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Planning Division
City of Mountain View
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North Bayshore Framework Master Plan

12.2022

Project team

PROJECT APPLICANT

GOOGLE

APPLICANT REPRESENTATIVE

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DESIGN & CONSULTANT TEAM

HASSELL: MASTER PLANNING + URBAN DESIGN

SITELAB URBAN STUDIO: MASTER PLANNING

WEST 8: PARKS + OPEN SPACE

SERA: OFFICE ARCHITECT

SCB: RESIDENTIAL ARCHITECT

SECOND NATURE: ECOLOGY

H.T. HARVEY & ASSOCIATES: ECOLOGY

FEHR & PEERS: TRANSPORTATION

KIER + WRIGHT: CIVIL AND INFRASTRUCTURE

SHERWOOD: STORMWATER AND DISTRICT WATER

INTEGRAL: SUSTAINABILITY AND DISTRICT THERMAL

ARUP: DISTRICT SYSTEMS

HOLMES: FIRE / LIFE SAFETY

ALLEN MATKINS: LAND USE AND ENTITLEMENTS

COBLENTZ: LAND USE AND ENTITLEMENTS

EPS: FISCAL IMPACT ANALYSIS

Preface

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

This document and the Development Agreement are interdependent. Google's ability to implement the Master Plan is predicated on the principle of maintaining a financially feasible project, and will require Google and the City to work together to find the right balance between feasibility, value creation and both entitlement and cost certainty for both parties.

Further, Google's ability to deliver certain project features and community benefits described in this document is dependent on the City and Google negotiating and executing the Development Agreement. If Google and the City agree to the terms of a Development Agreement, then it will be submitted to the City Council for approval and execution concurrently with the entitlement of this Master Plan in accordance with Section 36.54 et seq. Article 14 of Chapter 36 of the City of Mountain View's Code of Ordinances.

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

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

Introduction

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1.1. Introduction

A master plan is required to fulfill the criteria set forth by the City of Mountain View as required by section 3.5.2 of the *North Bayshore Precise Plan*.

This North Bayshore Framework Master Plan outlines the vision and key elements of the proposal for the Master Plan Area. It reflects the fixed elements such as the new street network and land use parcels, as well as conceptual elements including development parcels, parks and open space programmatic plans, and pedestrian and bicycle ways.

The Master Plan describes design concepts, land use and programs, open space, building massing, circulation and mobility, infrastructure and sustainability, and phasing strategies for the Master Plan Area.

As an implementation tool, the Master Plan, in conjunction with the NBPP, establishes the governing parameters for the design intent and application of development standards and guidelines for future PCPs.

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

Companion documents

Supporting the Master Plan are the following companion documents and approvals, including:

NORTH BAYSHORE MASTER PLAN SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

Analyzes the Master Plan's potential environmental impacts associated with the construction and operation of development within the Master Plan Area under the *California Environmental Quality Act* ("CEQA"), and outlines mitigation measures, where necessary, to reduce potentially significant environmental impacts, as required by CEQA.

NORTH BAYSHORE DEVELOPMENT AGREEMENT

Vests certain development rights and defines developer obligations to deliver certain improvements and community benefits as part of the redevelopment proposed in the Master Plan; and City obligations.

VESTING TENTATIVE MAP

Illustrates existing conditions and the proposed subdivision of new legal lots, streets, and property in the Master Plan Area. It also vests certain development rights.

NORTH BAYSHORE FRAMEWORK MASTER PLAN CONDITIONS OF APPROVAL

Certain requirements imposed on the Master Plan and/or vesting tentative map.

NORTH BAYSHORE MASTER PLAN IMPLEMENTATION PLAN

Contains additional information demonstrating compliance with the Precise Plan, Mountain View Municipal Code, and other key documents for the implementation of the Master Plan post entitlement:

- NBPP Planning Conformance
- Parcel Plan
- Phasing Plan
- Built Form Design Objectives
- Parks and Open Space Design Objectives
- Tree Implementation Plan
- TDM Plan and Transportation Technical Memos
- District Systems Concept Plan
- Review and Approval Framework

Terminology

NORTH BAYSHORE PRECISE PLAN

This Master Plan and related documents reference the vision, guiding principles, and planning controls set by the *North Bayshore Precise Plan* ("Precise Plan'' or "NBPP") for the district. The Precise Plan was adopted by the City on November 25, 2014, and was thereafter amended in 2017, 2018, 2019, 2020, and 2021.

NORTH BAYSHORE FRAMEWORK MASTER PLAN AREA

Describes an area covering approximately ±151-acres which represents the land to which the North Bayshore Framework Master Plan ("Master Plan" or "Plan") applies. Throughout this document, "the Project" is also used to describe the Master Plan.

COMPLETE NEIGHBORHOODS

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

Abbreviations

AC: Acre

AMI: Average median income

BAU: Business as usual

BMR: Below market rate

CEQA: California Environmental Quality Act

CIP: City improvement project

City/CMV: City of Mountain View

CLT: Cross-laminated timber

DCP: District central plant

DU: Dwelling unit

EIR: Environmental impact report

FAR: Floor area ratio

FEMA: Federal Emergency Management Agency

GSF: Gross square feet

HOZ: Habitat overlay zone

NBPP: North Bayshore Precise Plan

PCP: Planned community permit

PG&E: Pacific Gas & Electric

POPA: Privately-owned, publicly-accessible open space

M: Million

MASTER PLAN: A mixed-use land use proposal within the Master Plan Area.

MASTER PLAN AREA: A ±151-acre land holding within North Bayshore to which this Master Plan applies.

NBS: North Bayshore

SEIR: Subsequent environmental impact report

SF: Square feet

SOV: Single occupancy vehicle

TDM: Transportation demand management

TMA: Transportation Management Association

VTM: Vesting tentative map

Document Notes

FIGURES

All figures in this document are provided for illustrative purposes only. The conceptual renderings used throughout the Master Plan, and other supporting documents, are representative of architectural design concepts or design intent for new mixed-use and office buildings.

They are provided to give a general impression of the building's scale and massing relative to the public open spaces and streetscape that their ground floor uses; help to frame and activate. Buildings and site-specific architectural designs will be provided with each phase of permit entitlements.

DISTRICT SYSTEMS

District systems are contemplated as a design option within the framework of this Master Plan. They are not a definitive design element.

PARKS

New parks have been given placeholder names, inspired by the local context, to be used during the planning process. Final names of dedicated parkland shall be determined by the City; POPAs will be named by the land owner with the approval of the City.

STREET NAMES

New streets have been given names, inspired by the local context, as placeholders to be used during the planning process. Final names of public streets shall be determined by the City; private streets will be named by the land owner with the approval of the City.

BLOCK REFERENCES:

This Master Plan identifies block references e.g. SB-BR-1. The Master Plan block references differ from the VTM lot references eg. SB1. All references in this Master Plan are block references, unless otherwise noted.

Existing sites

© ACROSS THE POND

2.1. Existing sites

Shorebird

APN	ADDRESS/S	CHARACTER AREA	PARCEL AREA		EXISTING LAND USE	EXISTING BUILDING SF
116-11-021	1393 Shorebird Way 1397 Shorebird Way	Core	1.97 ac	85,614 sf	Office	29,299 sf
116-11-022	1383 Shorebird Way	Core	1.65 ac	72, 049 sf	Office	24,720 sf
116-11-024	1380 Shorebird Way	Core	1.52 ac	66,399 sf	Office	21,108 sf
116-11-025	1390 Shorebird Way	Core	1.75 ac	76,060 sf	Office	22,125 sf
116-11-039	1395 Charleston Rd	Core	4.16 ac	181,036 sf	Office	63,911 sf
116-14-066	1340 Space Park Way 1675 N. Shoreline Blvd	Core	1.38 ac	60,259 sf	Office	26,434 sf
116-11-028	1371 Shorebird Way 1375 Shorebird Way	General	4.86 ac	211,794 sf	Office	74,940 sf
116-11-030	1215 Charleston Rd 1225 Charleston Rd 1245 Charleston Rd 1295 Charleston Rd 1310 Shorebird Way 1350 Shorebird Way	General	19.17 ac	835,189 sf	Office	34,522 sf 49,417 sf 26,244 sf 26,229 sf 68,308 sf 26,126 sf 48,870 sf
116-14-072	1300 Space Park Way	General	0.92 ac	40,014 sf	Office	13,960 sf
116-11-012	1200 Charleston Rd 1210 Charleston Rd 1220 Charleston Rd 1230 Charleston Rd	Edge	10.76 ac	468,501 sf	Office	121,536 sf
116-11-038	1201 Charleston Rd 1345 Shorebird Way 1355 Shorebird Way 1365 Shorebird Way	Edge	16.73 ac	728,872 sf	Office	89,349 sf 40,460 sf 51,790 sf 59,693 sf
116-14-070	1250 Space Park Way	Edge	0.63 ac	27,277 sf	Office	13,000 sf

Joaquin

APN	ADDRESS/S	CHARACTER AREA	PARCEL AREA		EXISTING LAND USE	EXISTING BUILDING SF
116-10-088	1431 Plymouth St	Gateway	0.75 ac	32,517 sf	Retail	2,220 sf
116-10-101	1477 Plymouth St 1435 Plymouth St	Gateway	1.03 ac	44,826 sf	Retail	8,836 sf
116-13-027	1555 Plymouth St	Gateway1	3.13 ac	136,383 sf	Office	42,992 sf
116-13-034	1400 N. Shoreline Blvd	Gateway	6.79 ac	295,943 sf	Office	91,392 sf
116-13-037	1400 N. Shoreline Blvd	Gateway	0.67 ac	29,156 sf		
116-13-038	1400 N. Shoreline Blvd	Gateway	0.72 ac	31,185 sf		
116-10-077	1804 N. Shoreline Blvd	Core	1.00 ac	43,547 sf	Office	13,756 sf
116-10-078	1764 N. Shoreline Blvd	Core	0.50 ac	21,774 sf	Vacant	0 sf
116-10-079	1758 N. Shoreline Blvd	Core	0.50 ac	21,775 sf	Office	4,283 sf
116-10-080	1742 N. Shoreline Blvd	Core	2.00 ac	87,109 sf	Office	28,070 sf
116-10-084	1890 N. Shoreline Blvd	Core	0.69 ac	29,866 sf	Office	10,468 sf
116-10-109	1674 N. Shoreline Blvd	Core	0.87 ac	38,021 sf	Office	13,004 sf
116-10-089	1824 N. Shoreline Blvd	Core	2.68 ac	116,671 sf	Office	36,436 sf
116-10-095	1500 Plymouth St 1550 Plymouth St	Core	6.47 ac	281,751 sf	Office	77,942 sf
116-10-111	1015 Joaquin Rd	Core	4.56 ac	198,618 sf	Office	65,093 sf
116-10-102	1565 Charleston Rd 1585 Charleston Rd	Core	9.55 ac	415,897 sf	Office	55,150 sf 74,800 sf
116-10-104	1010 Joaquin Rd	Core	3.81 ac	166,053 sf	Office	55,800 sf
116-10-105	1545 Charleston Rd	Core	4.13 ac	180,102 sf	Office	55,800 sf
116-10-107	1489 Charleston Rd	Core	1.00 ac	43,557 sf	Office	15,316 sf
116-10-108	1055 Joaquin Rd	Core	5.00 ac	217,699 sf	Office	61,176 sf

1 On December 7, 2021, City Council adopted the Gateway Master Plan and certain amendments to the Precise Plan. In doing so, 1555 Plymouth St is now part of the Joaquin Complete Neighborhood and the Gateway Character Area.

Pear

APN	ADDRESS/S	CHARACTER AREA	PARCEL AREA		EXISTING LAND USE	EXISTING BUILDING SF
116-14-058	1599 N. Shoreline Blvd 1601 N. Shoreline Blvd	Core	2.04 ac	88,989 sf	Office	12,000 sf 6,000 sf
116-14-095	1230 Pear Avenue	General	1.08 ac	46,923 sf	Office	13,729 sf
116-14-028	1220 Pear Avenue	Edge	1.13 ac	49,112 sf	Office	16,800 sf

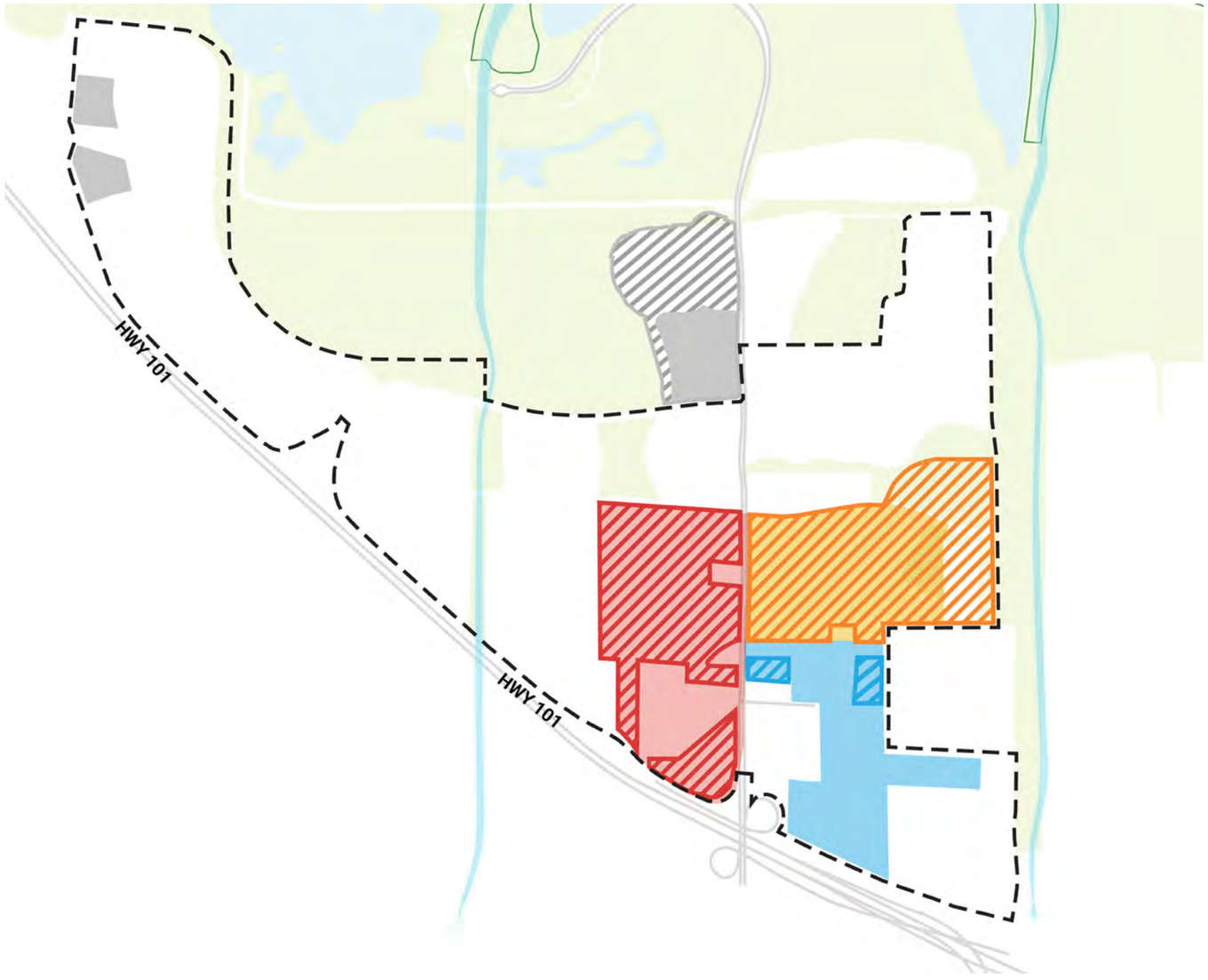
Marine Way

APN	ADDRESS/S	CHARACTER AREA	PARCEL AREA		EXISTING LAND USE	EXISTING BUILDING SF
116-02-037	1161 San Antonio Rd 2761 Marine Way	General	2.39ac	104,156sf	Office	24,425 sf 10,484 sf
116-02-083	1157 San Antonio Rd	General	1.02 ac	44,586 sf	Office	34,090 sf
116-02-054 116-02-081	2672-2680 Bayshore Pkwy	General	1.96 ac	85,242 sf	Office	42,434 sf
116-02-084	2751 Marine Way	General	0.92 ac	40,203 sf	Office	12,856 sf
116-02-088	2665 Marine Way 2685 Marine Way	General	1.84 ac	80,339 sf	Office	26,358 sf

Shoreline Amphitheatre

APN	ADDRESS/S	CHARACTER AREA	PARCEL AREA		EXISTING LAND USE	EXISTING BUILDING SF
116-20-043	1 Amphitheatre Parkway	Outside of NBPP Area	38.48 ac 14.13 ac excluding the area not to be redeveloped	1,676,301 sf 615,417 sf excluding the area not to be redeveloped	Surface Parking Lot	0 sf

Figure 2.1.1 NBPP COMPLETE NEIGHBORHOODS



Key

NBPP COMPLETE NEIGHBORHOODS

- JOAQUIN
- SHOREBIRD
- PEAR
- NBPP BOUNDARY

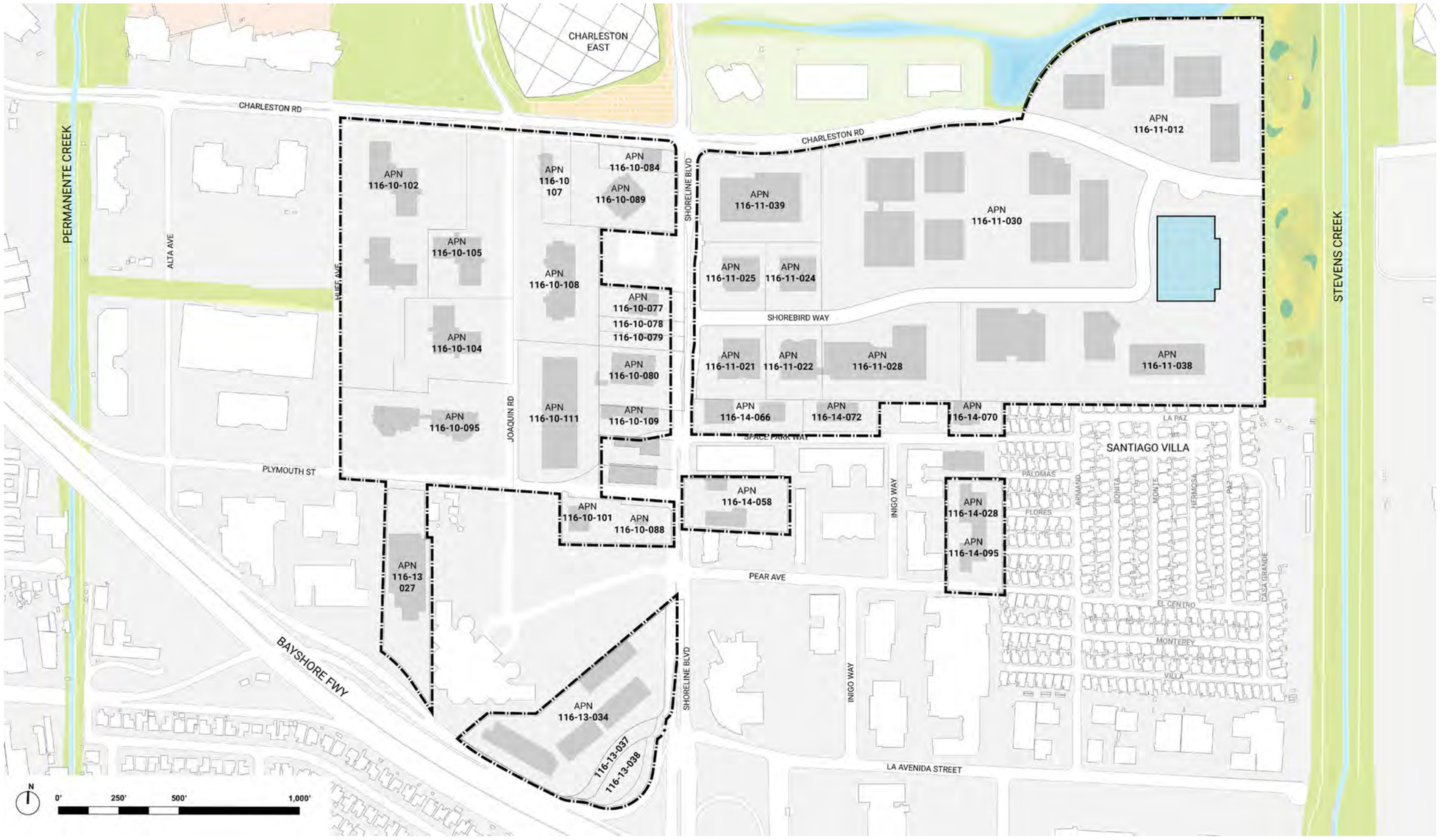
PROJECT AREA

- JOAQUIN
- SHOREBIRD
- PEAR
- OFF SITE DISTRICT PARKING
- AREA NOT SUBJECT TO REDEVELOPMENT

Note:

