the Precise Plan area. The applicant has proposed an office parking rate substantially below the Precise Plan standards (at

2.0 spaces versus 2.7 spaces per 1,000 square feet) to support the 35% SOV rate and help comply with the gateway trip cap requirement.

The Master Plan proposes to comply with the parking standards in the Precise Plan (refer to Table 5). The Master Plan parking strategy proposes to relocate and consolidate the existing surface lots into centralized district parking facilities with a limited amount of parking retained at individual sites. The majority of parking in the Master Plan parking would be accommodated in five-district parking locations (JN-P-1, JS-P-1, SB-P-1, SA-P-1, and MW-P-1 and 2). One of the district parking garages (MW-P-1 and 2) is located along Marine Way, outside the Precise Plan Complete Neighborhood, and another is proposed as Shoreline Amphitheatre Lot C, outside the Precise Plan boundary. In addition to the district parking locations, the Master Plan also includes office and residential on-site parking locations. To lower office workers' dependency on SOV, the Master Plan provides 90% of the office parking in district office parking garages SA-P-1, JS-P-1, and the Marine Way garages (MW-P-1 and MW-P-2), and only 10% of the office parking in office on-site parking locations adjacent to the office buildings. The project would provide sufficient bicycle parking spaces, including short-term and long-term parking for office, retail, and residential uses to meet the NBPP requirements.

The Master Plan proposes a maximum residential parking ratio of 0.65 space/unit at full project build out in compliance with the Precise Plan parking standards. The Precise Plan acknowledges that residential development will have difficulty in achieving this requirement in the early phases of the development, when transportation and access to services are more limited. The Master Plan is requesting an exception from the Precise Plan standard by providing an additional interim parking solution with additional off-site parking at higher parking ratios (up to 1.25 stalls per unit). This would be an interim solution to address the absence of improved transit services and until the time critical neighborhood residential and retail density is achieved so that residents and workers do not need to leave North Bayshore to access day-to-day necessities. This exception would allow the Master Plan to fulfill the Precise Plan vision and guiding principles to create Complete Neighborhoods. ***Therefore, staff supports this interim parking proposal to implement the Master Plan***

Table 5: Precise Plan Parking Requirements and Proposed Master Plan Parking Supply

Land Use	Size	Precise Plan Maximum or ITE* Parking Demand Rate	NBPP Parking Requirements (spaces)	Master Plan Proposed Parking Supply (spaces)
Office	3,145,897 sq. ft.	2.70 spaces/1,000 sq. ft.	8,494	6,337
Residential	7,000 units	0.65 spaces/unit	4,550	4,550
Residential Guests	7,000 units	0.065 spaces/unit	455	1,566
Retail	233,990 sq. ft.	3.68 spaces /1,000 sq. ft.	861	
Hotel	525 keys	0.70 spaces/key	368	
Community	55,000 sq. ft.	2.70 spaces/1,000 sq. ft.	149	
District Central Plant	N/A	N/A	N/A	5

* NOTE: ITE refers to the Institute of Transportation Engineers (ITE) Manual, 10th Edition.

Shoreline Amphitheatre Lot C District Parking Garage

The Master Plan proposes a six-story district parking garage at Amphitheatre Lot C with approximately 4,334 parking spaces, up to 2,000 square feet of building area for a Police operation station, and 10 parking spaces reserved for the Police Department. Using Lot C for district parking will allow more land within the project area to be used for housing and/or open space development while providing parking located close to the office uses. The current Lot C surface parking lot is leased by Live Nation and subleased by Google until 2025 (or 2030, if Live Nation exercises its extension option) and subleased by Google from Live Nation, allowing Google to use Lot C for office parking while accommodating Live Nation's use for Amphitheatre events.

Prior to review of a parking garage proposal at Lot C, the City followed the procedures of the Surplus Lands Act process in compliance with [Assembly Bill \(AB\) 1486](#) ("State Surplus Land Act"). On [January 25, 2022](#), Council declared the Shoreline Amphitheatre site exempt from the Surplus Lands Act. Council previously supported the district parking garage proposal at the December 2021 Study Session for the Master Plan. Currently, the City is negotiating a long-term lease with Google for use of Lot C for parking purposes. This lease agreement between the City and Google will be separately reviewed and considered by Council prior to Council taking action on the Master Plan proposal.