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

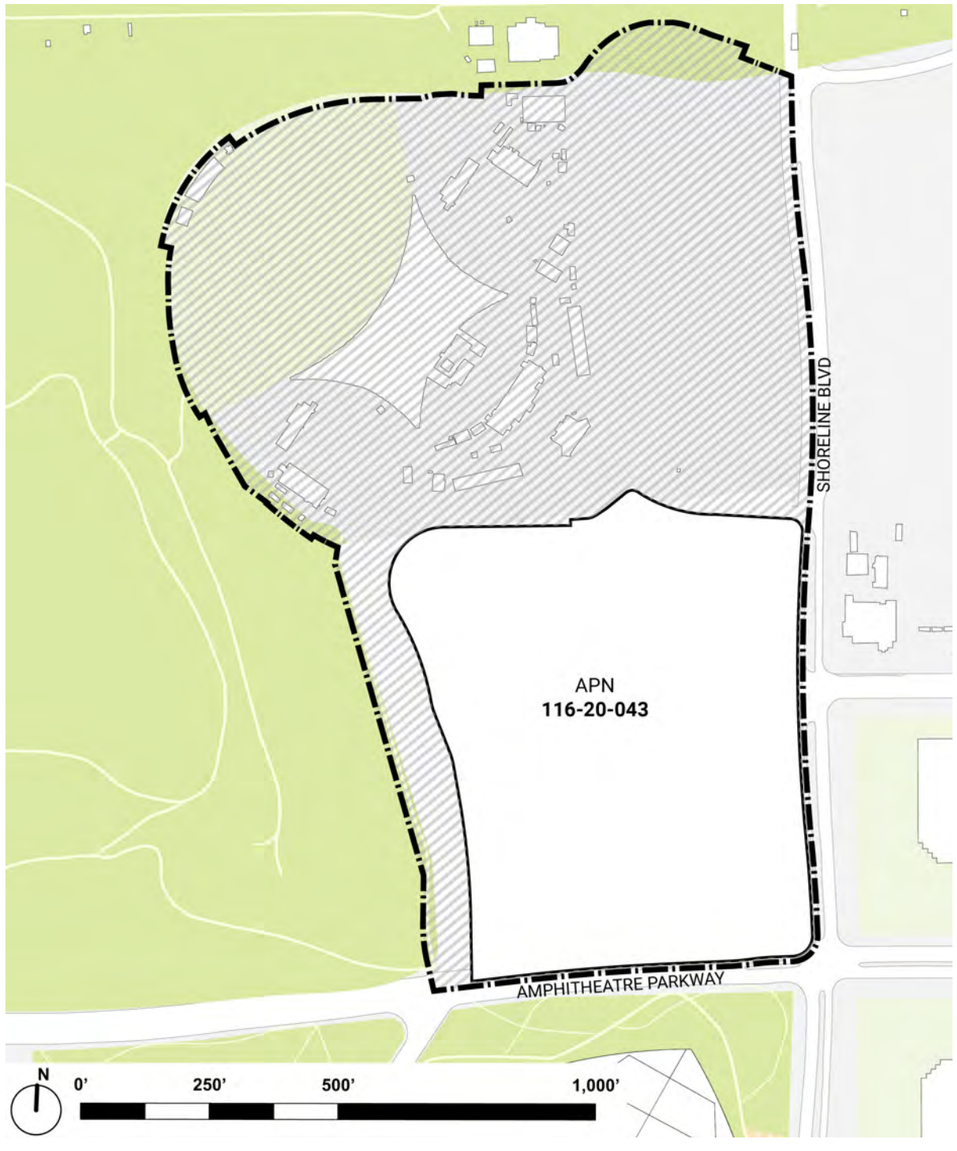
Plan 2.1.1 EXISTING PARCELS (APN)



Key

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

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



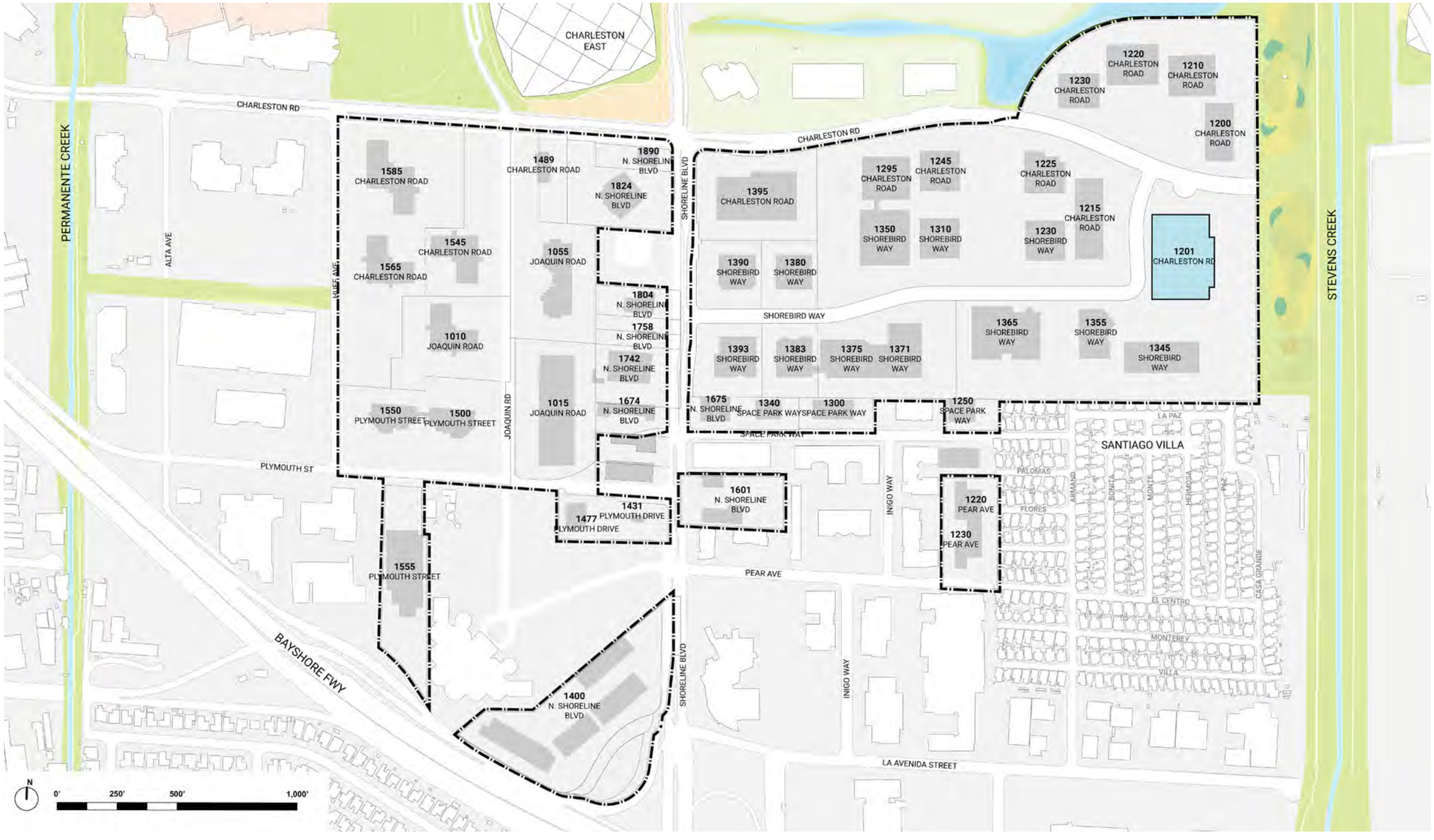
Key

- EXISTING BUILDING TO REMAIN
- EXISTING BUILDING TO BE REMOVED
- EXISTING OPEN SPACE
- PROJECT AREA
- AREA NOT SUBJECT TO REDEVELOPMENT

Note:

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

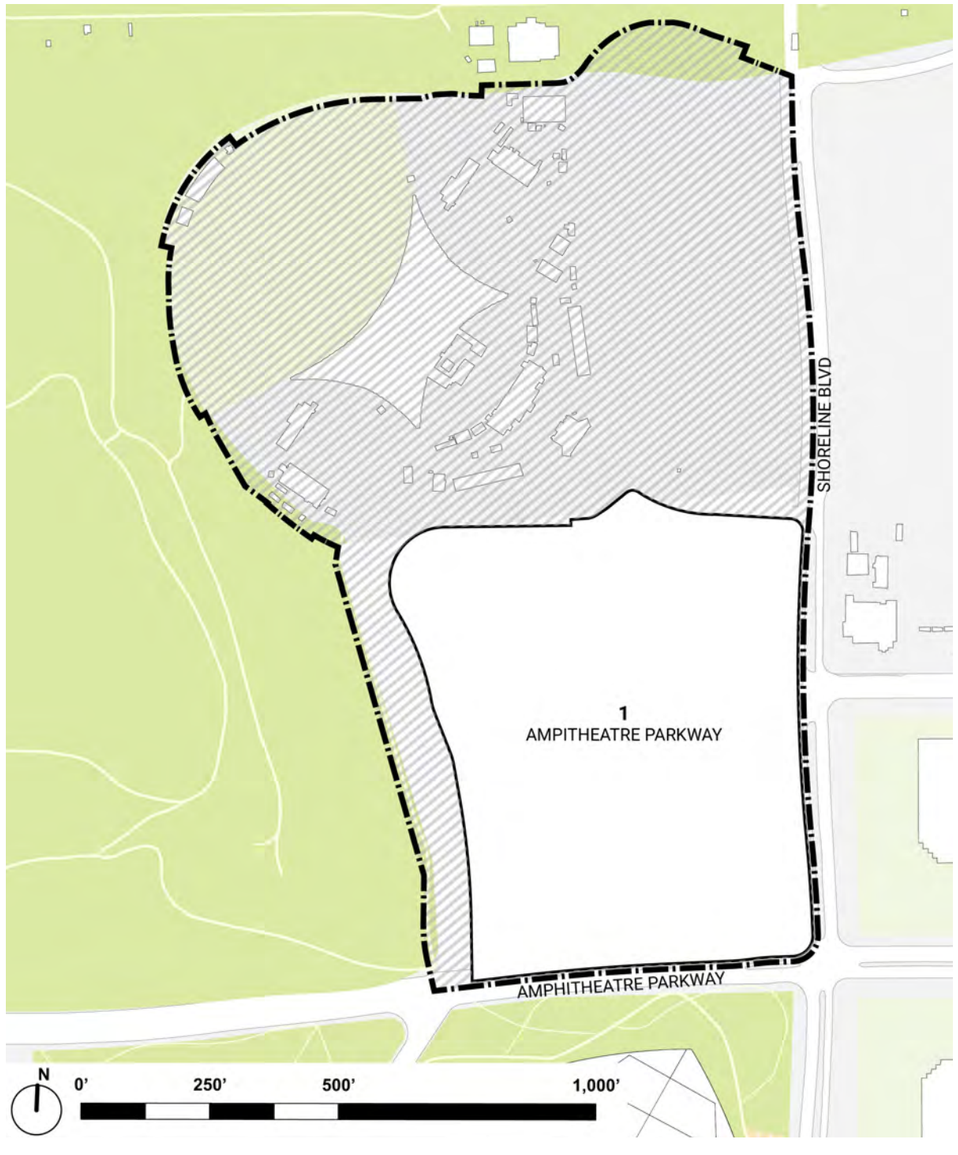
Plan 2.1.3 EXISTING PARCELS (ADDRESSES)



Key

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

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



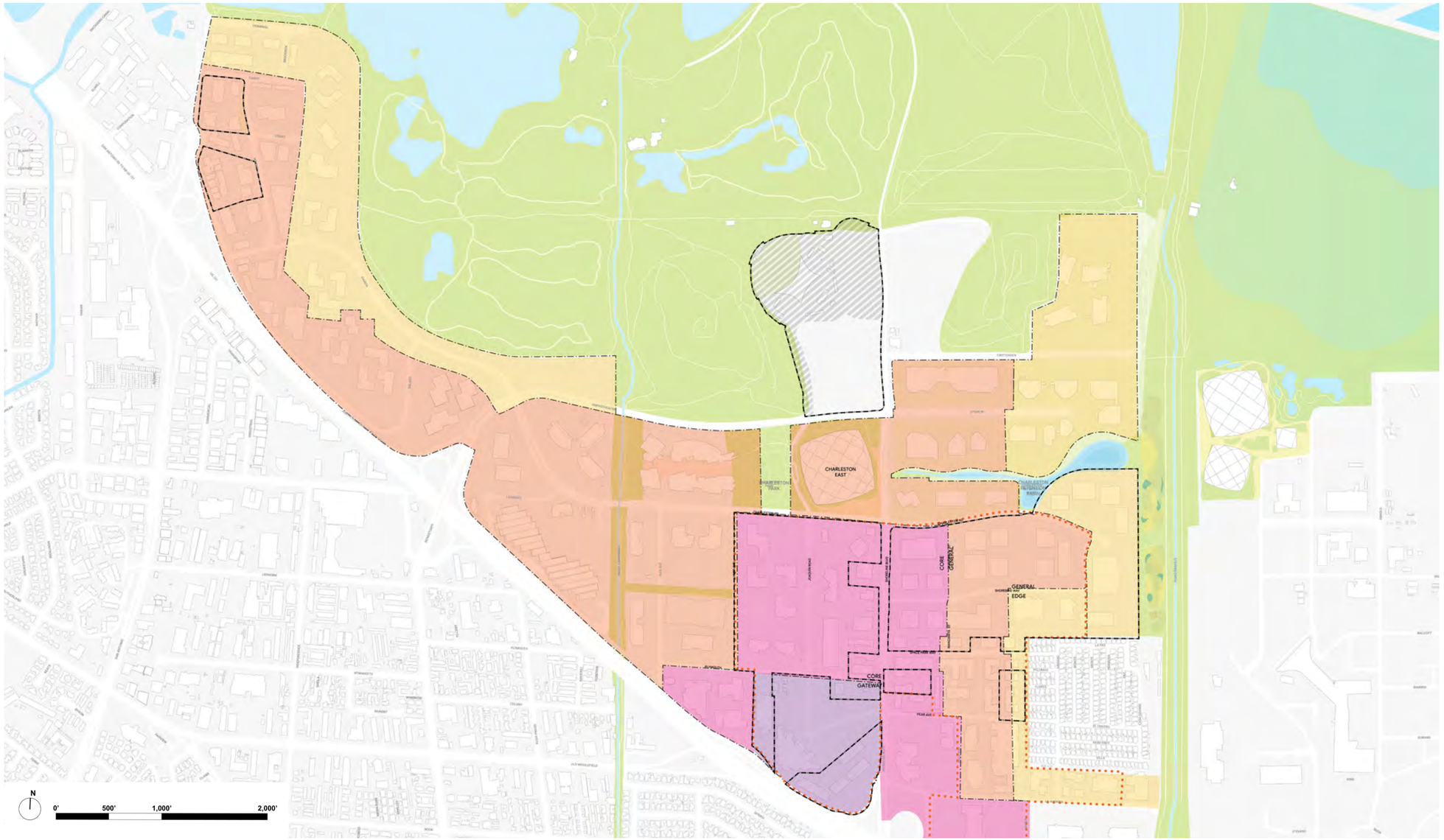
Key

- EXISTING BUILDING TO REMAIN
- EXISTING BUILDING TO BE REMOVED
- EXISTING OPEN SPACE
- PROJECT AREA
- AREA NOT SUBJECT TO REDEVELOPMENT

Note:

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

Plan 2.1.5 NBPP CHARACTER AREAS



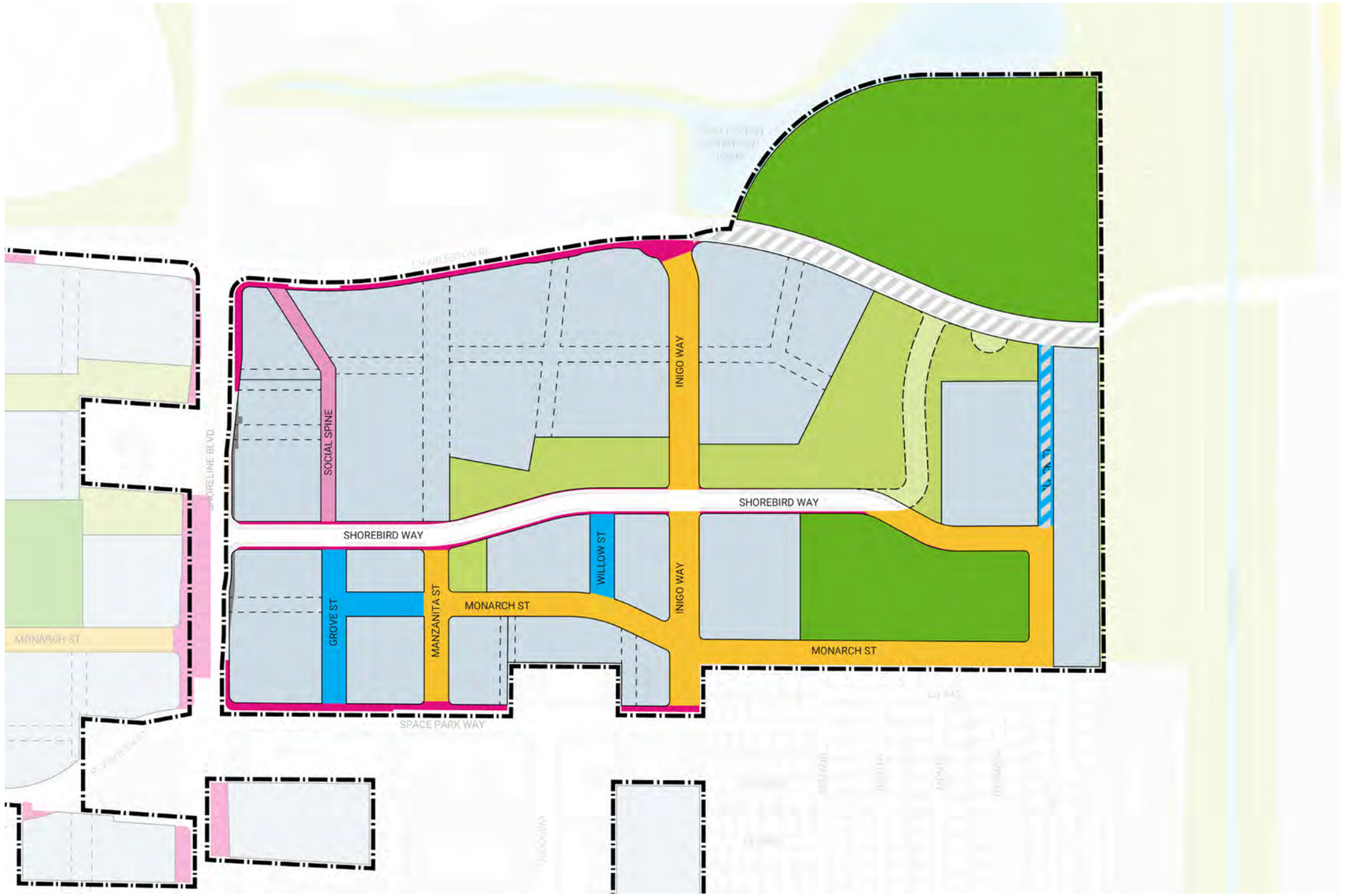
Key

- GATEWAY CHARACTER AREA
- CORE CHARACTER AREA
- GENERAL CHARACTER AREA
- EDGE CHARACTER AREA
- EXISTING OPEN SPACE
- EXISTING BUILDINGS
- PROJECT AREA
- NBPP COMPLETE NEIGHBORHOODS BOUNDARY
- AREA NOT SUBJECT TO REDEVELOPMENT

Note:

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

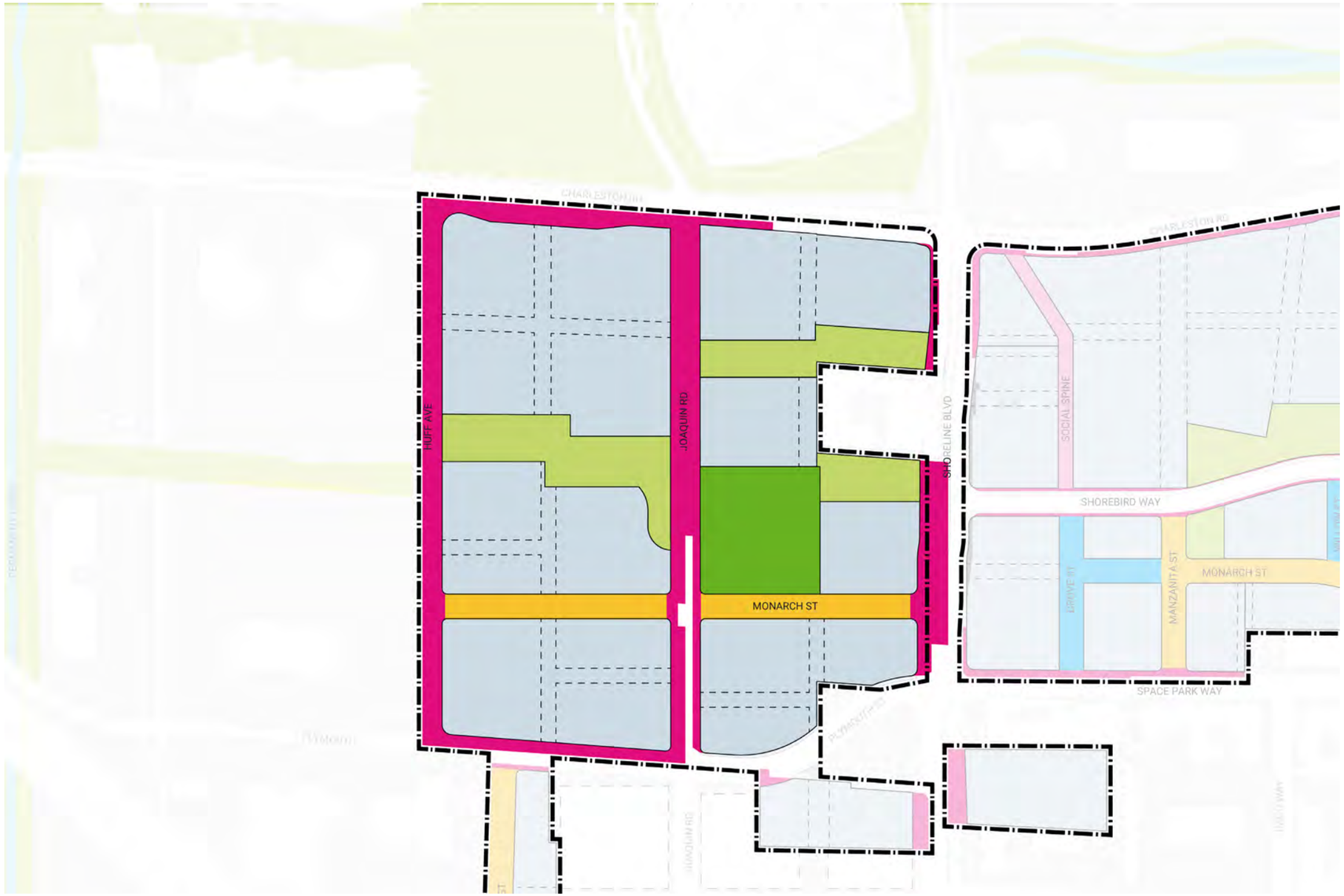
Plan 2.1.6 SITE AREA ANALYSIS: SHOREBIRD



Key

- CONCEPTUAL DEVELOPMENT PARCEL
- PRIVATELY OWNED PUBLICLY ACCESSIBLE OPEN SPACE
- DEDICATED PARK LAND
- NEW PEDESTRIAN LANEWAY
- NEW PUBLIC STREET
- NEW PRIVATE STREET
- NEW PRIVATE STREET (LIMITED ACCESS)
- NEW PRIVATE DRIVEWAY
- EXPANDED ROW OF EXISTING STREET
- PUBLIC ROW CONVERTED TO OPEN SPACE
- ROW VACATION
- EXISTING STREET
- LIMITED ACCESS STREET
- PROJECT AREA

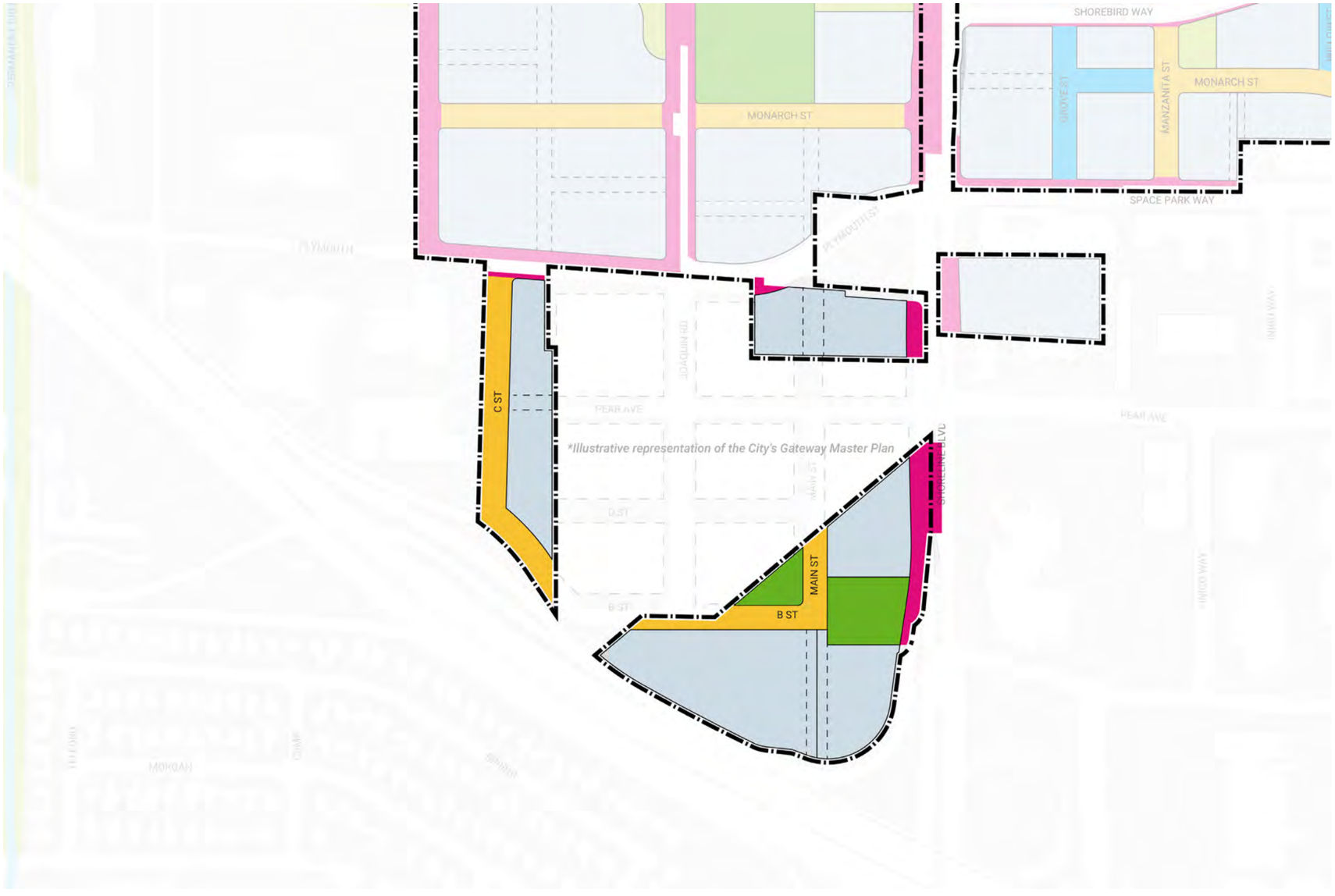
Plan 2.1.7 SITE AREA ANALYSIS: JOAQUIN NORTH



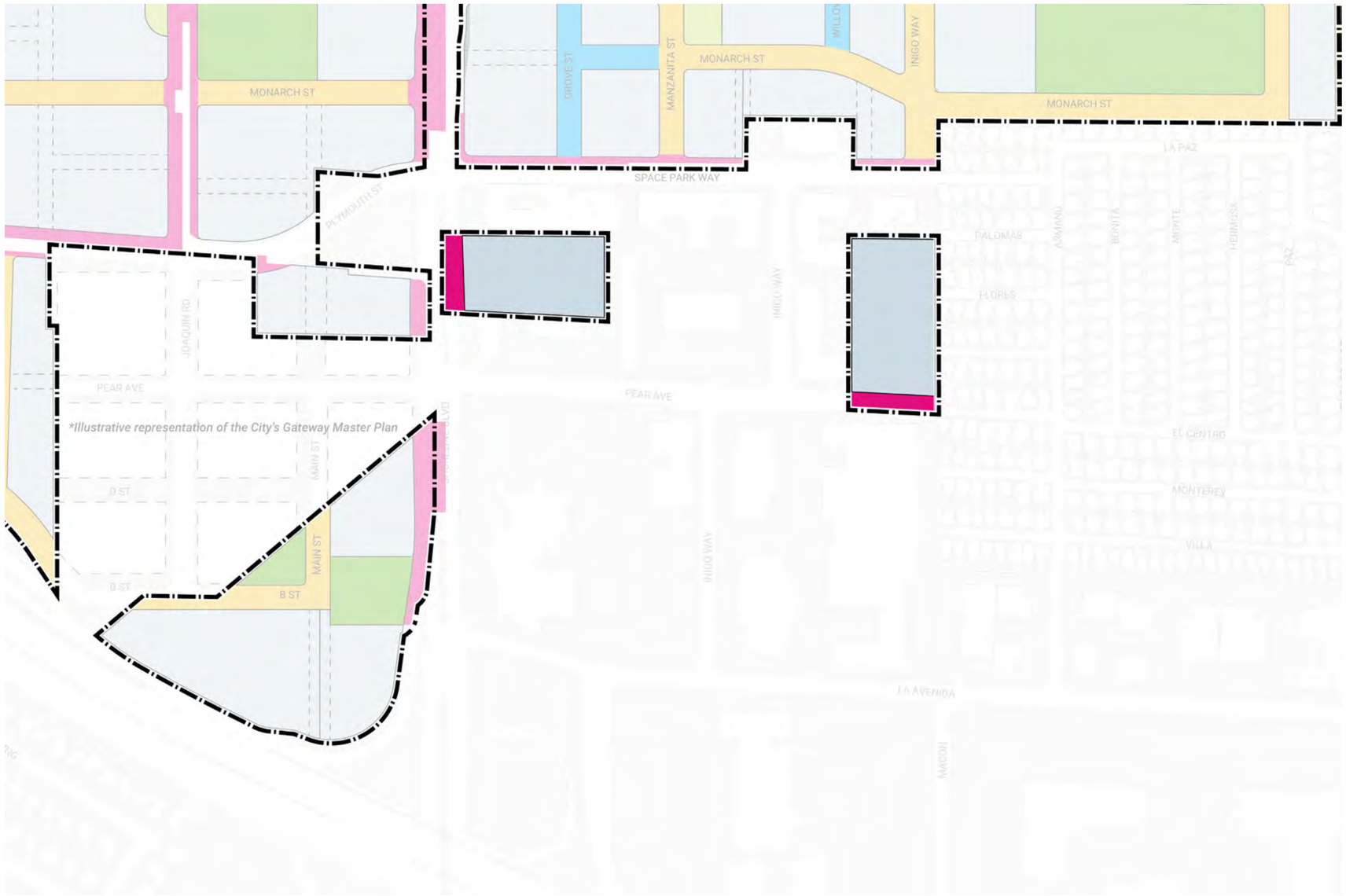
Key

- CONCEPTUAL DEVELOPMENT PARCEL
- PRIVATELY OWNED PUBLICLY ACCESSIBLE OPEN SPACE
- DEDICATED PARK LAND
- NEW PEDESTRIAN LANEWAY
- NEW PUBLIC STREET
- NEW PRIVATE STREET
- NEW PRIVATE STREET (LIMITED ACCESS)
- NEW PRIVATE DRIVEWAY
- EXPANDED ROW OF EXISTING STREET
- PUBLIC ROW CONVERTED TO OPEN SPACE
- ROW VACATION
- EXISTING STREET
- LIMITED ACCESS STREET
- PROJECT AREA

Plan 2.1.8 SITE AREA ANALYSIS: JOAQUIN SOUTH



Plan 2.1.9 SITE AREA ANALYSIS: PEAR

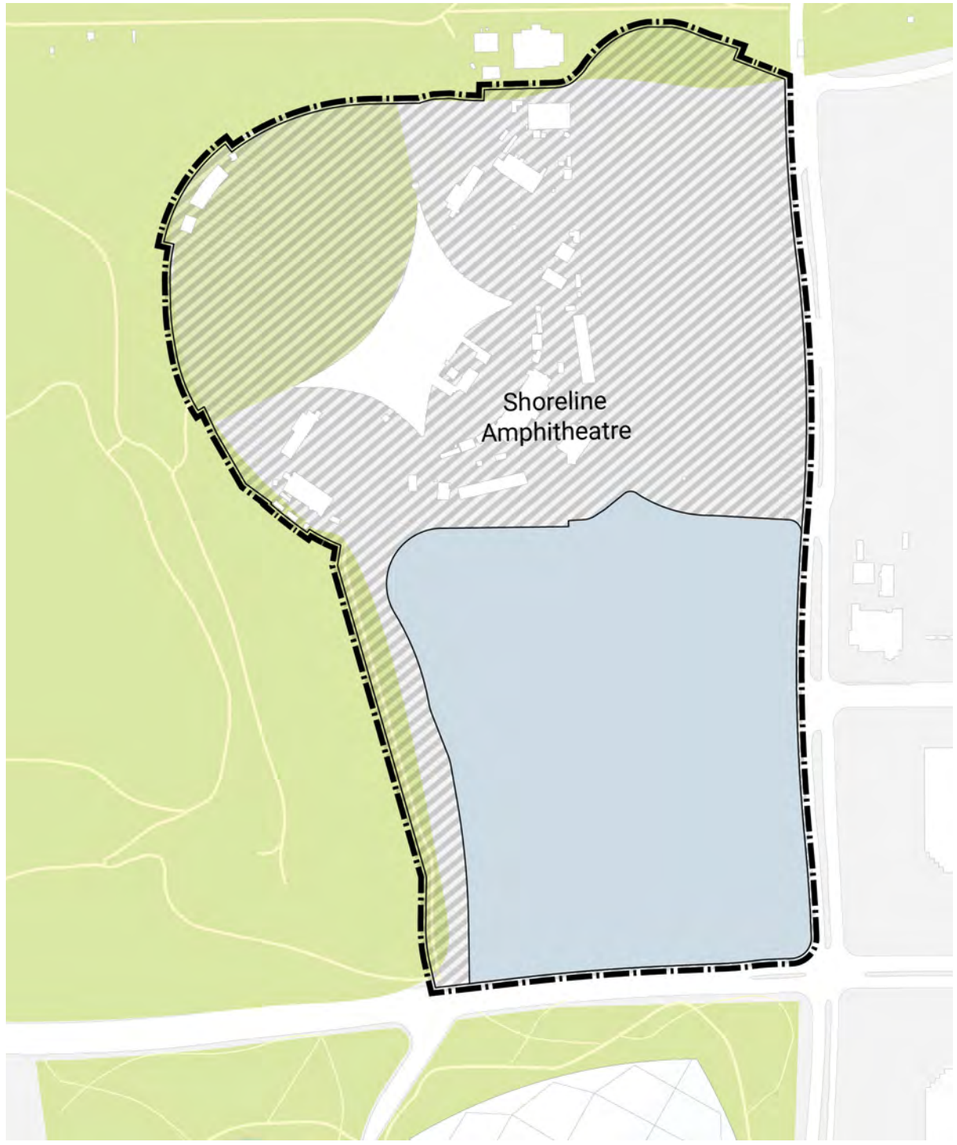


Key

- CONCEPTUAL DEVELOPMENT PARCEL
- PRIVATELY OWNED PUBLICLY ACCESSIBLE OPEN SPACE
- DEDICATED PARK LAND
- NEW PEDESTRIAN LANEWAY
- NEW PUBLIC STREET
- NEW PRIVATE STREET
- NEW PRIVATE STREET (LIMITED ACCESS)
- NEW PRIVATE DRIVEWAY
- EXPANDED ROW OF EXISTING STREET
- PUBLIC ROW CONVERTED TO OPEN SPACE
- ROW VACATION
- EXISTING STREET
- LIMITED ACCESS STREET
- PROJECT AREA

Plan 2.1.10 SITE AREA ANALYSIS: MARINE WAY

Plan 2.1.11 SITE AREA ANALYSIS: AMPHITHEATRE



Key

- CONCEPTUAL DEVELOPMENT PARCEL
- PROJECT AREA
- AREA NOT SUBJECT TO REDEVELOPMENT

Note:

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Vision

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Vision

Wherever you are, you are connected to nature.

Over the past 50 years, Mountain View's last remaining rural neighborhood, North Bayshore, was developed into a successful office park distinguished by its corporate tenants, entertainment assets, mature landscape and its proximity to Shoreline Park and the San Francisco Bay.

However, the experience of North Bayshore today is fragmented: a majority of land is covered by asphalt and dedicated to cars, and most buildings are inwardly oriented and set back from the street, limiting the range of social experiences available to the public.

The lack of housing means the majority of office workers are forced to be commuters, and the limited and congested road network to serve them privileges private vehicular traffic, rather than people walking and riding bikes. Only a modest number of residents call North Bayshore home, and they lack many essential services and amenities that drive a thriving neighborhood.

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

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

Urbanism and ecology, the natural systems of place, are typically seen as separate, often competing interests. However, this Master Plan seeks to embrace the concept of creating an ecology of place, a blending of the two, as a guiding principle.

From an ecological perspective the site is positioned in a transitional area between natural areas to the north and east and built-up spaces to the west and south. This Master Plan embraces these characteristics as complementary, forming a new heart within North Bayshore that rewards urban life—for residents, employees, and visitors—with rich access to nature.

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

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

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

Land use

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4.1. Land use and urban form

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

SHOREBIRD

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

The diverse mix of uses proposed within Shorebird are connected and brought together by a vibrant public realm. At the western end is the Social Spine, with Shorebird Wilds and the Eco Gem at the eastern edge of the neighborhood. Shorebird Wilds, which includes the existing egret rookery, and the Eco Gem have a strong ecological focus, reestablishing native species and infusing nature as a key feature of North Bayshore. The Greenway Parks—a set of linear parks—utilizes the Green Loop to connect residents, employees, visitors to arts, food, entertainment, and nature.

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

JOAQUIN

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

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

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

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

PEAR

Pear, while noncontiguous to Shorebird and Joaquin, draws on its proximity to Santiago Villa, approved mixed-use developments between La Avenida Avenue and Space Park Way, and active uses located along N. Shoreline Boulevard.

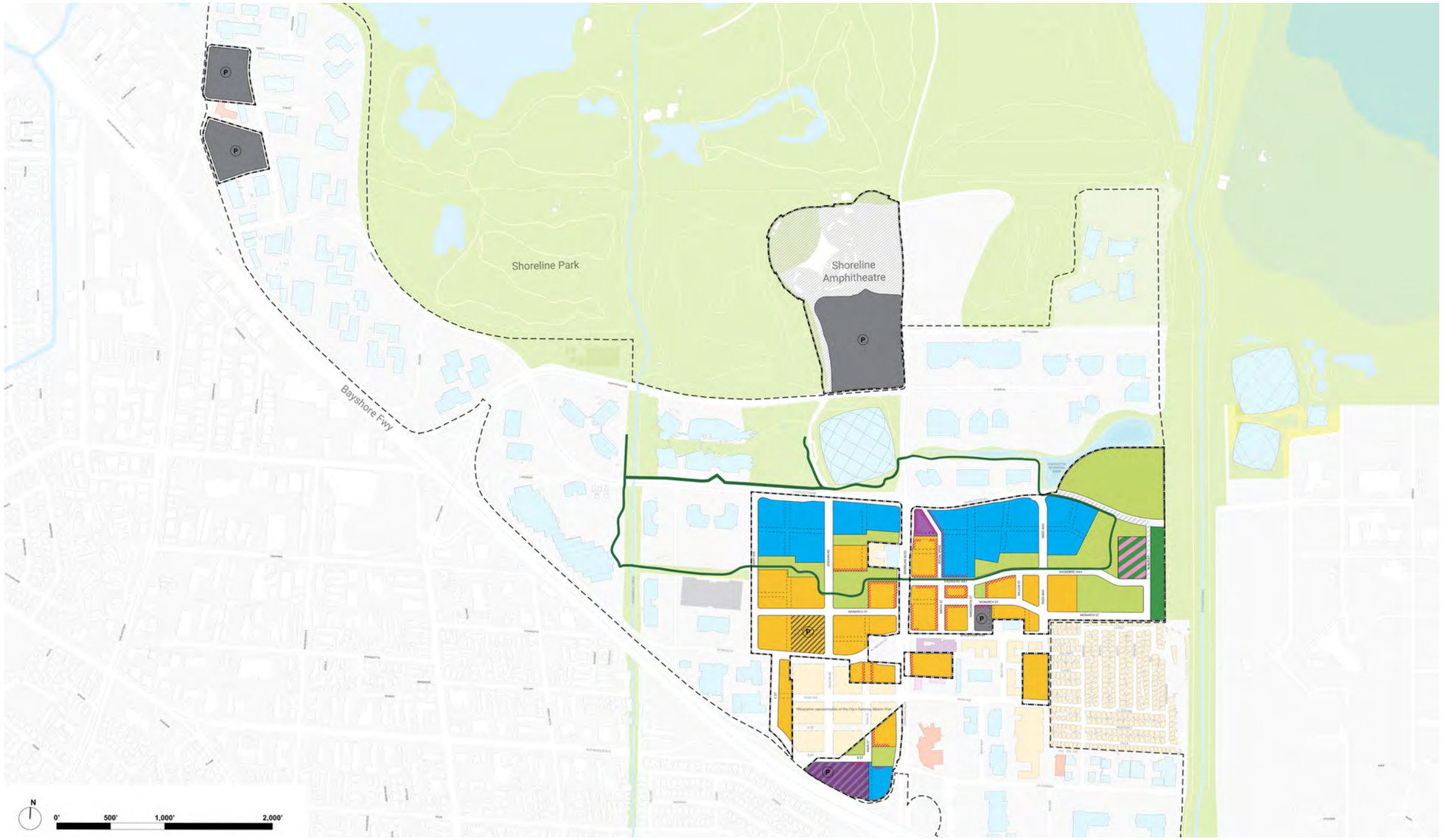
1599 & 1601 N. Shoreline Blvd, a new residential building with an active ground plane, directly responds to the adjacent Shashi Hotel and retail center on the corner of Pear Avenue, while also reinforcing the key corner of N. Shoreline Boulevard, Space Park Way and Plymouth Street.

1220 & 1230 Pear Ave is nestled between Santiago Villa and planned residential development immediately to the west. A new greenway pedestrian and bicycle path along the boundary with Santiago Villa will connect with other planned improvements, ultimately providing a direct pedestrian and bicycle connection north into Shorebird, and to Stevens Creek Trail via La Avenida Avenue.

Like Shorebird, residential development is at its most intense at N. Shoreline Boulevard and transitions down in height in proximity to the established residential area.