Tentative Map

The applicant has submitted a Vesting Tentative Map with the Master Plan (see Exhibit 3 to this staff report) to create 58 new parcels, including 27 parcels for residential buildings with up to 7,000 residential condominium units, 360 commercial condominium units, and 526 vertical subdivision lots. The applicant is proposing to map all rental developments to allow for potential transition to ownership units in the future, should market conditions

support it. The proposed vertical subdivisions are to accommodate commercial ownership opportunities in office and mixed-use buildings and the private district utility system, which may be contained on individual vertical parcels within each lot served by the system.

Development Agreement

The applicant is requesting a DA to allow for flexibility in the timing and phasing of the project. The requested term for the DA is up to 30 years. The applicant is requesting the extended vesting period for the development approval due to the large-scale nature of the development and the time needed to deliver the project components. The DA would allow for flexibility in the timing and phasing of the project which would otherwise exceed the City's standard approval and permit extension period (which is a total of four years). The City's Zoning Code requires that the DA be reviewed at an ZA public hearing and a recommendation forwarded to the City Council, which is tentatively scheduled for May 10, 2023. Following the ZA public hearing, the Zoning Administrator's recommendation on the DA will be included with the EPC recommendations on the project for action by the City Council.

Public Benefits

As part of the DA, the project is proposing to provide public benefits to the City beyond those required of the project under standard City regulations. Google has proposed a public benefits package valued at \$18.5 million in current dollars, which includes: (1) a cash payment of \$1.5 million to the City for "people-centric funds"; (2) an Active Use Assistance Program valued at \$10 million; (3) a public art benefit valued at \$2 million; and (4) cash payment of \$5 million to facilitate the design and construction of Eco Gem Public Park. Some of these public benefits were previously discussed and supported by the City Council at the 2021 Study Session. See Table 6 below for a comparison between the December 2021 proposed public benefit package and the current proposal.

Table 6: Public Benefit Package Comparison

Area of Contribution	December 2021 City Council Study Session	Current Proposal (April 2023)
Affordable Housing	5% Inclusionary units	—
People-Centric Benefit Contribution	\$14.5 million (Small Business Diversification Program, supporting local artists, and other “people-centric” programs)	\$13.5 million, including:
		• \$1.5 million for People-Centric Program
		• \$10 million for Active Use Assistance Program
Sea Level Rise Project	\$0.5 million	—
Park Land Development	—	\$5 million for Eco Gem design and improvements
Total	\$15 million + value of 5% inclusionary units undetermined at the time	\$18.5 million + annual CCI adjustments

The initial public benefit package, with a total value of over \$15 million, presented to Council at the December 2021 Study Session included a few benefits which have been removed from the current proposal; specifically, the 5% inclusionary housing units, cash payment for small business strategies, and cash payment contribution to Sea Level Rise Capital improvement Project are no longer included in the public benefit proposal. Since the Study Session, staff and the applicant have agreed to additional public benefits up to \$18.5 million with additional cash contribution to facilitate the design and construction of the Eco Gem.

ENVIRONMENTAL REVIEW

A Subsequent Environmental Impact Report (SEIR) was prepared for the North Bayshore Master Plan (Master Plan SEIR), which supplements and tiers from the certified North Bayshore Precise Plan Subsequent Environmental Impact Report (Precise Plan EIR) and Mountain View 2030 General Plan and Greenhouse Gas Reduction Program EIR (GP EIR). Preparation and use of an SEIR is appropriate when a project will have one or more new significant effects not discussed in a prior EIR and where only minor alterations or changes would be necessary to make a previous EIR adequately apply to a project. In this case, the City determined the proposal of the proposed Master Plan, with a specific development program and construction schedule, would require additional analysis of air quality to account for the project-level impacts within the framework of the prior EIRs and the prescribed Bay Area Air Quality Management District’s (BAAQMD) project level thresholds. The analysis in the SEIR concluded that the project would not result in any new or substantially more severe significant impacts than previously disclosed in the Precise Plan EIR.

Based on the methodology and thresholds for specific development projects used in the analysis in the SEIR, the project will result in significant and unavoidable impacts related to: (i) a conflict with an applicable air quality plan (due to construction NO_x emissions, operational ROG, NO_x, and PM₁₀ emissions, and health risk primarily from construction emissions); (ii) generation of a cumulatively considerable net increase in construction NO_x emissions and operational ROG, NO_x, and PM₁₀ emissions in a region that is considered nonattainment under an applicable Federal or State ambient air quality standards; (iii) expose sensitive receptors to substantial pollutant concentrations during construction; (iv) conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases (GHG); and (v) generation of a cumulatively considerable contribution to a cumulatively significant GHG emissions impact, which cannot be mitigated to a less-than-significant level even with implementation of all feasible mitigation measures. This impact finding is directly tied to the scale of this project along with the project having a 14-year construction schedule with eight overlapping development phases. This means that construction activities (construction period) will be ongoing on the project site while portions of the project are completed and occupied (operational period), including the approved (yet to be constructed) development projects immediately adjacent to the Master Plan area.