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

Plan 4.1.1 LAND USE



Key

- OFFICE
- RESIDENTIAL
- ACTIVE USES
- HOTEL
- FLEX - PARKING, RESIDENTIAL
- FLEX - COMMUNITY USE, DISTRICT SYSTEMS
- PARKING
- DISTRICT CENTRAL PLANT
- GREEN LOOP
- INDICATIVE LOCATION OF MID-BLOCK BREAKS/ PRIVATE DRIVEWAYS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- LIMITED ACCESS STREET
- PROJECT AREA
- NBPP BOUNDARY
- AREA NOT SUBJECT TO REDEVELOPMENT

Note:

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

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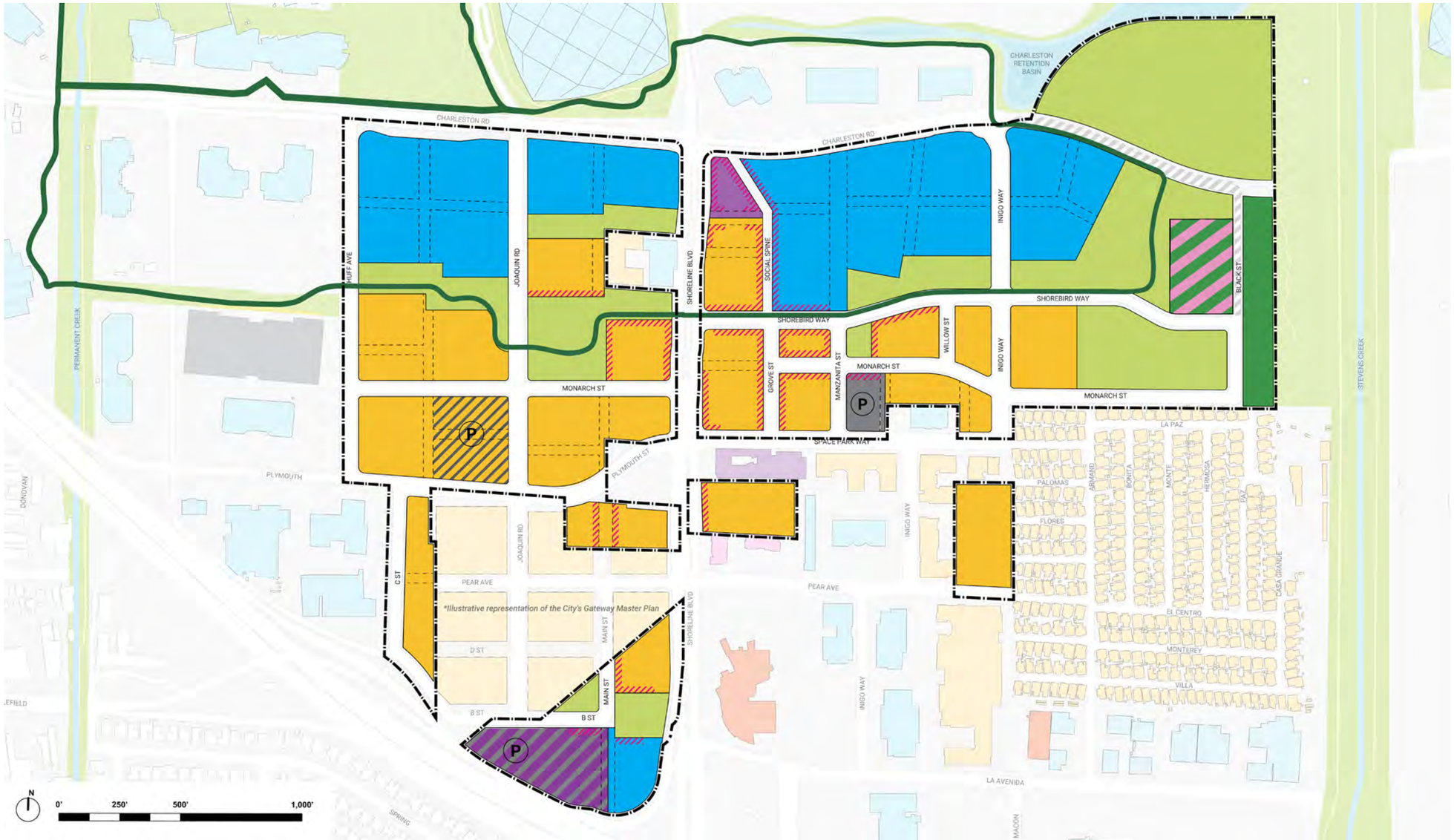
Plan 4.1.2 AND USE (CORE MASTER PLAN AREA)



Key

- OFFICE
- RESIDENTIAL
- ACTIVE USES
- HOTEL
- FLEX - PARKING, RESIDENTIAL
- FLEX - COMMUNITY USE, DISTRICT SYSTEMS
- PARKING
- DISTRICT CENTRAL PLANT
- GREEN LOOP
- INDICATIVE LOCATION OF MID-BLOCK BREAKS/ PRIVATE DRIVEWAYS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- LIMITED ACCESS STREET
- PROJECT AREA
- NBPP BOUNDARY
- AREA NOT SUBJECT TO REDEVELOPMENT

Note:

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Table 4.1.1 DEVELOPMENT PROGRAM

LAND USE	TOTAL	SHOREBIRD	JOAQUIN	PEAR
Residential units	**7,000 du**	**2,185 du**	**4,343 du**	**572 du**
Residential	7,187,342 sf	2,152,342 sf	4,516,000 sf	519,000 sf
Residential parking	1,716,000 sf	548,000 sf	1,028,000 sf	140,000 sf
Residential parking stalls	4,701 stalls	1,384 stalls	2,983 stalls	335 stalls
Rebuilt office	1,842,647 sf	1,256,209 sf	586,438 sf	0 sf
New office	1,303,250 sf	383,385 sf	919,865 sf	0 sf
Total office	**3,145,897 sf**	**1,639,594 sf**	**1,506,303 sf**	**0 sf**
Rebuilt active uses	11,056 sf	0 sf	11,056 sf	0 sf
New active uses	287,944 sf	228,000 sf	49,944 sf	10,000 sf
Total active uses	**299,000 sf**	**228,000 sf**	**61,000 sf**	**10,000 sf**
Hotel	**340,000 sf**	**160,000 sf**	**180,000 sf**	**0 sf**
	±525 keys	±250 keys	±275 keys	±0 keys
District Central Plant	**130,000 sf**	**130,000 sf**	**0 sf**	**0 sf**
TOTAL	**12,818,239 sf**	**4,857,936 sf**	**7,291,303 sf**	**669,000 sf**
Dedicated park land	±18.9 ac	±15.1 ac	±3.8 ac	±0.0 ac
POPA (creditable)	±11.7 ac	±7.3 ac	±4.3 ac	±0.0 ac
POPA (trail)	±0.0 ac	±0.0 ac	±0.0 ac	±0.0 ac

Notes:

1. The development program and square footage totals in *Table 4.1.1* are not minimum requirements. This table reflects the maximum land use entitlement being sought by the Master Plan. The final development program delivered over the course of the Master Plan's build-out will be in response to market conditions and demand, as determined by the developer in future PCP applications.
2. The Master Plan does not state the specific amount of Residential Base FAR or Residential Bonus FAR, rather an approximate total residential square footage of ±8.8msf (inclusive of ±1.7msf of above ground parking), estimated to be sufficient to construct up to 7,000 dwelling units, based on an assumption of an average unit size of ±700 net square feet. Up to 7,000 total residential units will be constructed over the course of the Master Plan's build-out, and subject to requisite PCP approvals for each phase.
3. 58,486 sf of the 1,842,467 sf of Rebuilt Office will be transferred from buildings located at 1600 & 1616 N. Shoreline Blvd (27,966 sf), which are outside of the Master Plan Project area and whose demolition was independently analyzed for CEQA purposes as part of the Plymouth Street realignment project, and 1220 & 1230 Pear Avenue (30,520 sf), and whose demolition was independently analyzed for CEQA purposes as part of the PCP approval for a project proposed at 1255 Pear Avenue. Thus, all these structures may be demolished prior to the approval of the Master Plan.
4. Hotel square footage is excluded from Non-Residential Bonus FAR.
5. Total square feet of Joaquin South includes retail, small business, and public-serving uses, which may be deducted from the total square footage once further defined, in keeping with NBPP FAR exemptions (NBPP s3.3.3(2)).
6. For all character areas except the Gateway Character Area, building spaces for small business, public-serving uses, retail, grocery stores, as well as district-level utility systems (both the DCP and intertie space within buildings) are excluded from allowable gross floor area calculations (NBPP s3.3.3(3)).
7. Commercial projects do not include above-grade parking structures in the FAR calculations. Residential projects do include above-grade parking structures in the project's FAR calculations (NBPP s3.3.3(6)).
8. Of the 299,000 sf of Active Uses, 55,000 sf will be for community uses within the retained 1201 Charleston Rd building (along with District Systems), and it is acknowledged that retail uses (excluding Ancillary Retail Uses) are not permitted in the Edge Character Zone. The remaining 244,000 sf can be any combination of uses as per the definition of Active Use - see section 4.3.

4.2. Housing

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

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

The Master Plan does not prescribe a specific unit mix for residential development, rather the unit mix for each residential building will be confirmed in subsequent PCP applications. It is anticipated that unit mix will vary between individual buildings. All market-rate residential buildings are intended to be mapped in a condominium plan, to allow for the future conversion of for-rent buildings to for-sale buildings in order to respond to future market conditions.

AFFORDABLE HOUSING

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

The Plan is proposed to provide 20 percent affordable housing, with 15 percent of all residential units to be facilitated via land dedication for stand-alone affordable housing, and, if negotiated in the Development Agreement, an additional five percent of residential units as inclusionary units within market-rate residential buildings and/or provided in stand alone middle-income housing in partnership with affordable housing partner (as a Google delivery obligation, distinct from the 15% BMR compliance via City land dedicated model).

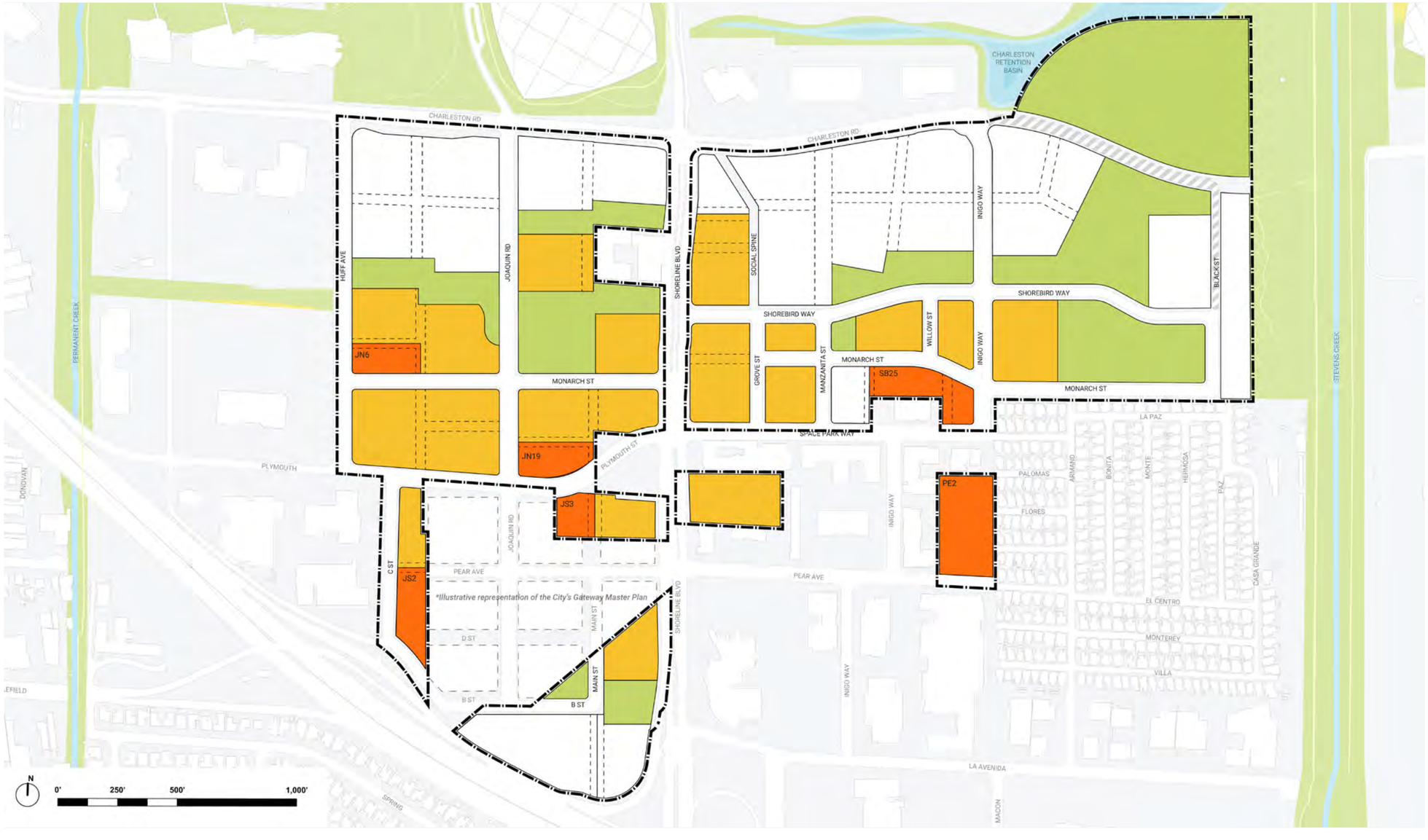
The location of dedicated affordable sites will be generally in accordance with *Plan 4.2.1* and *Table 4.2.1*.

Table 4.2.1 AFFORDABLE HOUSING DEVELOPMENT BLOCKS TO BE DEDICATED

BLOCK REF	VTM REF	NEIGHBORHOOD	PHASE	AREA	ESTIMATED RESIDENTIAL YIELD[1]	PERCENTAGE OF TOTAL YIELD
PE-BR-2	PE2	Pear	Phase 1	±2.15 ac	±231 du	±3%
Part of JS-BR-2	JS3	Joaquin	Phase 1	±0.64 ac	±83 du	±1%
SB-BR-6	SB26	Shorebird	Phase 2	±1.37 ac	±220 du	±3%
Part of JN-BR-7	JN19	Joaquin	Phase 5	±0.95 ac	±193 du	±3%
Part of JN-BR-1	JN6	Joaquin	Phase 7	±0.83 ac	± 167 du	±2%
Part of JS-BR-1	JS 2	Joaquin	Phase 8	±0.97 ac	± 156 du	±2%
TOTAL				**±6.91 AC**	**±1,050 DU**	**±15%**

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

Plan 4.2.1 AFFORDABLE HOUSING DEVELOPMENT BLOCKS



Key

- INCLUSIONARY HOUSING WITHIN MARKET RATE BUILDINGS
- LAND DEDICATION
- INDICATIVE LOCATION OF MID-BLOCK BREAKS/ PRIVATE DRIVEWAYS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- LIMITED ACCESS STREET
- PROJECT AREA

Note:

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4.3. Active uses

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

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

Within the Master Plan Area, active street frontages will be provided for restaurants, small businesses, neighborhood-serving uses, arts, nonprofit organizations, and retail and entertainment uses. These uses will be focused within ground floors, particularly along the Social Spine, Shorebird Way, The Portal, Gateway Plaza, and in stand-alone kiosks within each of the neighborhoods. The active ground floor uses will anchor and connect back to N. Shoreline Boulevard at key locations and will draw pedestrians into the heart of the neighborhoods.

Priority active use frontage will accommodate a diverse mix of retail, restaurants, event space, pop-ups, makerspace, cultural arts and learning spaces, and other flexible uses. Where demand necessitates, active ground plane uses will expand along secondary frontages. Within office buildings, frontages facing key open spaces will be designed to be architecturally engaging with office amenities located along the parks where possible.

Stand-alone kiosks may be located within parks and open space where they are publicly accessible or shared by Google and the public. Parks themselves will host a range of community-oriented programs, events and art installations that will enliven the neighborhood and invite social interactions. Together, these strategies will ensure ground floors of buildings are human-scaled and welcoming to pedestrians.

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

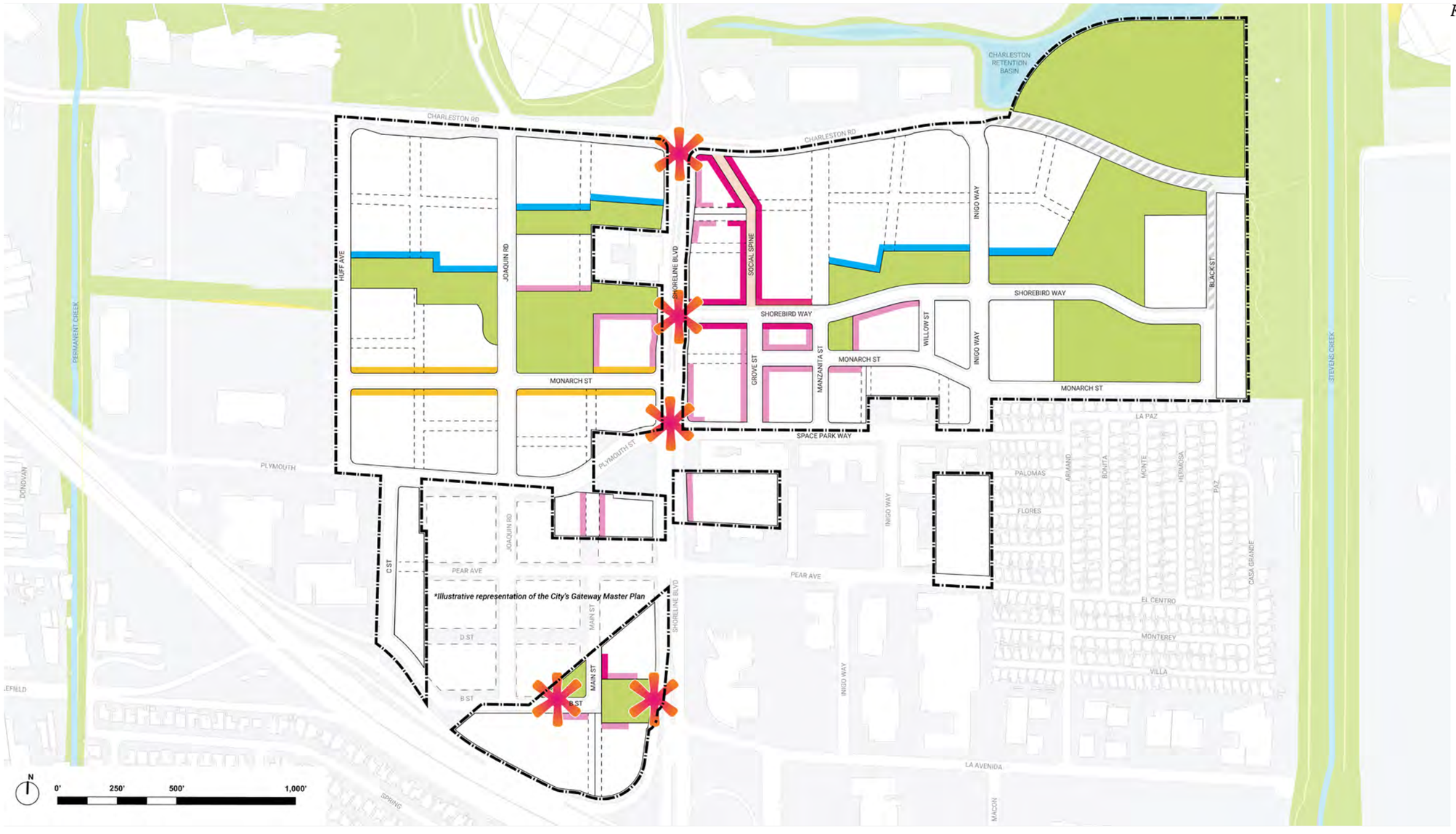
The Plan will afford the continuation of the Social Spine south to connect to the Gateway at such time as the adjoining owner seeks to redevelop. Gateway Plaza and Shoreline Square will be highly visible as people enter the district along N. Shoreline Boulevard and will draw visitors into the entertainment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

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

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

The location of active uses and key corners will be generally in accordance with the *Plan 4.3.1*.

Plan 4.3.1 ACTIVE USES



Key

- KEY CORNERS
- PRIORITY ACTIVE USE FRONTAGE
- SECONDARY ACTIVE USE FRONTAGE
- ENGAGING OFFICE EDGE
- ENGAGING RESIDENTIAL EDGE
- PEDESTRIAN PRIORITY ZONE
- INDICATIVE LOCATION OF MID-BLOCK BREAKS/ PRIVATE DRIVEWAYS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- LIMITED ACCESS STREET
- PROJECT AREA

Note:

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ACTIVE USES

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

Active Uses include the following land uses as identified in Table 3 of the NBPP:

RECREATION, EDUCATION, PUBLIC ASSEMBLY

- Child day-care facilities
- Community assembly
- Community center
- Indoor recreation and fitness
- Libraries and museum
- Outdoor commercial recreation
- Studios for dance, art, music, photography, martial arts etc.
- Theaters

RETAIL TRADE

- Accessory retail uses
- Bars and drinking places
- Certified farmer's market
- Grocery stores
- Liquor stores
- Outdoor merchandise and activities
- Restaurants serving liquor, with entertainment
- Restaurants serving liquor, without entertainment
- Restaurants with or without beer and wine
- Restaurants, take-out
- Retail stores, general merchandise
- Shopping centers

SERVICES

- Automatic teller machines (ATMs)
- Banks and financial institutions
- Business support services
- Draft cleaning services
- Bicycle or pedestrian accessible services
- Offices, not associated with the principal office tenant
- Medical services
- Personal services
- Repair and maintenance - consumer products

PRIORITY ACTIVE USE FRONTAGE

Frontages where active ground planes are most critical to the intent of the Master Plan, and largely include the Social Spine, and key intersections with Shorebird Way. Active uses along these edges are intended to include, but not limited to, a diverse mix of retail, restaurants, a market, personal services, pop-ups, arts and culture, and other engaging uses.

SECONDARY ACTIVE USE FRONTAGE

Frontages where active ground planes are encouraged, but if the market is unable to support the demand, other ground plane uses, which provide "eyes on the street" are alternatively encouraged. This may include, but not limited to, small office tenancies, co-working, maker space, incubator space, event space, and residential amenities such as gyms and shared kitchens.

ENHANCED OFFICE EDGE

Edges where office uses abut parks which are intended to have a high degree of activation. Frontages are designed to be architecturally engaging with prioritization given to internal amenities being located along these edges to provide "eyes on the street".

ENHANCED RESIDENTIAL EDGE

Frontages where priority is given to internal amenities fronting Monarch Street to provide "eyes on the street".

Parks, open space and ecology

© GOOGLE

5.1. Parks, open space and ecology

Parks and open space

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

The Master Plan will create multiple gathering places within each neighborhood, with the Social Spine and Greenway Parks at the heart of Shorebird, and Joaquin Commons fulfilling the same role in Joaquin North. In Joaquin South, Gateway Plaza provides for a central meeting place within the Gateway, and Shoreline Square will expand with the redevelopment of the adjoining property, providing a space for community gatherings, events, and lively pedestrian activity throughout the day and evening.

The integration of multiple layers of native plants throughout the Master Plan Area will result in significant ecological enhancements. Large scale ecological restoration will occur in Shorebird Wilds and the Eco Gem where ecologically valuable native trees, shrubs, and understory vegetation will be planted to provide natural areas for local wildlife. The adjacent, proposed canopy corridors would also promote biodiversity.

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

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

DEDICATED PARKLAND

Land that has been dedicated to the City for parks and open space. The park is owned and maintained by the City, and accessible to the public from 6:00 am to one-half hour after sunset; or as otherwise permitted in accordance with §38.13 of the Municipal Code.

POPA

A Privately Owned, Publicly Accessible Park, owned and maintained by Google, governed by a public access covenant, and accessible in accordance with applicable Project conditions of approval.

Table 5.1.1 PARKS AND OPEN SPACE PROGRAM

PARK REFERENCE	NEIGHBORHOOD	PHASE	AREA	TYPE	OWNERSHIP	POPAS CREDIT	CREDITABLE AREA
Greenway Parks	Shorebird	Phase 1 (west) Phase 3 (east)	±2.5 ac ±1.8 ac (west) ±0.7 ac (east)	POPA	Google	75%	±1.9 ac
Eco Gem	Shorebird	Phase 2	±10.8 ac	Dedicated	CMV	–	±10.8 ac
Shorebird Wilds	Shorebird	Phase 2	±4.6 ac	POPA	Google	75%	±3.5 ac
Shorebird Yards	Shorebird	Phase 2	±4.1 ac	Dedicated	CMV	–	±4.1 ac
Shorebird Square	Shorebird	Phase 2	±0.3 ac	Dedicated	CMV	–	±0.3 ac
The Portal	Joaquin	Phase 1	±0.8 ac	POPA	Google	75%	±0.6 ac
Joaquin Grove	Joaquin	Phase 4	±1.4 ac	POPA	Google	75%	±1.1 ac
Joaquin Commons	Joaquin	Phase 5	±2.6 ac	Dedicated	CMV	–	±2.6 ac
Joaquin Terrace	Joaquin	Phase 7	±2.2 ac ±0.9 ac (west) ±1.3 ac (east)	POPA	Google	75%	±1.7 ac
Gateway Plaza	Joaquin	Phase 8	±0.9 ac	Dedicated	CMV	–	±0.9 ac
Shoreline Square	Joaquin	Phase 8	±0.3 ac	Dedicated	CMV	–	±0.3 ac
TOTAL			±30.5 AC				±27.5 AC

PROCESS FOR APPROVING PARK DESIGN

The Parks and Open Space Design Guidelines provide guidance regarding future park programming - see *Exhibit E* of the *Implementation Plan*.

PUBLIC ART

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

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

Plan 5.1.1 PARKS AND OPEN SPACE

KEY

- DEDICATED PARK LAND
- PRIVATELY OWNED PUBLICLY ACCESSIBLE OPEN SPACE
- DEDICATED PARK LAND (FOR POTENTIAL FOR EDUCATION FACILITY)
- DEDICATED PARK LAND VACATED RIGHT OF WAY
- GREEN LOOP
- INDICATIVE LOCATION OF MID-BLOCK BREAKS/ PRIVATE DRIVEWAYS
- CONCEPTUAL DEVELOPMENT BLOCKS
- LIMITED ACCESS STREET
- PROJECT AREA

Note:

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

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5.2. Ecological design

The Master Plan proposes the development of a vibrant mixed-use community within the city that builds upon the natural beauty and history of this location adjacent to the San Francisco Bay. Ecology is at the heart of landscape design as a means to better support native species biodiversity, build climate resilience, and improve human health outcomes. The ecological transformation of the Master Plan Area has four main goals:

RESTORE ECOSYSTEMS IN AN URBAN ENVIRONMENT

Currently the site is home to fragmented pockets of native and non-native plant communities of relatively low ecological value.

The Master Plan re-establishes a mosaic of natural areas that connect the Bay tidal wetlands and salt ponds (outside of the Master Plan Area) to willow groves, riparian forests, oak savannas, and woodlands that are now rare or have been lost in the region.

The Master Plan strives to substantially reduce urban fragmentation and restore functional ecological connectivity between existing and proposed eco patches.

In the Master Plan Area, the predominantly non-native urban forest will be incrementally replaced by a high-value, climate-resilient native tree species palette that will catalyze local biodiversity and ecological functions.

BUILD A ROBUST NETWORK OF HIGH-PERFORMING NATURE

An interconnected network of nature extends from the biodiversity hubs at the Eco Gem and Shorebird Wilds, through a series of urban parks, along corridors of native street trees, and landscaping on private parcels.

This is a new precedent for integrating ecology holistically into the urban setting. Improvements along the Green Loop connect eco patches in the Master Plan Area with Stevens and Permanente Creeks, facilitating the movement of people and wildlife.

Tree canopy over these transportation corridors serves a vital role in increasing the permeability and ecological connectivity of North Bayshore.

These connected ecological elements will deliver a high level of performance for urban cooling, drought-resilience, and the many health benefits of daily access to nature.

CREATE AN URBAN BIODIVERSITY HUB THAT BUILDS UPON EXISTING RESOURCES

The Eco Gem presents an opportunity to reestablish willow groves that can support biodiversity in the Master Plan area, which builds on recent ecological restoration efforts in the adjacent Charleston Retention Basin.

Combined, the Eco Gem and Charleston Retention Basin would form a >20 acre biodiversity hub with heat island cooling effects for the neighborhood. The Eco Gem will provide resources essential to migratory songbirds, a diverse array of butterflies, and numerous other wildlife.

Because of its size and tree density it will also serve as a natural cool island with a shaded, moist environment in the dry season and during future heat waves.

SHIFT COMPOSITION TO A MORE DROUGHT-TOLERANT, HEAT-RESILIENT, SHADE-PRODUCING CANOPY

The plan provides an opportunity to re-balance North Bayshore's tree portfolio to better meet the challenges of the coming decades. Over the course of the Project, high-water-use and low-performing trees will be replaced to establish a more resilient forest which is well-adapted to future conditions. The Project will demonstrate a "forest of the future" which will be a model for other cities facing changing climatic conditions. Species selection will be based on both current and predicted ranges to maximize ecology and climate resilience.

BIODIVERSE LANDSCAPES

Within North Bayshore there are high-value ecological areas, in particular within and surrounding Stevens and Permanente Creeks and the Charleston Retention Basin.

The Master Plan has multiple opportunities for native species restoration, by converting surface parking lots to ecologically valuable natural areas that recreate historical landscapes and transforming non-native and lawn dominated landscapes into biodiverse thoughtfully designed spaces.

In addition, the value of existing and proposed natural areas is enhanced by improvements on and connections to parks, plazas, and green streets that balance the needs of people and nature.

ECO GEM

The Eco Gem is a ±10.8-acre area that will be dedicated to the City. It is intended to be restored as a mosaic of willow groves, transitional and upland forests.

The Eco Gem expands upon the existing ±6-acre Charleston Retention Basin which was completed in 2019 as part of a public-private partnership between the City and Google.

This transformation removes extensive existing hardscape, including office buildings and ±3.6 acres of surface parking.

The Eco Gem will provide much needed foraging and breeding grounds for migratory and resident birds while providing trails that connect people to the landscape.

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

SHOREBIRD WILDS

Shorebird Wilds will provide ±4.6 acres of passive open space and native plant gardens surrounding the existing egret rookery.

To facilitate Shorebird Wilds, a portion of Shorebird Way right-of-way will be vacated, replaced with a native pollinator supporting flower meadow, and a mix of passive and active outdoor programming.

Shorebird Wilds will provide a clear and connected corridor that allows the egrets to travel to and from the Eco Gem, Charleston Retention Basin, and Stevens Creek, providing a network of rich foraging grounds.

GREEN LOOP

The Green Loop multi-use trail network will increase connectivity between Stevens and Permanente Creeks that will provide a vegetated corridor for wildlife movement. This will restore the gradient between aquatic and upland plant communities, and link ecological resources in the Master Plan Area to regional biodiversity hubs.

URBAN OPEN SPACES

Ecological design principles are applied across the spectrum of open spaces, from urban to natural. Parks, outdoor living rooms, midblock passages, and streets will be designed to support a more biodiverse environment. Dense native tree plantings and large multi layered landscaped areas in these socially programmed spaces provide resources for wildlife, as well as build resilience to climatic changes.

URBAN FOREST

A fundamental component of the Master Plan is to establish an urban forest composed of species that are locally adapted to the regional climate, require minimal irrigation, and enhance biodiversity. Extensive tree planting will transform the streetscape and open spaces throughout North Bayshore resulting in increased biodiversity, improved human health, and a greater capacity to adapt t to future climatic conditions. Key components of this strategy include:

QUANTITY OF CANOPY

The area of tree canopy cover is correlated to the amount of nature and wildlife connections that the forest provides and is associated with a long list of co-benefits such as human health, air pollution control, carbon sequestration, reductions in surface stormwater runoff, and mitigation of urban heat island effects.

The redevelopment of North Bayshore will achieve ±23 percent canopy cover within 25 years after build out (excluding dedicated park land). The current tree canopy cover in the Master PlanArea (excluding dedicated parks) is approximately 22.45 percent, which is higher than the total canopy cover across the City (18%), and the City's goal to increase average canopy cover to 22% by 2025.

QUALITY OF CANOPY

The quality of an urban forest can vary and depends primarily upon species composition, species diversity, and structural complexity. An urban forest composed of locally native trees will have higher ecological value and provide optimal resources for local wildlife.

Tree species with broad and dense canopies are better at mitigating high temperatures, capturing air pollutants, increasing evapotranspiration, and storing carbon. Over 92 percent of the trees that currently existing in the Master Plan project area are not native to Santa Clara Valley.

The existing urban forest was not designed to optimize for wildlife support or connect to adjacent natural areas. The urban forest proposed in the Master Plan is composed of locally native tree species integrated with understory plants that mimic the composition of ecosystems that occurred in the vicinity prior to development.

Native, large-statured and drought tolerant tree species with broad and dense canopies will be planted throughout the district to maximize co-benefits. This "ecological urbanism" approach will also create a distinctive sense of place, drawing on the natural heritage of the region.

CONNECTIVITY OF CANOPY

A tree canopy that is connected across the urban landscape will provide shade over pedestrian paths, reduce urban heat island effects, and provide corridors for wildlife to move to and from nearby local and regional natural areas.

Aside from the Green Loop's canopy corridor, most existing trees are street and parking lot trees that do not provide connections to the southern parcels, to the adjacent Stevens or Permanente Creeks, or to the Bay.

The proposed tree layout in the Master Plan strategically places trees across the landscape to create connected corridors that link open spaces on the site to the Bay and upland forests higher in the watershed.

Continuous canopy cover along the streets would act as a green tributary system further facilitating movement for birds, insects, and other animals through North Bayshore and connecting them to existing and planned open spaces.

PLANTING PALETTE

PLANTING APPROACH

The planting palette consists predominantly of locally native species that have been largely lost in the region and are known to better support local wildlife and require less irrigation than the non-native ornamental species that are traditionally planted in urban landscapes. This diverse palette is better suited to existing and future climatic conditions and will increase the district's resilience to climate change.

The planting palette will be supplemented with additional species as needed for each specific planting area in alignment with the North Bayshore Precise Plan Plant Palette.

MAINTENANCE PROVISIONS

Native landscapes are managed differently from traditional landscapes. They require specialized knowledge of adaptive management and native plants. Over time, native vegetation will be established in this landscape and will require less maintenance including reduced irrigation, weeding, pruning and pesticide use.

Infrequent but deep irrigation during the plant establishment period encourages deep rooting and reduces future irrigation needs.

Once the plants have developed deep roots that can access soil water, irrigation with potable water will be significantly reduced or stopped altogether. Irrigating with recycled water, which is highly desirable from a water conservation perspective, can cause plant stress due to elevated salinity levels.

Potential steps that may minimize impacts of using recycled water include periodic flushing with potable water, ensuring adequate mulching, and optimizing drainage. Where recycled water is the primary irrigation source plants will be monitored for stress symptoms. If stress symptoms are evident, the salinity of the recycled water will be measured. The district water reuse facility, proposed as an option, would produce recycled water with salinity levels below these stress threshold levels.

NATIVE SPECIES AND CANOPY REPLACEMENT STRATEGY

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

Native tree species that produce large canopies with high ecological value that are well suited to the local climate will be planted throughout North Bayshore. These trees will increase the resiliency of the urban forest to climate change and provide aesthetic and placemaking value, and the native tree canopy will improve connections between the nearby natural areas with high ecological value.

The tree replacement strategy will restore some oak savannas and willow groves that were historically abundant in the Santa Clara Valley.

Among the species included in the tree replacement strategy are coast live oak, valley oak, California buckeye, red and arroyo willow, California sycamore, white alder, Fremont cottonwood, and others. This tree palette improves ecological functions and values and contributes to the climate resilience of the urban forest in North Bayshore.

Circulation and mobility

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6.1. Multimodal connectivity

In order to support transformational land use changes in North Bayshore, the district's transportation system needs to prioritize the efficient movement of people over low occupancy vehicles. Implementing a complete street system that prioritizes access and safety for all users, while integrating land use changes, the local context, and supporting flexibility for future technology and innovation will create reliable, healthier, and more sustainable transportation options.

PEDESTRIAN NETWORK

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

Sidewalks and paths will be interconnected, wide, and tree-lined, offering both direct routes and winding paths to maximize the variety and enjoyment of the pedestrian experience.

Intersections will be designed with attention to Vision Zero pedestrian safety goals and principles, a City policy which was adopted by the City of Mountain View on December 10, 2019 and includes the goals of:

- eliminating fatal traffic collisions by 2030;
- reducing by half the three-year annual average number of traffic collisions involving fatalities or severe injuries by 2030 from a 2016 baseline of 15 collisions; and
- decreasing the three-year annual average number of people killed or severely injured by 15 percent every three years from a 2016 three-year annual average of 19 people.

Additionally, the Green Loop, a 1.7 mile, 12-foot-wide multi-use trail network, will be a central component of a bicycle and pedestrian friendly North Bayshore.

As a further complement to this pedestrian emphasis, the Master Plan pays particular attention to the ways in which the ground floors of buildings embrace and activate the pedestrian network through the provision of active ground floor uses, individual residential entries and stoops, articulation, setbacks, and materiality.

The most emphatic expression of these principles is along the Social Spine in Shorebird, where active ground floors at the base of residential, office, and hotel uses line an intimate pedestrian-only route to create the neighborhood's focal point.

Pedestrian connectivity will be provided generally in accordance with Plan 6.1.6.

BICYCLE NETWORK

A comprehensive, safe, and efficient off-street and on-street bicycle network will provide a variety of options for cyclists of all ages and capabilities. A cumulative ±3.7-mile comprehensive off-street and on-street bicycle network will be provided generally in accordance with the *Plan 6.1.7* and will include expansions of and enhancements to existing bike facilities as well as new connections to the regional bike network.

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

Bike parking will be provided in compliance with the requirements in the Precise Plan. Short-term bicycle parking will be located at key destinations and will be easily accessible from adjacent bicycle facilities. Long-term bicycle parking intended for residents and employees will be provided internally within residential and office buildings, respectively.

ROADWAY NETWORK

The roadway network will be designed as a hierarchy of street functions and classifications to safely accommodate all travel modes

To reduce multimodal conflicts, individual roadway segments will prioritize different travel modes. These individual modal layers will overlap to create a logical and cohesive transportation network that meets the needs of people walking, biking, driving, and taking public transportation.

Multimodal networks will be provided generally in accordance with *Plan 6.1.5*.

TRANSIT NETWORK

The existing transit network will be expanded within the Plan Area to support high-quality, high-frequency transit service. Amenities such as bus stops, benches, shelters, and information displays will enhance the transit user experience. The exact locations of these amenities will be determined as part of detailed design.

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

Major transit stops will be located along Shoreline Boulevard and Charleston Road within a ¼ mile or less of most of the Plan Area. Secondary or minor transit stops may be located within the Master Plan Area and will further support localized transit access.

LOADING & SERVICING NETWORK

Building access, servicing, and loading will be provided via access alleys, midblock breaks and service streets generally in accordance with the intent of the *Plan 6.1.12*. A detailed servicing plan, which will include the location and number of required loading bays, on-site warehousing, and delivery coordination, will be developed through further study and coordination with the City - see *Exhibit J* of the *Implementation Plan*.

EMERGENCY RESPONSE NETWORK

All buildings will front a fire access road on at least two sides. All fire access roads will provide a minimum of 20 feet clear access for emergency vehicles and fire trucks, and 26 feet of clear access for aerial apparatus where required. Additionally, all buildings will be located between 15 ft and 30 ft from an aerial fire apparatus access road on at least one side. Emergency vehicle access may also be provided via alleys, midblock breaks and open space generally in accordance with the *Plan 6.1.13*.

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

6.2. Streetscape design

COMPLETE STREETS

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

The Master Plan will retrofit existing streets and build new public and private streets in accordance with *Plans 6.1.3 & 6.1.4* and *Figures 6.1.2-6.1.12*.

EXISTING STREETS

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

NEW PUBLIC AND PRIVATE STREETS

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

Parts of Monarch Street,Manzanita Street and Inigo Way, and the extension of Shorebird Way will be new public streets. Grove Street, Willow Street, and a part of Monarch Street will be new private streets. These streets will be designed to satisfy the intent and function as described in the Precise Plan. Private streets may be closed intermittently for public access to allow for special events such as farmers markets, street parties and other activities.

LIMITED ACCESS PRIVATE STREETS

Part of Black Street between Shorebird Way and Charleston Road, and Charleston Road east of Inigo Way will be limited to emergency vehicle and maintenance access, and public pedestrian and bicycle access. Should an elementary school be developed on Shorebird Yards (at the future discretion of the City and MVWSD), public vehicular access will be permitted for one hour on either side of school start and closing times on official school dates, and at all times during emergency evacuations.

RECONFIGURED PLYMOUTH STREET

Part of Plymouth Street will be reconfigured to align with the intersection of N. Shoreline Boulevard and Space Park Way1. As part of this reconfiguration, utilities located within the original right of way (ROW) will be removed and relocated. This independent project (CIP 20-40) will be undertaken by CMV. It is anticipated this City project will commence in Summer 2023, and be completed by the end of 2024.

Upon completion of this project, the original alignment of Plymouth Street will become a private driveway providing building and parking access to JS-BR-2. Through vehicular access to N. Shoreline Boulevard will not be provided.

VACATED SHOREBIRD WAY

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

NEW PRIVATE DRIVEWAYS/MIDBLOCK BREAKS

New private driveways will be provided as part of residential midblock breaks, which will provide vehicular access to parking, and servicing and loading areas. Midblock breaks will also create public pedestrian and bicycle throughways, and maintenance and emergency vehicle access.

SOCIAL SPINE

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

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

Running a length of approximately 680 feet, and with a typical width of 40 feet, the Social Spine will be designed to be a human-scale, pedestrian-only thruway lined with active frontages generally in accordance with the *Plan 4.3.1*.

1 City of Mountain View Capital Improvement Project #20-40, projected to be completed by the City in Q2, 2023.

GREEN LOOP

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

An additional 1.7 miles will be added to the Green Loop, which will include a 13-foot-wide two-way cycleway and an 8-foot separated pedestrian way and will generally be provided in accordance with the *Plan 6.1.8*. The pavement treatment will be durable and low maintenance.

OFF-SITE CONNECTIONS

Mountain View has a network of regional bicycle trails, including Stevens and Permanente Creeks, that connect North Bayshore to downtown and the Bay. With the approval of PG&E, new pedestrian and bicycle connections will be provided to Stevens Creek Trail at the eastern terminus of Charleston Road and Monarch Street.

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

CURBSIDE ZONE UTILIZATION

Curbside zones will prioritize short-term on-street parking, passenger pick up and drop-off, and transit stops. Flex zones will allow for time-of-day strategies to effectively manage competing demands and make efficient use of curb space. Where appropriate, the curbside zone can also be utilized for stormwater management and bioretention as well as sidewalk bulb-outs at intersections.

Curbside zones will be provided generally in accordance with *Plan 6.1.12*.

Table 6.2.1 STREET SECTION MATRIX

STREET	CLASSIFICATION		OWNERSHIP	ROW WIDTH	VEHICULAR LANES	BICYCLE FACILITIES	CURBSIDE ZONE	GREEN LOOP
Charleston Road (West) (between Huff Ave and Joaquin Rd)	Neighborhood Street Transit Boulevard	Existing Street	Public ROW	108 ft (varies)	4-lanes	Buffered on-street cycleway on both sides of the street	No	Outside of ROW
Charleston Road (West) (between Joaquin Rd and N. Shoreline Blvd)	Neighborhood Street Transit Boulevard	Existing Street	Public ROW	78ft	4-lanes	Buffered on-street cycleway on both sides of the street	No	Outside of ROW
Charleston Road (East) (between N. Shoreline Blvd and Manzanita St)	Neighborhood Street	Existing Street	Public ROW	84 ft	2-lanes plus left turn median	Separated on-street cycleway on both sides of the street	Yes (eastbound only)	Outside of ROW
Charleston Road (East) (between Manzanita St and Inigo Way)	Neighborhood Street	Existing Street	Public ROW	84 ft	2-lanes plus left turn median	Separated on-street cycleway on both sides of the street	Yes (eastbound only)	Outside of ROW
Charleston Road (Park) (between Inigo Way and Black St)	Limited Access Street	Existing Street	Public ROW	70 ft	1-lane, one direction	Green Loop, bi-directional cycle track on one side of the street	No	Inside of ROW
N. Shoreline Boulevard (north of PlymouthSt)	Gateway Boulevard Transit Boulevard	Existing street	Public ROW	133 ft	4-lanes plus reversible bus lane	Separated bidirectional cycletrack on both sides of the street	No	Not Applicable
N. Shoreline Boulevard (south of Plymouth St)	Gateway Boulevard Transit Boulevard	Existing street	Public ROW	139 ft	4 lanes plus reversible bus lane	Separated bidirectional cycletrack on west side of the street; buffered on-street cycleway on east side of the street	No	Not Applicable
Shorebird Way (Arrival 01)	Neighborhood Street - Tree Retention Priority	Existing Street	Public ROW	76 ft	1-lane, one direction	Green Loop, bi-direction cycle track on one side of the street	Yes (eastbound only)	Inside of ROW
Shorebird Way (Greenway 02)	Neighborhood Street - Tree Retention Priority	Existing Street	Public ROW	70 ft	1-lane, one direction	Green Loop, bi-directional cycle track on one side of the street	Yes (eastbound only)	Inside of ROW
Shorebird Way (Wilds 03)	Access Street	Existing Street	Public ROW	67 ft	2-lanes	Green Loop, bi-direction cycle track on one side of the street	Yes (eastbound only)	Inside of ROW
Shorebird Way (Wilds 04)	Access Street	New Street	Public ROW	67 ft	2-lanes	Separatedbi-directional cycle track on one side of the street	Yes (eastbound only)	Outside of ROW
Joaquin Road (north of Monarch St)	Neighborhood Street - Tree Retention Priority	Existing street	Public ROW	80 ft	2-lanes	Separated on-street cycleway on both sides of the street	Yes	Not Applicable
Joaquin Road (south of Monarch St)	Neighborhood Street - 6’ or 10’ Setbacks	Existing street	Public ROW	80 ft	2 lanes	Separated on-street cycleway cycleway on both sides of the street	Yes	Not Applicable
Huff Avenue (north of Monarch St)	Neighborhood Street - Tree Retention Priority	Existing street	Public ROW	73 ft	2-lanes	Separated on-street cycleway on both sides of the street	Yes (northbound only)	Not Applicable
Huff Avenue (Aerial Apparatus Access)	Neighborhood Street - 6’ or 10’ Setbacks	Existing street	Public ROW	73 ft	2-lanes	Separated on-street cycleway on both sides of the street	Yes	Not Applicable

STREET	CLASSIFICATION		OWNERSHIP	ROW WIDTH	VEHICULAR LANES	BICYCLE FACILITIES	CURBSIDE ZONE	GREEN LOOP
Inigo Way	Neighborhood Street - 6’ or 10’ Setbacks	New street	Public ROW	80 ft	2-lanes	Separated on-street cycleway on both sides of the street	Yes	Not Applicable
Space Park Way (02) (between Manzanita St and Inigo Way)	Neighborhood Street - 6’ or 10’ Setbacks	Existing street	Public ROW	80 ft	2 lanes	Separated on-street cycleway on both sides of the street	Yes	Not Applicable
Space Park Way (01) (between N. Shoreline Blvd and Manzanita St)	Neighborhood Street - Aerial Apparatus + 10’ Setbacks	Existing street	Public ROW	80 ft	2 lanes	Separated on-street cycleway on both sides of the street	Yes	Not Applicable
Plymouth Street (west of Joaquin Rd)	Neighborhood Street - Aerial Apparatus + 10’ Setbacks	Existing Street	Public ROW	80 ft	2-lanes	Separated on-street cycleway on both sides of the street	Yes	Not Applicable
Plymouth Street (east of Joaquin Rd)	Neighborhood Street - Aerial Apparatus + 10’ Setbacks	Existing street	Public ROW	86 ft	4-lanes	Buffered on-street cycleway on both sides of the street	Yes	Not Applicable
Monarch Street	Access Street	New Street	Public ROW (between Huff and Shoreline; Manzanita and Black) Private (between Grove and Manzanita)	66 ft	2-lanes	Separated on-street cycleway on both sides of the street	Yes (one side only)	Not Applicable
Grove Street	Access Street	New street	Private with public access easement	66 ft	2-lanes	Separated on-street cycleway on both sides of the street	Yes (one side only)	Not Applicable
Manzanita Street (between Monarch St and Shorebird Way)	Access Street	New street	Public ROW	66ft	2-lanes	Separated on-street cycleway on both sides of the street	Yes (one side only)	Not Applicable
Willow Street	Access Street	New street	Private with public access easement	66ft	2-lanes	Separated on-street cycleway on both sides of the street	Yes (one side only)	Not Applicable
Black Street (between Monarch St and Shorebird Way)	Access Street	New street	Public ROW	66 ft	2- lanes	Separated on-street cycleway on both sides of the street	Yes (southbound only)	Not Applicable
Main Street	Access Street	New street	Public ROW	66ft	2-lanes	Separated on-street cycleway on both sides of the street	Yes (one side only)	Not Applicable
B Street	Access Street	New street	Public ROW	66 ft	2-lanes	Separated on-street cycleway on both sides of the street	Yes (one side only)	Not Applicable
C Street	Access Street	New street	Public ROW	66 ft	2-lanes	Separated on-street cycleway on both sides of the street	Yes (one side only)	Not Applicable
Black Street (between Charleston Rd and Shorebird Way)	Limited Access Street	New street	Private with public access easement	42 ft	1-lane, northbound only	Separated bidirectional cycletrack on the west side of the street	No	Not Applicable

6.3. Transportation infrastructure

The Precise Plan identifies several required Priority Transportation Improvements and other street network improvements that need prioritization to support the planned growth and development within the North Bayshore District in order to increase transit use, bicycling, and walking. The Master Plan assumes timely implementation of these projects as well as localized intersection improvements to support the development program. More information on the operational improvements to support the development program is provided in *Exhibit I* of the *Implementation Plan*.