Significant Unavoidable Air-Quality Impacts

The SEIR identified the impacts summarized below based on the City's and BAAQMD's thresholds of significance. References to the "Project (under either option)" means the Project with the district utilities system option and without the district utilities system option.

Air Quality Impacts

- **Impact AQ-1: Both Project Options:** The project (under either option) would conflict with or obstruct implementation of the applicable air quality plan by resulting in construction NO_x emissions, operational ROG, NO_x, and PM₁₀ emissions, and health risks (primarily due to construction emissions) in excess of BAAQMD thresholds and exposing sensitive receptors to substantial pollutant concentrations.
- **Impact AQ-2: Both Project Options:** The project (under either option) would result in a cumulatively considerable net increase of construction (NO_x) and operational (ROG, NO_x, and PM₁₀) criteria pollutants for which the project region is nonattainment under an applicable Federal or State ambient air quality standard.
- **Impact AQ-3: Both Project Options:** The project (under either option) would expose sensitive receptors to substantial pollutant concentrations.

- **Impact AQ-C: Both Project Options:** The project (under either option) would result in a cumulatively considerable contribution to a cumulatively significant air quality impact in regard to the implementation of the 2017 CAP and net increase in criteria pollutants.

The Precise Plan EIR disclosed that the implementation of the Precise Plan would result in short-term and long-term pollutant emissions from building construction and operations (including operation of stationary sources like emergency back-up diesel generators) and vehicle use. Operational criteria pollutant emissions associated with the project (under either option) would be generated primarily from vehicles driven by future employees, residents, customers, and vendors to and from the project site and from consumer products. The Precise Plan SEIR also stated that future projects under the Precise Plan would be reviewed against BAAQMD's operational criteria pollutant thresholds when proposed.

As part of the SEIR, the project's construction period emissions and operational period emission were modeled, which showed that the project would exceed BAAQMD's significance thresholds for construction related NO_x emissions (at 61%) and mobile emissions for ROG (at 423.84%), NO_x (at 169.17 %), and PM₁₀ (at 115.76 %). The greatest sources for operational ROG emissions are area emissions (e.g., architectural coatings and consumer product use) and the greatest source for operational NO_x and PM₁₀ emissions is project traffic. While the project is required to use supercompliant volatile organic compounds (VOC) coatings on the new buildings, the City cannot control future application of coatings after the initial application, nor can the City ensure that consumer products used by future residents and tenants would be low in VOCs. Additionally, mobile emissions from vehicles traveling to and from the project site have been reduced to the greatest extent feasible with comprehensive and aggressive TDM measures. Therefore, the project has been mitigated to the greatest extent feasible but will still result in a significant unavoidable air-quality impact.

Additionally, a Health Risk Assessment was conducted to determine outdoor air impacts at sensitive receptor locations within 1,000' of the project site, which could be exposed to elevated cancer risk and exposure to PM_{2.5} due to construction emissions from diesel truck exhaust, standby generators, gas vehicles, etc. The closest sensitive receptor populations are the existing residences at the Santiago Villa mobile home park, located directly southeast of the project site, the existing residences southwest of the project site across U.S. 101, and the future residents of the recently approved 1100 La Avenida and 1255 Pear Avenue residential projects directly south of the project site. Based on the overlapping construction period and operational period of the Master Plan, the project would result in exposure to sensitive receptors near or on the project site to health risk impacts (primarily due to construction emissions). The project would exceed the BAAQMD single-source

significance thresholds of 10 per million for cancer risk and $0.3 \mu\text{g}/\text{m}^3$ for $\text{PM}_{2.5}$ concentrations at the following maximally exposed individual and sensitive receptors located off-site:

- Santiago Villa mobile home park:
 - Single-family homes north of Palomas Way and west of Armand Avenue and along Space Park Way down to the second row of homes south of Space Park Way; and
 - Four single-family homes along the western edge of the Santiago Villa property between El Centro Avenue and Flores Way; and
- Future dwelling units along the northern boundary of the nearby 1255 Pear Avenue residential development.

Implementation of standard conditions of approval and mitigation measures would reduce the health risk but not to a less-than-significant level. All other sensitive receptors located further away from the Master Plan would not exceed BAAQMD thresholds.