6.4. Parking

The Master Plan parking strategy will relocate and consolidate the existing surface lots into centralized district parking facilities with a limited amount of parking retained on site. The goal of the parking strategy is to reduce demand for parking by constraining supply and providing complementary TDM measures. This will support a more efficient parking strategy, freeing up land for open space, housing, office, and other uses.

ON-SITE OFFICE PARKING

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

DISTRICT OFFICE PARKING

To reduce dependency on single-occupancy vehicles and maximize the efficient use of land, the majority of office parking will be in off-site district parking structures generally in accordance with the *Plan 6.1.10*.

Three district office parking garages are proposed:

- SA-P-1 (Amphitheatre), ±4,334 stalls located in a 6-level parking garage on City-owned Lot C of Shoreline Amphitheatre;
- JS-P-1 (Joaquin South), if determined to be needed, ±450 stalls located in a 6-level parking garage within the Joaquin South. An additional 250 stalls are provided for other uses;
- MW-P-1 and MW-P-2 (Marine Way), ±890 stalls located in two, 2-3-level parking garages within Marine Way.

First-last mile mobility solutions such as shuttles, bikeshare, and improved pedestrian and bicycle routes are being contemplated to enhance the connection between district office parking facilities and Google offices.

Table 6.4.1 DISTRICT PARKING GARAGES

DISTRICT PARKING	USES SERVICED	APPROXIMATE CAPACITY
JN-P-1 Joaquin North	Retail, hotel, community and visitor parking	±500 stalls
JS-P-1 Joaquin South	Office, retail, hotel, community and visitor parking	±700 stalls
MW-P-1 & MW-P-2 Marine Way	Office	±890 stalls
SA-P-1 Amphitheatre	Office, venue, and visitor parking. Active use, hotel, residential, and visitor parking as temporary use.	±4,334 stalls
SB-P-1 Shorebird	Retail, hotel, community and visitor parking	±600 stalls

Table 6.4.2 CAR PARKING RATIOS

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

RESIDENTIAL PARKING

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

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

SB-P-1 and JN-P-1 parking garages may also provide residential visitor parking.

HOTEL, ACTIVE USE, AND PARKS AND OPEN SPACE PARKING

A ±600 stall district-serving parking garage (SB-P-1) will be located in Shorebird to meet the demand for hotel and active uses. This garage may also provide visitor parking for surrounding residential development, and neighborhood parks and open space.

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

In addition to office parking, JS-P-1, ±700 stall district-serving parking garage, will provide parking for hotel and active uses, and visitor parking.

Twenty-five existing parking stalls at 1250 Charleston Rd will also be reserved for park visitors. Three of the 25 stalls will be permanently reserved and signed for ADA park visitor parking, and the remaining 22 stalls will be reserved and signed for outside of business hours park visitor parking.

CAR PARKING RATIOS

Maximum car parking ratios for buildout conditions of the Master Plan Area are identified in *Table 6.4.2*. Non-residential parking ratios may be further reduced where a shared parking strategy can be implemented, or if a parking demand study, submitted as part of a future PCP application, demonstrates support for reduced car parking ratios.

PARKING FOR SPECIAL USES

Dedicated car share spaces will be provided in all garages to meet the NBPP requirements. For office parking, this includes a minimum of three car share spaces in each office parking lot. For residential parking, this includes at least one space for residential lots over 50 spaces and at least two spaces for residential lots over 200 spaces, plus one for every additional 200 dwelling units. Car share spaces may also be clustered in centralized locations.

The Master Plan will significantly increase the availability of electric vehicle charging infrastructure. All new parking facilities will meet or exceed the minimum electric vehicle parking requirements established by the California Building Code at the time of permit application and the City's REACH Code.

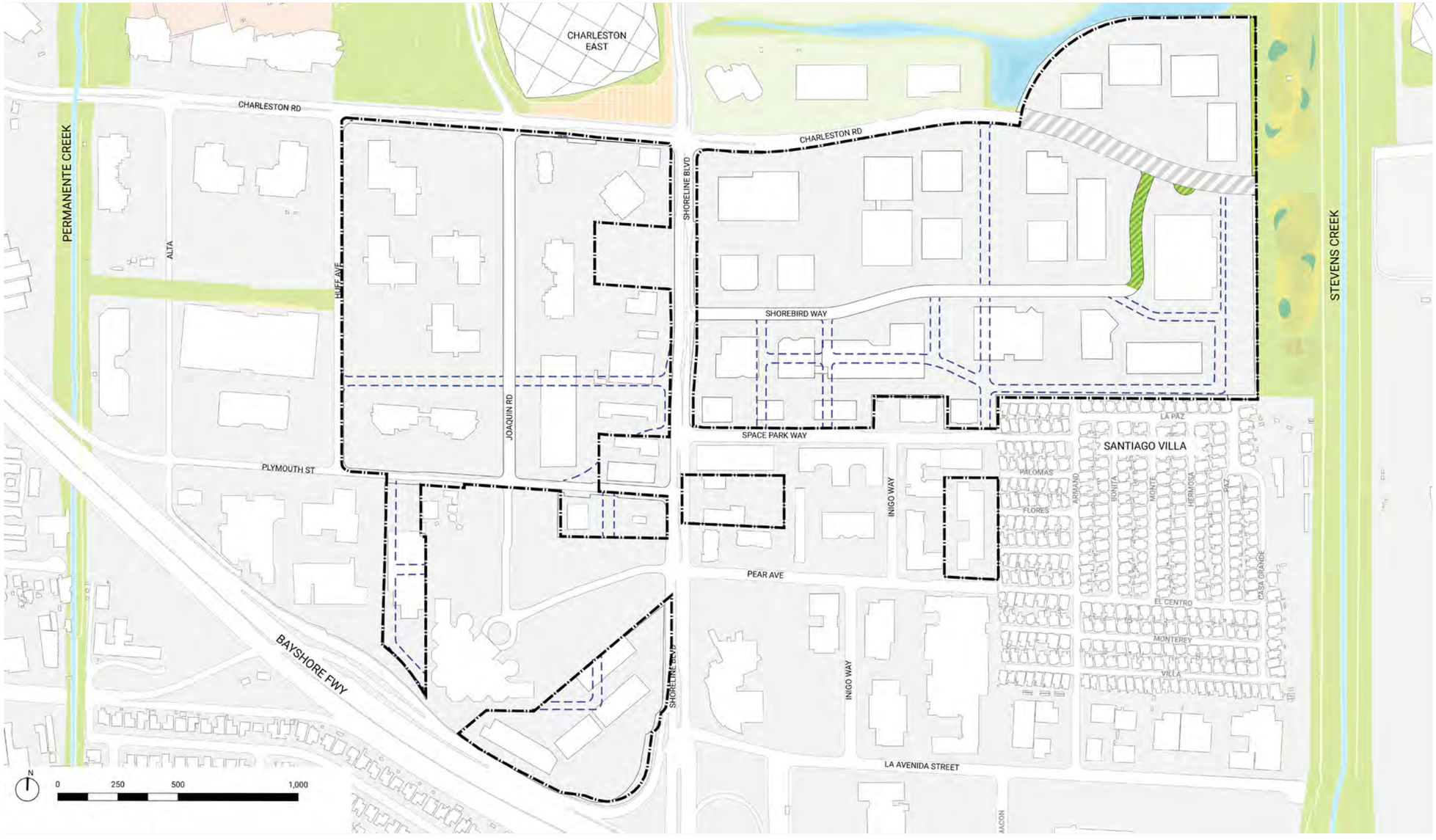
Trip cap compliance & transportation demand management (TDM)

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

The Master Plan will comply with the district-wide and site-specific trip cap policies as well as the SOV rate targets in the NBPP, with the objective to achieve a 35 percent SOV rate target at full build out. Compliance with the SOV rate targets will be achieved through a combination of existing and new TDM strategies that provide mobility options and incentives for users to reduce automobile travel.

The TDM Plan is included as *Exhibit H* of the *Implementation Plan*. Compliance with the trip cap policies and SOV rate target will also be supported through the implementation of new parking strategies, expansion of the existing bicycle, pedestrian, and multimodal street network, and delivery of a mixture of land uses that capture internal trips that would otherwise leave the district.

Plan 6.1.1 EXISTING STREETS



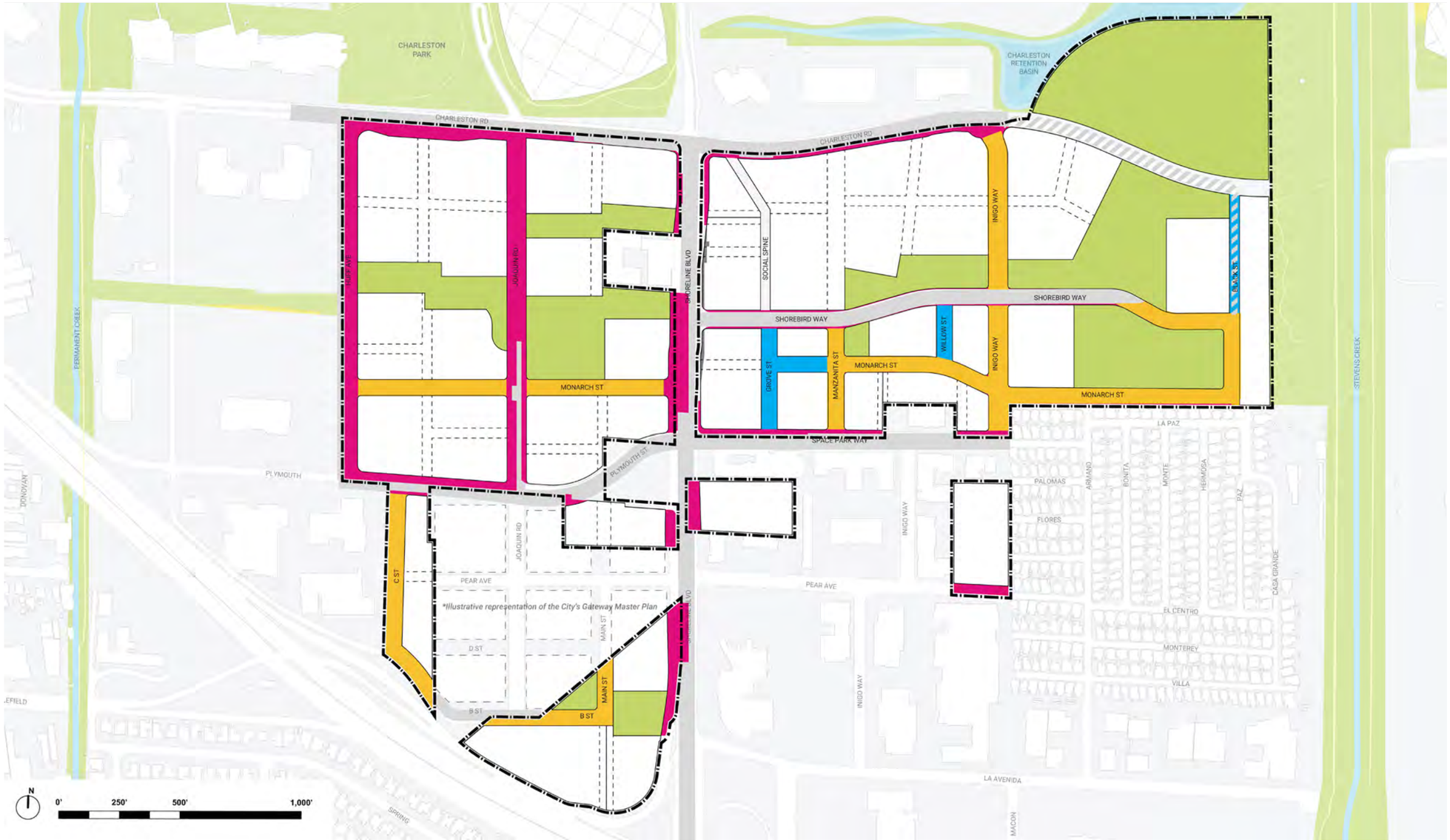
Key

- EXISTING STREET LOCATION
- PROPOSED STREET LOCATIONS
- EXISTING BUILDINGS
- EXISTING OPEN SPACE
- DEDICATED PARK LAND VACATED RIGHT OF WAY
- PUBLIC ROW FOR NON-MOTORIZED TRAFFIC, SERVICING AND EMERGENCY VEHICLES ONLY
- PROJECT AREA

Note:

This Plan is part of the North Bayshore Framework Master Plan. This Plan demonstrates a conceptual plan for the future development of the Master Plan Area. Roadway alignments, and land use parcels are general depictions. This Master Plan may be subsequently updated and modified in response to City comments as part of the design review process, and future zoning permit applications.

Plan 6.1.2 RIGHT-OF-WAY DEDICATION



Key

- EXPANDED ROW (PUBLIC + PRIVATE EASEMENTS)
- NEW DEDICATED ROW
- PRIVATE STREET WITH PUBLIC ACCESS
- VACATED ROW
- LIMITED ACCESS STREET
- PRIVATE STREET WITH LIMITED PUBLIC ACCESS
- EXISTING ROW
- INDICATIVE LOCATION OF MID-BLOCK BREAKS/ PRIVATE DRIVEWAYS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- PROJECT AREA

Note:

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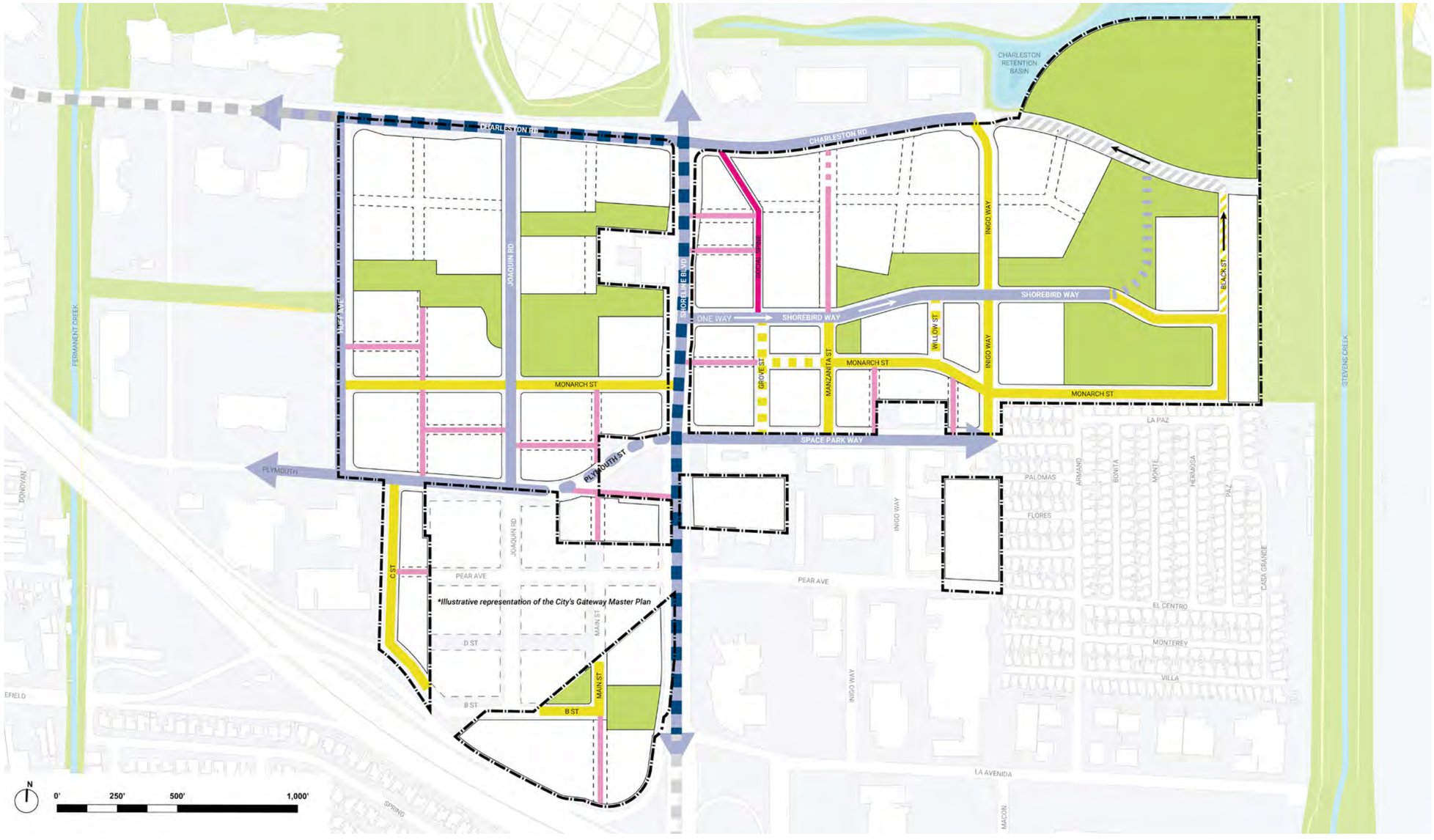
Plan 6.1.3 STREET NETWORK



Key

- EXISTING PUBLIC STREET
- RECONFIGURED PUBLIC STREET
- VACATED PUBLIC STREET
- NEW PUBLIC STREET
- NEW PRIVATE STREET
- NEW PRIVATE DRIVEWAY
- PEDESTRIAN/BIKE ACCESS ONLY
- NEW PEDESTRIAN LANEWAY (SOCIAL SPINE)
- TRANSIT BOULEVARD
- LIMITED ACCESS STREET
- NEW PRIVATE STREET(LIMITED ACCESS)
- INDICATIVE LOCATION OF MID-BLOCK BREAKS/ PRIVATE DRIVEWAYS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- PROJECT AREA

Note:

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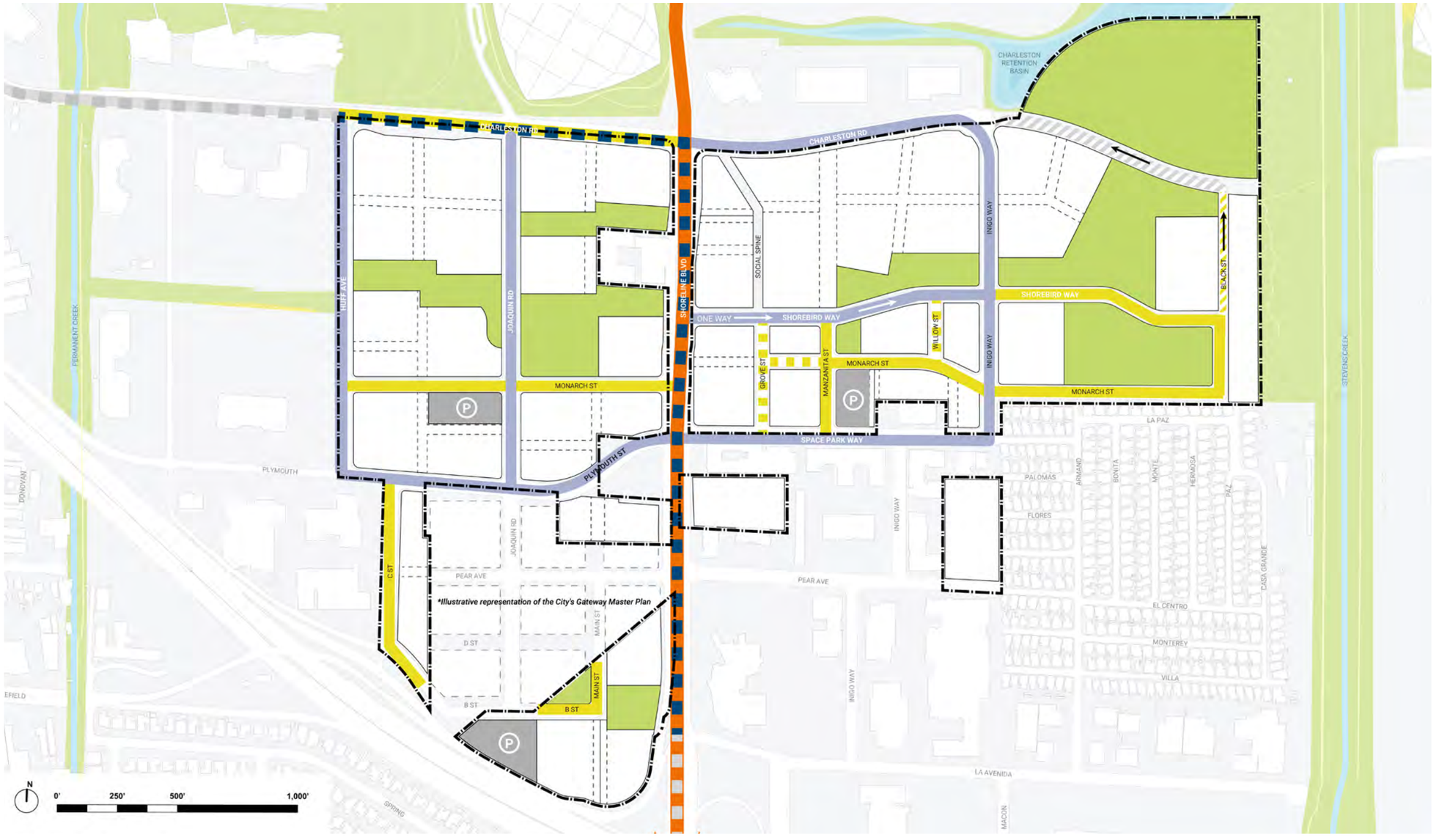
Plan 6.1.4 STREET CLASSIFICATION



Key

- GATEWAY BOULEVARD
- NEIGHBORHOOD STREET
- SERVICE STREET
- PRIVATE ACCESS STREET
- TRANSIT BOULEVARD
- LIMITED ACCESS STREET
- PRIVATE STREET(LIMITED ACCESS)
- PARKING
- OPEN SPACE
- INDICATIVE LOCATION OF MID-BLOCK BREAKS/ PRIVATE DRIVEWAYS
- CONCEPTUAL DEVELOPMENT BLOCKS
- PROJECT AREA

Note:

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

Off-street pedestrian connections between Shorebird and Pear will be undertaken in conjunction with adjoining property owners.

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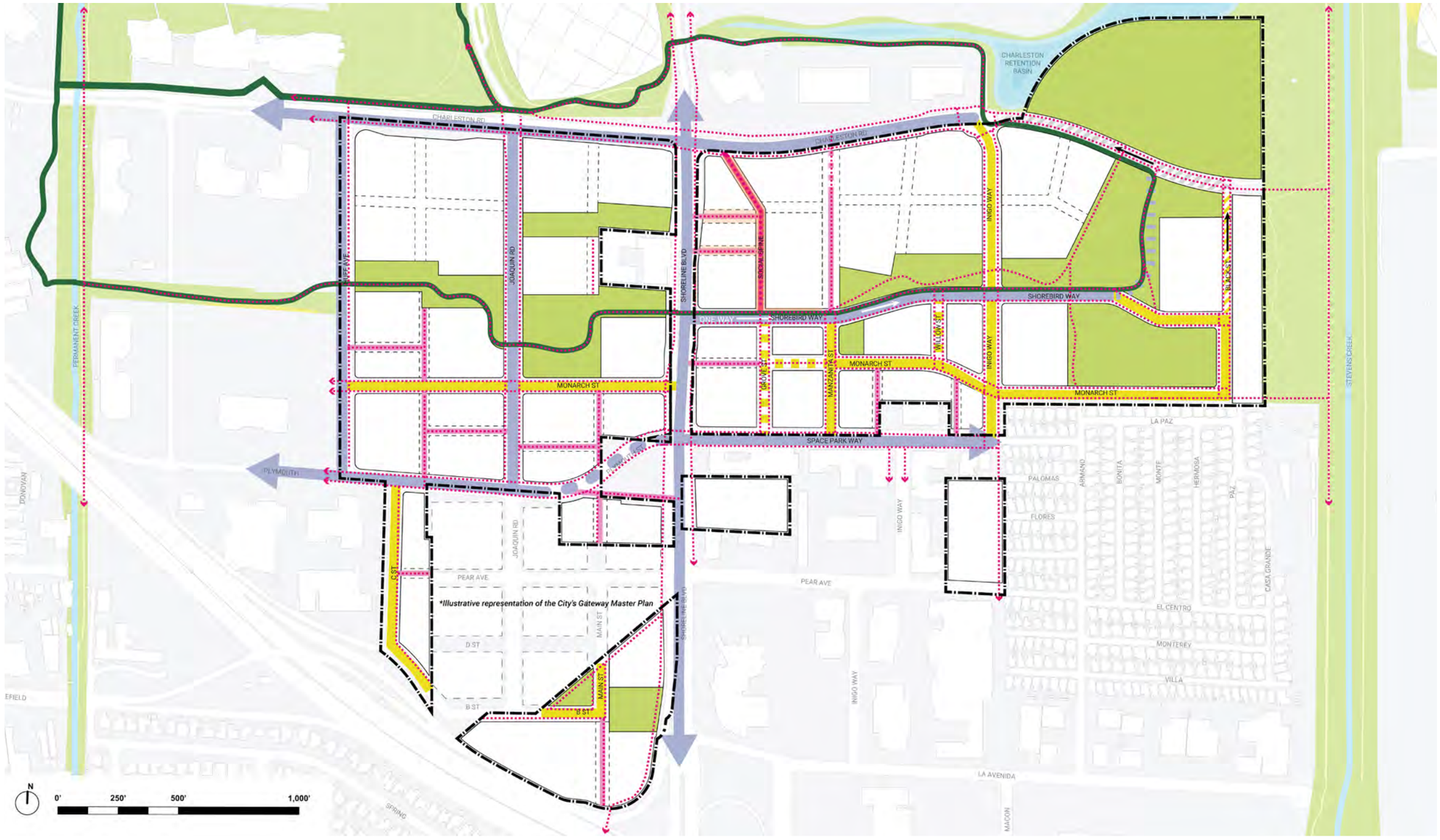
Plan 6.1.5 BLOCK CIRCULATION



Key

- EXISTING PUBLIC STREET
- RECONFIGURED PUBLIC STREET
- VACATED PUBLIC STREET
- NEW PUBLIC STREET
- NEW PRIVATE STREET
- NEW PRIVATE DRIVEWAY (INDICATIVE)
- PEDESTRIAN CIRCULATION
- GREEN LOOP
- PEDESTRIAN PRIORITY ZONE (SOCIAL SPINE)
- LIMITED ACCESS STREET
- PRIVATE STREET WITH LIMITED PUBLIC ACCESS
- INDICATIVE LOCATION OF MID-BLOCK BREAKS/ PRIVATE DRIVEWAYS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- PROJECT AREA

Note:

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

Off-street pedestrian connections between Shorebird and Pear will be undertaken in conjunction with adjoining property owners.

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Plan 6.1.6 PEDESTRIAN NETWORK

Key

- PEDESTRIAN CIRCULATION
- PEDESTRIAN LANEWAY (SOCIAL SPINE)
- NEW PEDESTRIAN LANE WAY (SOCIAL SPINE)
- LIMITED ACCESS STREET
- INDICATIVE LOCATION OF MID-BLOCK BREAKS/ PRIVATE DRIVEWAYS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- PROJECT AREA

Note:

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

Off-street pedestrian connections between Shorebird and Pear will be undertaken in conjunction with adjoining property owners.

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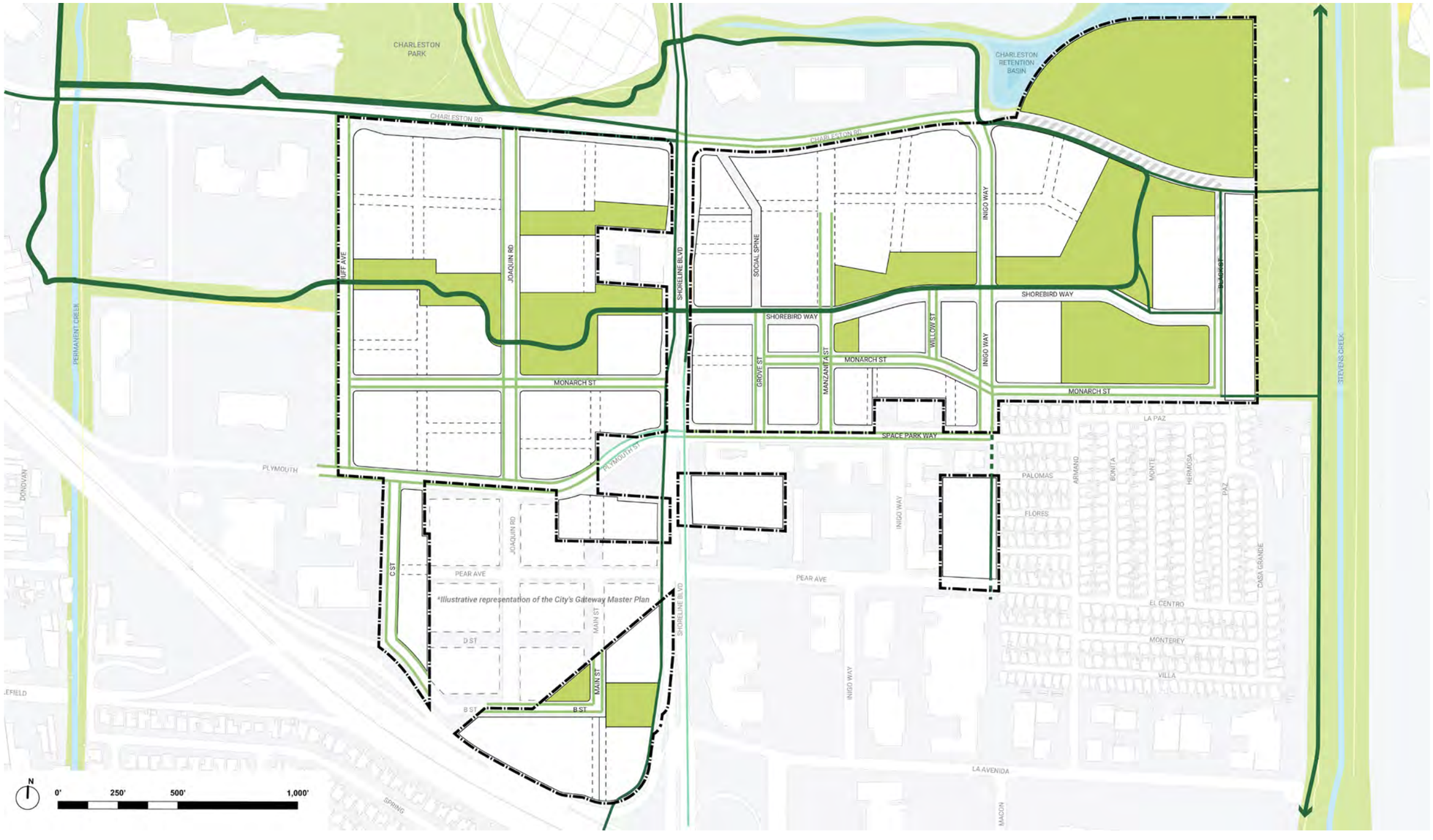
Plan 6.1.7 BICYCLE NETWORK



Key

- CLASS I - GREEN LOOP
- CLASS II- BUFFERED ON STREET BIKE LANES
- CLASS IV- SEPARATED BI-DIRECTIONAL CYCLE TRACK
- CLASS IV - SEPARATED ONE-WAY CYCLE TRACK
- FUTURE BIKE PATH ON PRIVATE PROPERTY OWNED BY OTHERS
- INDICATIVE LOCATION OF MID-BLOCK BREAKS/ PRIVATE DRIVEWAYS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- LIMITED ACCESS STREET
- PROJECT AREA

Note:

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

Off-street pedestrian connections between Shorebird and Pear will be undertaken in conjunction with adjoining property owners.

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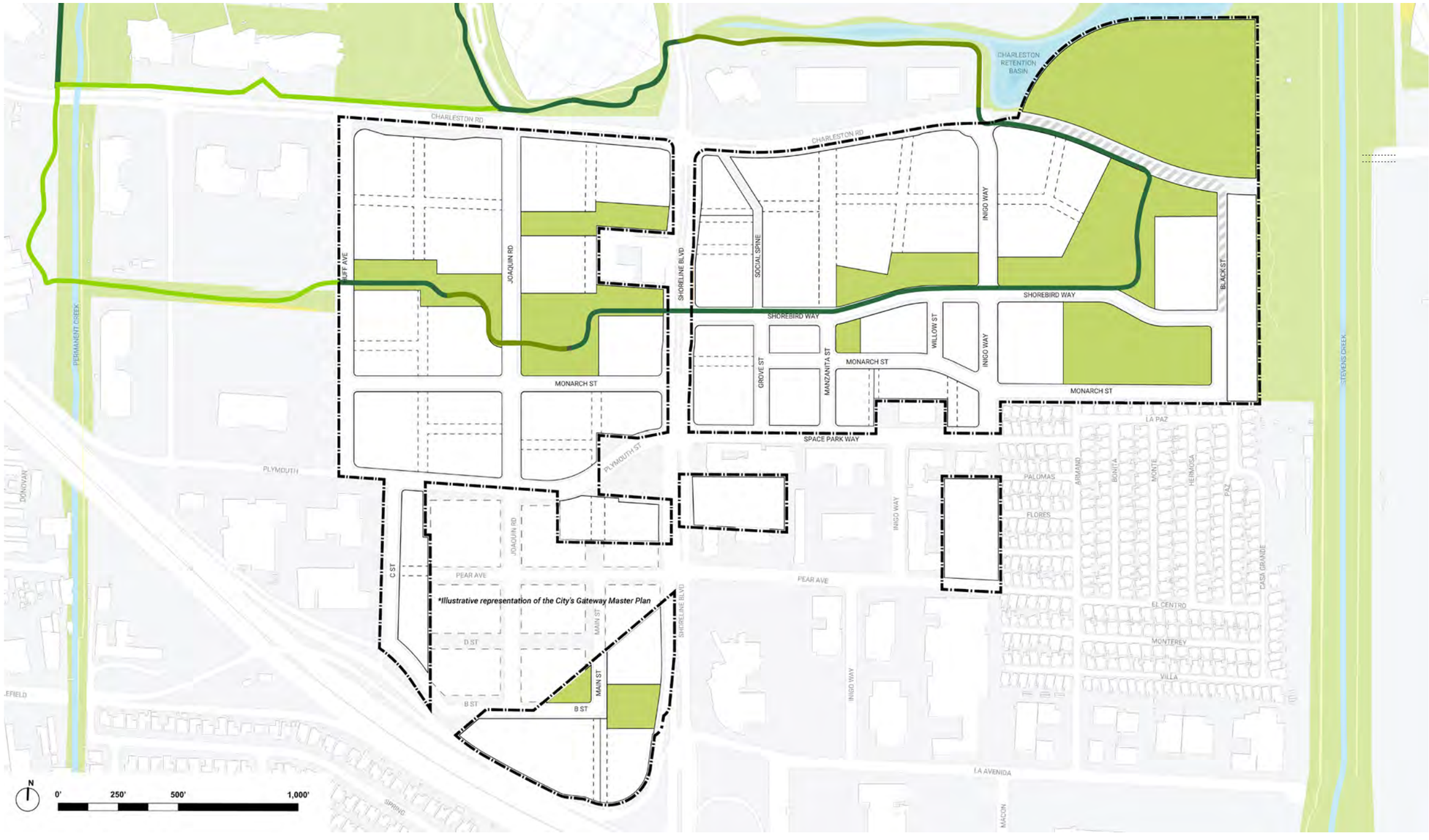
Plan 6.1.8 GREEN LOOP



Key

- PROPOSED GREEN LOOP
- PLANNED/UNDER CONSTRUCTION GREEN LOOP
- EXISTING GREEN LOOP TO BE RETAINED
- OPEN SPACE
- INDICATIVE LOCATION OF MID-BLOCK BREAKS/ PRIVATE DRIVEWAYS
- CONCEPTUAL DEVELOPMENT BLOCKS
- LIMITED ACCESS STREET
- PROJECT AREA

Note:

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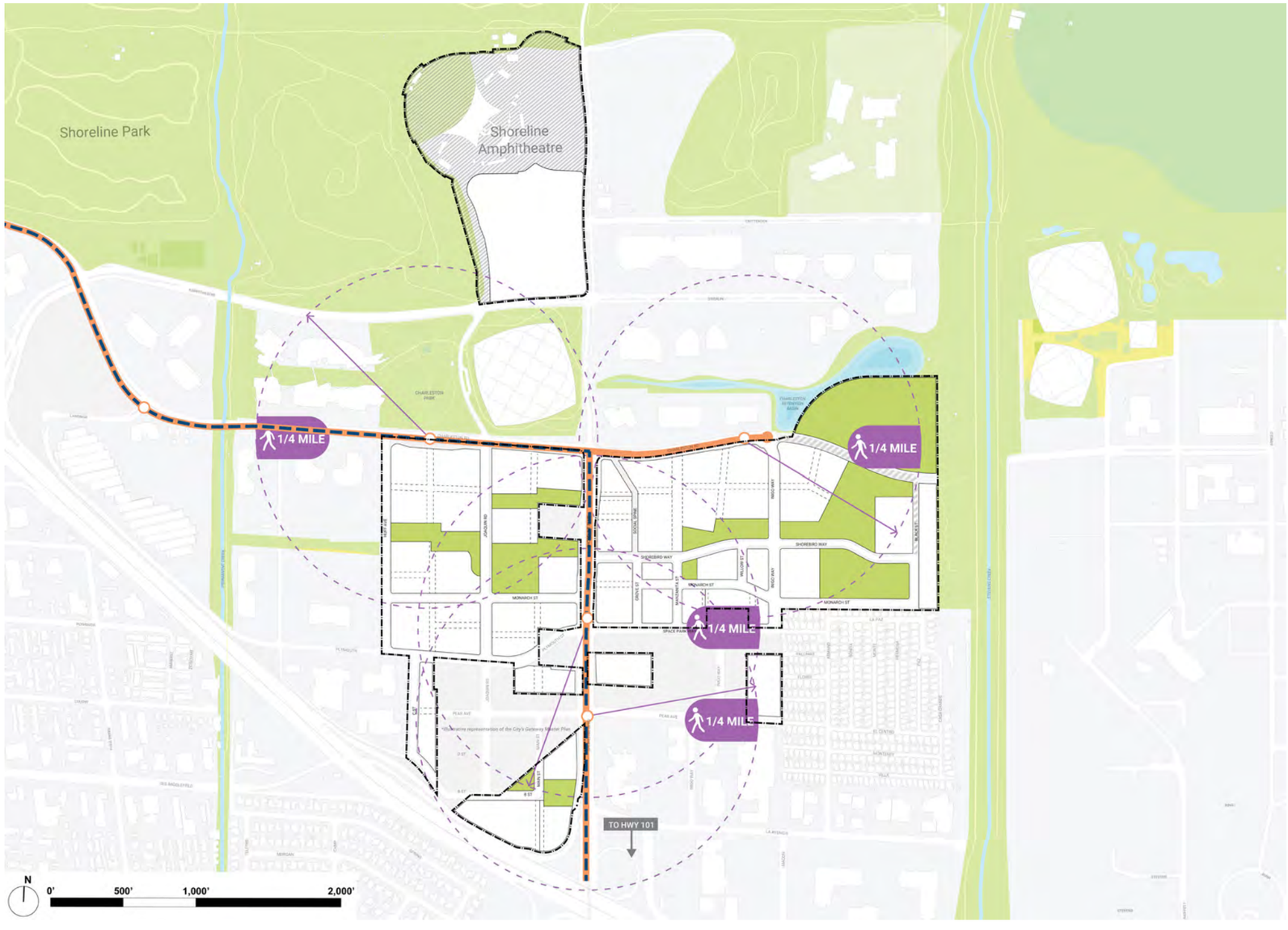
Plan 6.1.9 TRANSIT NETWORK



Key

- TRANSIT ROUTES AND TRANSIT STOPS
- REVERSIBLE BUS LANE
- 1/4 MILE WALK SHED
- LIMITED ACCESS STREET
- INDICATIVE LOCATION OF MID-BLOCK BREAKS/ PRIVATE DRIVEWAYS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- PROJECT AREA

Note:

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

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Plan 6.1.10 DISTRICT PARKING STRATEGY

Key

- ACTIVE USE PARKING
- DISTRICT PARKING
- ACTIVE USE, HOTEL PARKING
- 10% OFFICE ON-SITE PARKING
- RESIDENTIAL PODIUM PARKING
- ECO GEM SURFACE PARKING
- GARAGE ACCESS
- PEDESTRIAN WALK SHED
- CONCEPTUAL GARAGE FOOTPRINT
- LIMITED ACCESS STREET
- INDICATIVE LOCATION OF MID-BLOCK BREAKS/ PRIVATE DRIVEWAYS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- PROJECT AREA

Note:

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

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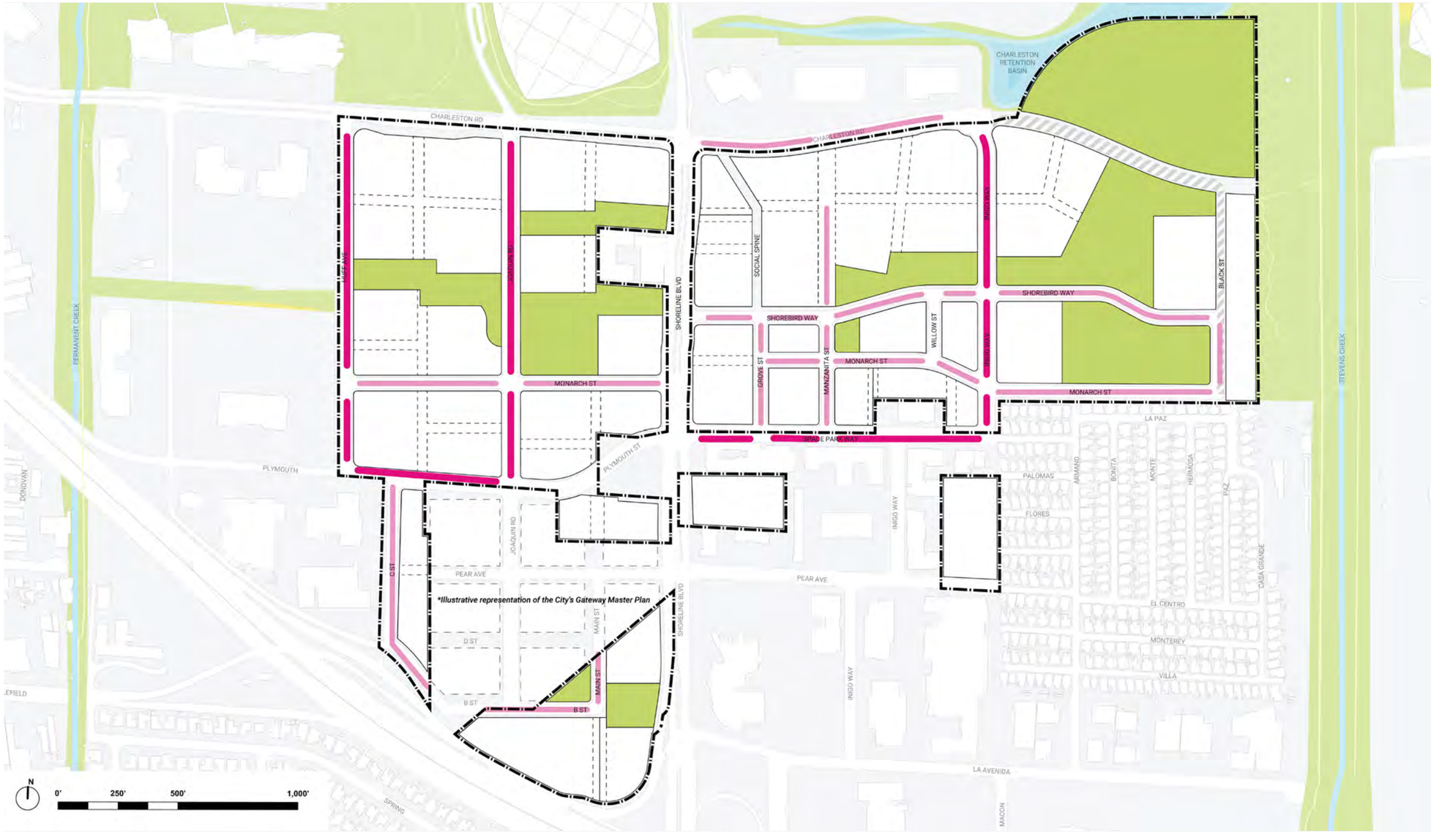
Plan 6.1.11 ON STREET PARKING