It should be noted that 1255 Pear Avenue and all new residential development in the Master Plan area would be subject to at least the current 2019 Title 24 building standards, which require MERV 13 or greater air-filtration units in mechanical systems for residential buildings. A properly installed, maintained, and operating ventilation system with MERV 13 filters achieves an 80% reduction of ambient $\text{PM}_{2.5}$ concentrations at indoor areas, which could reduce the identified impact below the significance thresholds for sensitive receptors at 1255 Pear Avenue and future residential development to be developed in the Master Plan area. However, this assumes residents would keep their windows closed during construction of the project, and neither the City nor the applicant can feasibly implement, require, or guarantee this through mitigation measures by another property owner on an adjacent site, so it has conservatively been identified as a significant, unavoidable impact.

Greenhouse Gas Emissions Impacts

- **Impact GHG-2: Both Project Options:** The project (under either option) would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs in regard to the 2017 CAP and City Greenhouse Gas Reduction Program (GGRP) by resulting in construction NO_x emissions, operational ROG, NO_x , and PM_{10} emissions and health risks (primarily due to construction emissions) in excess of BAAQMD thresholds and exceeding the development and GHG emissions assumptions in the Mountain View 2030 General Plan and Greenhouse Gas Reduction Program.

- **Impact GHG-C: Both Project Options:** The project (under either option) would result in a cumulatively considerable contribution to a cumulatively significant GHG emissions impact by being inconsistent with the 2017 CAP and GGRP.

The City did not receive any comments from the BAAQMD on the Draft SEIR during the public circulation period. Subsequently, the City consulted with the BAAQMD again after the release of the Final SEIR and received specific recommendations to enhance some of the mitigation measures to reduce the project's unmitigated significant air quality impacts. Some of the key recommendations from BAAQMD included providing access to charging infrastructure for the zero-emission construction vehicles and incentivizes construction workers to carpool, use electric vehicles, or use public transit. All the BAAQMD recommendations have been incorporated into the errata, which was prepared subsequent to the Final SEIR release and attached to Exhibit A in Exhibit 2. Additionally, a new project condition No. 49 was also added in the Errata and the project conditions, Exhibit A in Exhibit 2, requiring the applicant to provide all of the existing residents of the Santiago Villa Mobile Home Park a one-time offer of \$350 to purchase MERV-13 or higher-rated air filters.

The Precise Plan EIR disclosed that the implementation of the Precise Plan would exceed the emissions projections and associated carbon-efficiency targets identified in the GGRP. The proposed project (under either option) includes more development than evaluated Precise Plan area in the 2017 EIR and General Plan EIR; for this reason, the Master Plan is inconsistent with the development and emissions assumptions in the GGRP. In addition, the project would conflict with the 2017 CAP and GGRP by exceeding the BAAQMD criteria air pollutant thresholds for construction NO_x emissions, operational ROG, NO_x, and PM₁₀ emissions, and BAAQMD thresholds for health risk. The project (under either option) would comply with all Precise Plan, GGRP, and City Reach Code policies related to GHG emissions reductions by developing all electric buildings that would achieve LEED Platinum® standard for new office buildings and minimum 120-point GreenPoint-rated or equivalent standard for residential buildings using alternative fuels to gasoline/diesel and/or zero-emission construction equipment and trucks and implementing TDM strategies. With the implementation of the mitigation measures identified in the Precise Plan EIR and Master Plan EIR, the project has been mitigated to the greatest extent feasible but will still result in a significant unavoidable GHG impacts due to inconsistency with development and emissions assumptions in the GGRP as well as its inconsistency with the 2017 CAP.

These significant unavoidable impacts will require the adoption of a Statement of Overriding Considerations by the City Council as part of the adoption of the CEQA findings in order to approve the project. A Statement of Overriding Considerations demonstrates that the benefits of a project outweigh the significant unavoidable impacts. The benefits of the project have been included in the attached Findings of Fact and Statement of Overriding Considerations in Exhibit 1 to this report.

Other Less-than-Significant Impacts

Odor Impacts

The Precise Plan EIR concluded build-out of the Precise Plan would not result in any significant odor impacts; however, the project with District Utilities System Option includes a district central plant with a wastewater treatment facility, which was not evaluated in the Precise Plan EIR. The proposed wastewater treatment plant is considered an odor source by the BAAQMD. The SEIR concluded that, with implementation of mitigation measure MM AQ-4.1 and compliance with BAAQMD regulations, the project with District Utilities System Option would not result in significant odor impacts.

Biological Resources

The Precise Plan EIR analyzed biological resources within the Precise Plan area at the time the EIR was prepared. The proposed project includes development of a parcel outside of the Precise Plan area; therefore, biological resources on this parcel were not evaluated as part of the Precise Plan EIR. The SEIR identified Congdon's tarplant and monarch butterflies as two additional species not evaluated in the Precise Plan EIR. The SEIR concluded that, with implementation of mitigation measures MM BIO-1.1, MM BIO-1.2, and MM BIO-1.3, impacts to these species would be reduced to a less-than-significant level.

Vehicles Miles Traveled

The Precise Plan EIR analyzed transportation impacts using Level of Service (LOS) as an assessment metric. It concluded that implementation of the Precise Plan (which includes development of the proposed project) would result in LOS deficiencies under existing LOS policies, improvements to address select deficiencies would be implemented, and select deficiencies would be significant and unavoidable. Subsequent to the certification of the 2017 EIR, the Mountain View City Council adopted a Vehicle Miles Traveled (VMT) Policy on June 30, 2020, which replaces LOS with VMT as the metric for determining a significant transportation impact under CEQA consistent with Senate Bill 743.

According to State law, vehicle congestion and delay (including LOS deficiencies) can no longer constitute a significant impact under CEQA. As such, the project's consistency with the City's LOS policy is not relevant under CEQA. Therefore, a project-specific VMT analysis was prepared. The SEIR concluded that the project would not result in a new or substantially more severe significant conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities than disclosed in the Precise Plan EIR. Based on the proposed land use mix, an aggressive TDM plan, and a 35% SOV mode-share target, the project's total VMT per service

population (under either option) of 25.13 would not exceed the significance threshold of 25.46; thus, the project would not result in a significant VMT impact.

Utility Impact Study

A utility impact study (UIS) was prepared for the project to analyze potential impacts to City-provided wet utilities, including sanitary sewer, potable water, and recycled water. In addition to standard preproject and postproject modeling done with a typical UIS analysis to understand a project's impacts, this UIS analyzed scenarios accounting for the applicant's proposed private district utility system as operational and nonoperational (and how that may impact City systems) as well as potential future impacts to the City's recycled water system when it expands into the NASA/Moffett Field, North Bayshore, and East Whisman area. The SEIR concluded that with the implementation of the Conditions of Approval and the applicant paying a fair-share cost of planned infrastructure improvements, the project will not have significant impacts on utilities.

Public Circulation and Comments on SEIR

The City released a Notice of Preparation (NOP) on February 28, 2022 and held a public scoping meeting to gather input regarding the scope and content of the SEIR on March 14, 2022. The City received six written public comments on the NOP from the Native American Heritage Commission, City of Palo Alto, Sierra Club Loma Prieta Chapter, Santa Clara Valley Audubon Society, California Native Plant Society, California Department of Transportation, CDFW, and Santa Clara Valley Transportation Authority (VTA).

Additionally, the City released a Notice of Completion (NOC)/Notice of Availability (NOA) with a public Draft SEIR for a 45-day public comment period, from December 21, 2023 to February 6, 2023. The City received 13 written public comments on the Draft SEIR. The City reviewed and considered the comments and prepared a Final SEIR that includes responses to comments and text changes to the Draft SEIR, which the City made publicly available on April 11, 2023.

NEXT STEPS

Following this EPC public hearing, the project and EPC recommendation will be considered at a City Council public hearing, tentatively scheduled for June 13, 2023. A recommendation to the City Council on the DA by the Zoning Administrator is scheduled to be reviewed and discussed at a public hearing on May 10, 2023. All property owners and interested parties will be notified of each of these upcoming meetings.

ALTERNATIVES

1. Recommend approval of the project with modified conditions.
2. Refer the project back to the DRC for additional consideration.
3. Recommend denial of the project.
4. Provide other direction.

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DP/6/CDD
807-05-03-23SR

- Exhibits:
1. Draft Resolution to Certify the Project Subsequent EIR
 2. Draft Resolution for a Master Plan
 3. Draft Resolution for a Vesting Tentative Map
 4. North Bayshore Master Plan
 5. North Bayshore Master Plan Implementation Proposal
 6. [Council Report Dated March 23, 2021](#)
 7. [Council Report Dated December 14, 2021](#)
 8. Community Outreach Summary
 9. North Bayshore Master Plan Affordable Housing Assessment
 10. North Bayshore Master Plan Multi-Modal Transportation Analysis