Key

- CURBSIDE ZONE - PARKING AND/OR PICK UP/DROP OFF(BOTH SIDES OF STREET)
- CURBSIDE ZONE-PARKING AND/OR PICK UP/DROP OFF(ONE SIDES OF STREET)
- LIMITED ACCESS STREET
- INDICATIVE LOCATION OF MID-BLOCK BREAKS/ PRIVATE DRIVEWAYS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- PROJECT AREA

Note:

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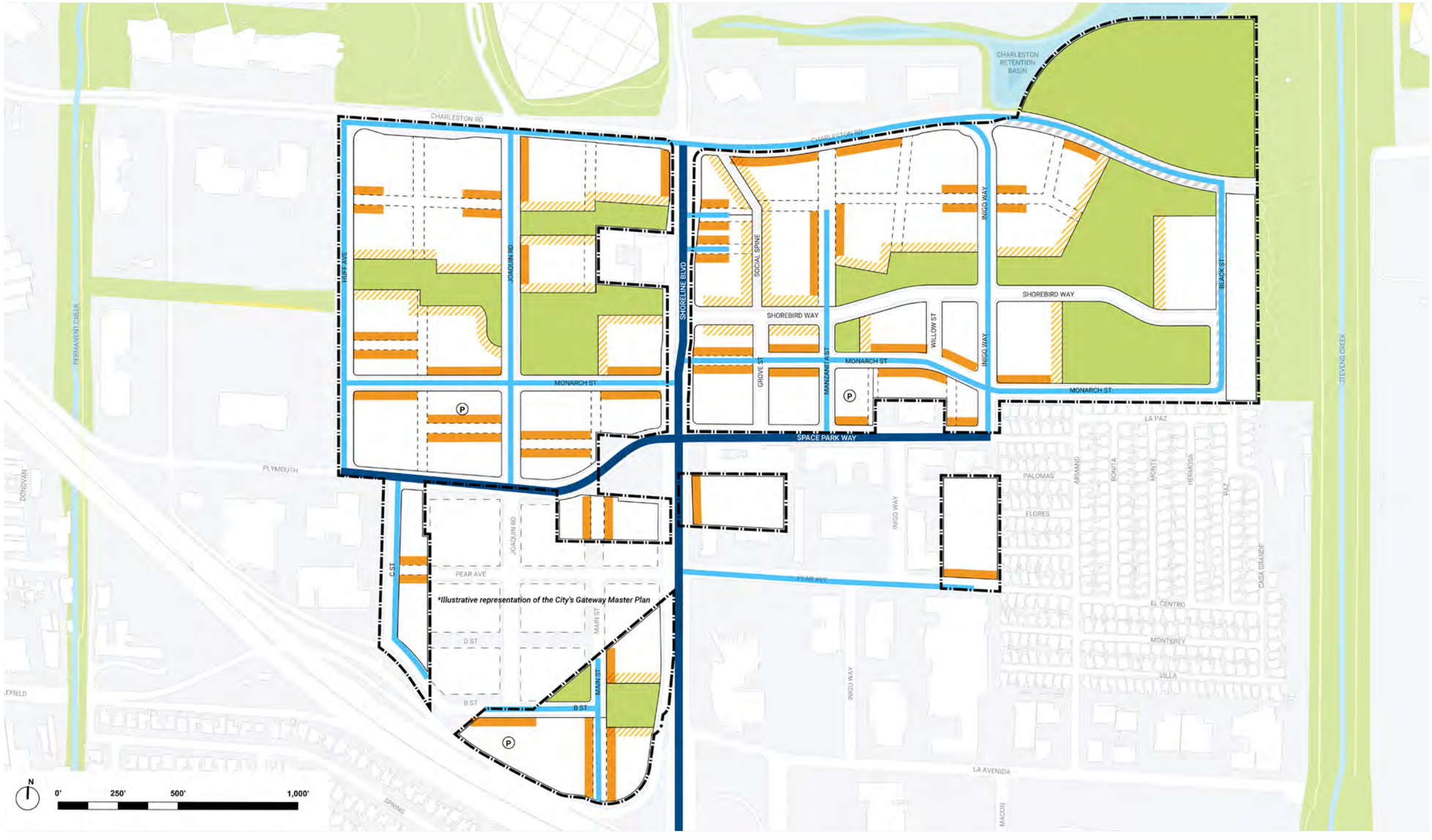
Plan 6.1.12 LOADING, SERVICING & ACCESS



Key

- PREFERRED LOCATIONS FOR OFF-STREET LOADING
- PRIMARY TRUCK ROUTING
- SECONDARY TRUCK ROUTING
- PROTECTED EDGE - NO PARKING OR LOADING ACCESS
- INDICATIVE LOCATION OF MID-BLOCK BREAKS/ PRIVATE DRIVEWAYS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- LIMITED ACCESS STREET
- PROJECT AREA

Note:

Off-street loading access along driveways and mid-block breaks is conceptual. Final locations yet to be confirmed.

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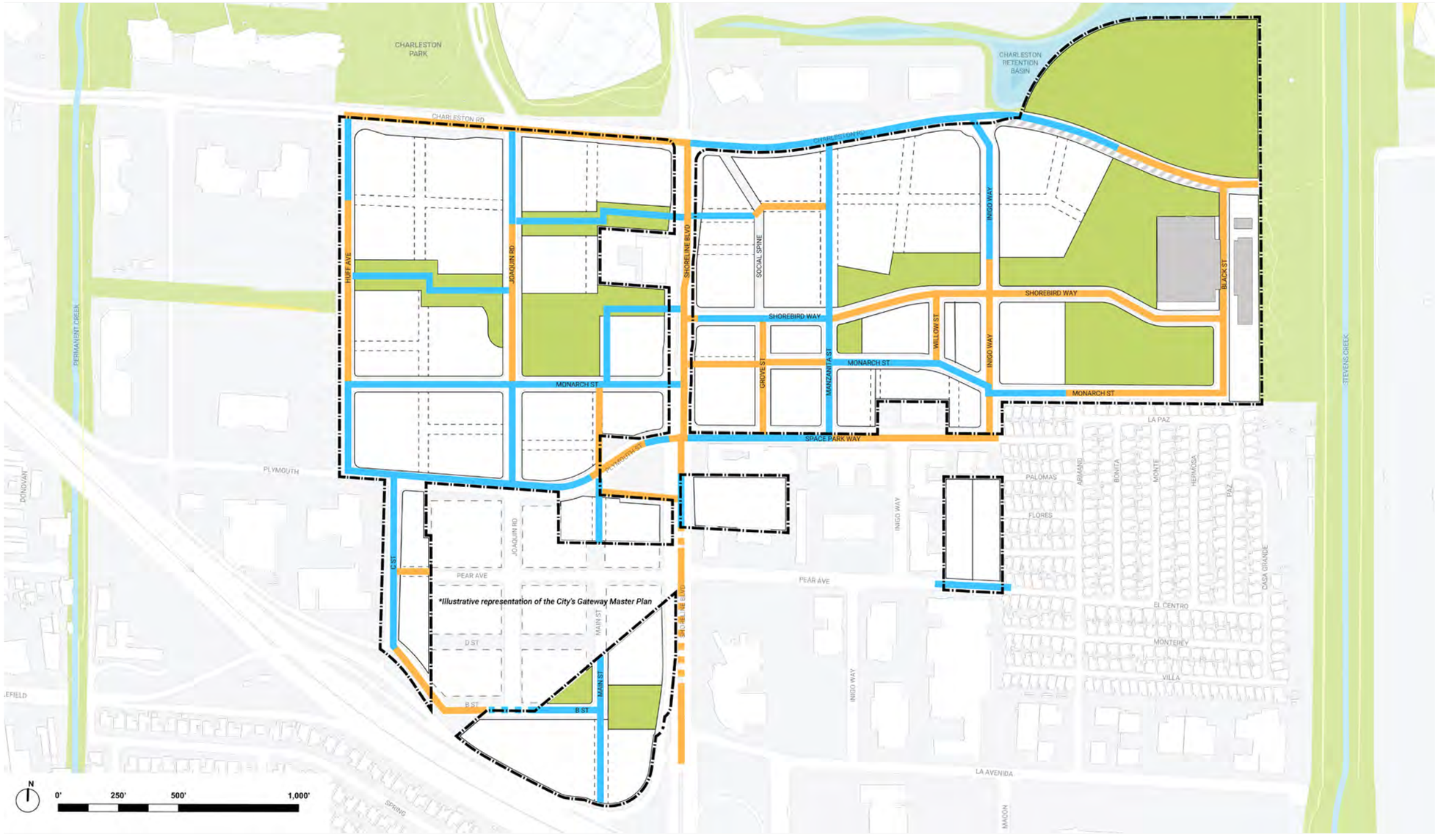
Plan 6.1.13 EMERGENCY ACCESS



Key

- FIRE APPARATUS ACCESS ROAD (20' WIDTH MINIMUM)
- FIRE APPARATUS ACCESS ROAD BY OTHERS
- AERIAL FIRE APPARATUS ACCESS ROAD (26' WIDTH MINIMUM)
- AERIAL FIRE APPARATUS ACCESS ROAD BY OTHERS
- PROPOSED HABITABLE FLOOR AREA NOT TO EXCEED 30'
- INDICATIVE LOCATION OF MID-BLOCK BREAKS/ PRIVATE DRIVEWAYS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- LIMITED ACCESS STREET
- PROJECT AREA

Note:

Refer to Plan B.1.5 Max. Building Height for development parcel height assumptions

Additional aerial apparatus access may be provided along POPAs and within building setbacks as determined by CMV Fire Department

Wharf Hydrant or Exterior Standpipe Connection to be provided in Along mid block breaks where buildings exceeded 150 feet from apparatus road the building will be served by a wharf hydrant or exterior Standpipe Connection. Actual locations and number of connections to be determined under a separate permit.

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Figure 6.1.2 CHARLESTON ROAD SECTION 01 (WEST OF JOAQUIN)

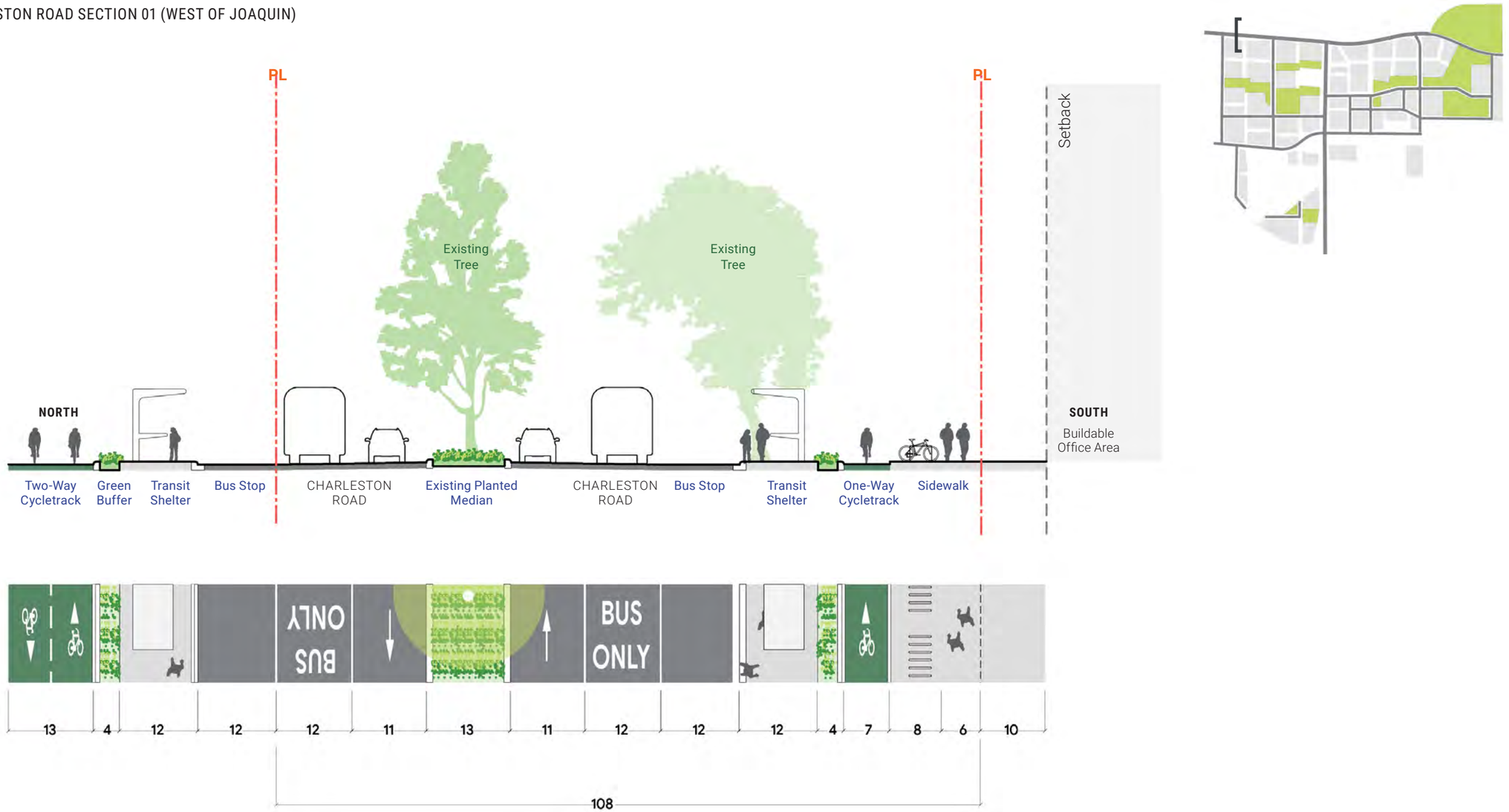


Figure 6.1.3 CHARLESTON ROAD SECTION 02 (WEST OF SHORELINE)

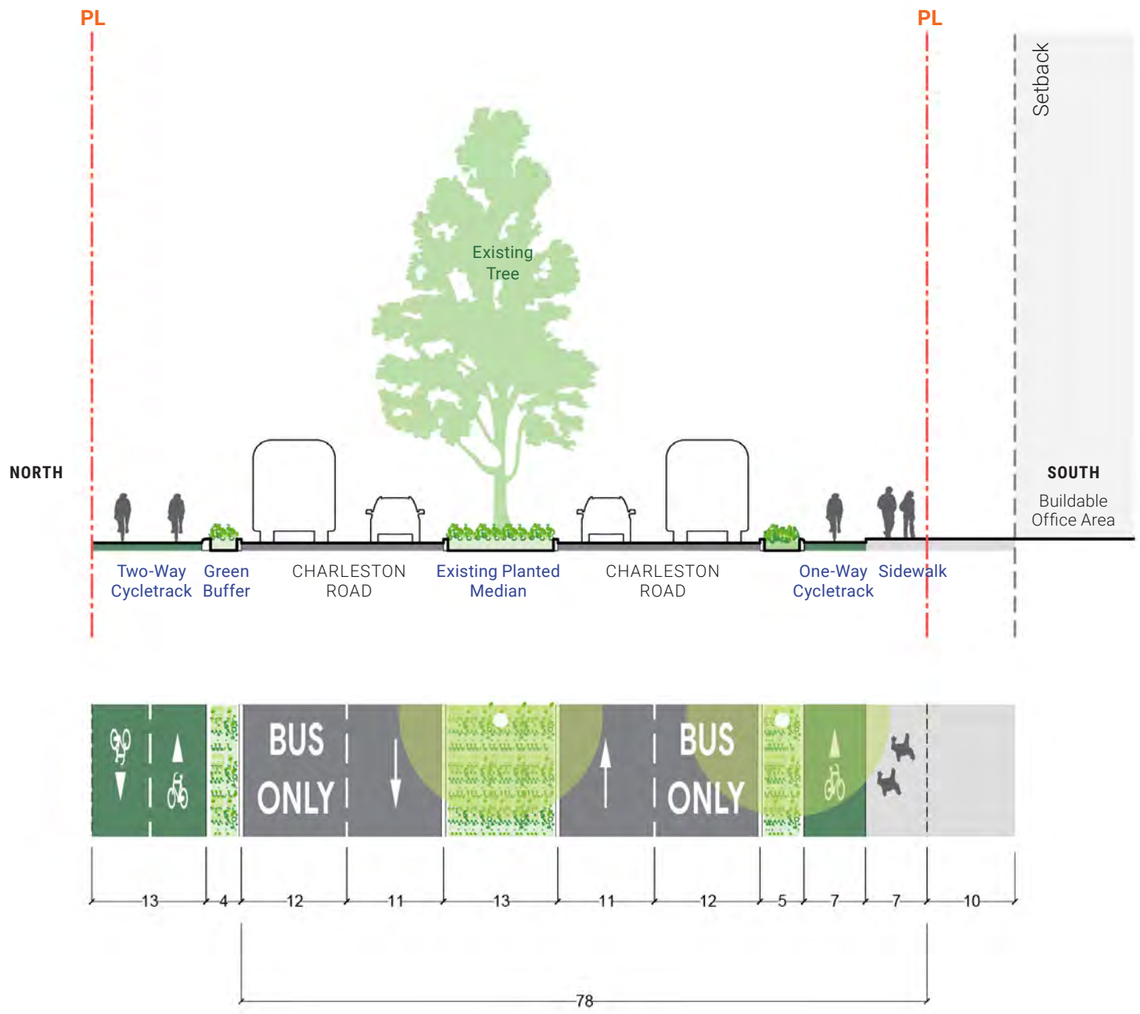


Figure 6.1.4 CHARLESTON ROAD SECTION 03 (WEST OF MANZANITA)

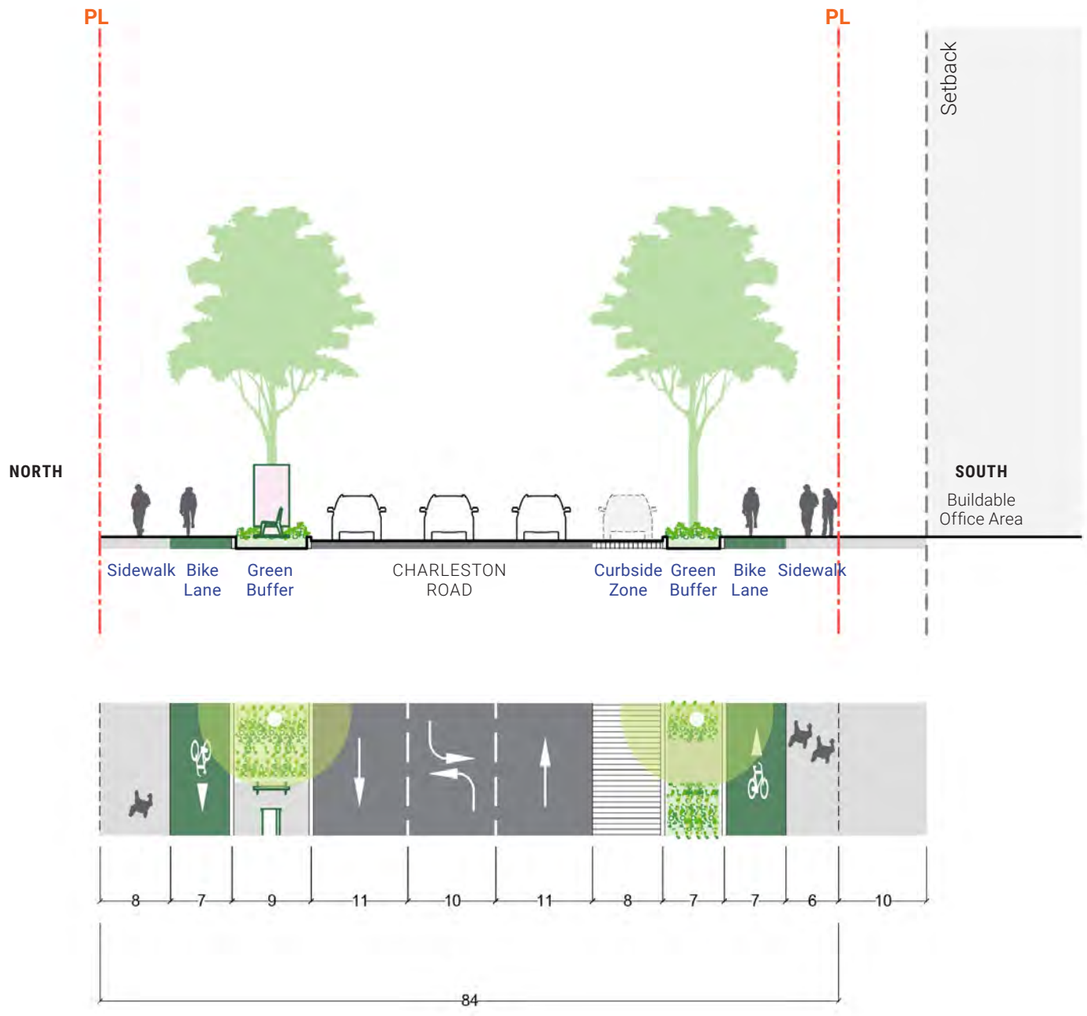


Figure 6.1.5 CHARLESTON ROAD SECTION 04 (WEST OF INIGO)

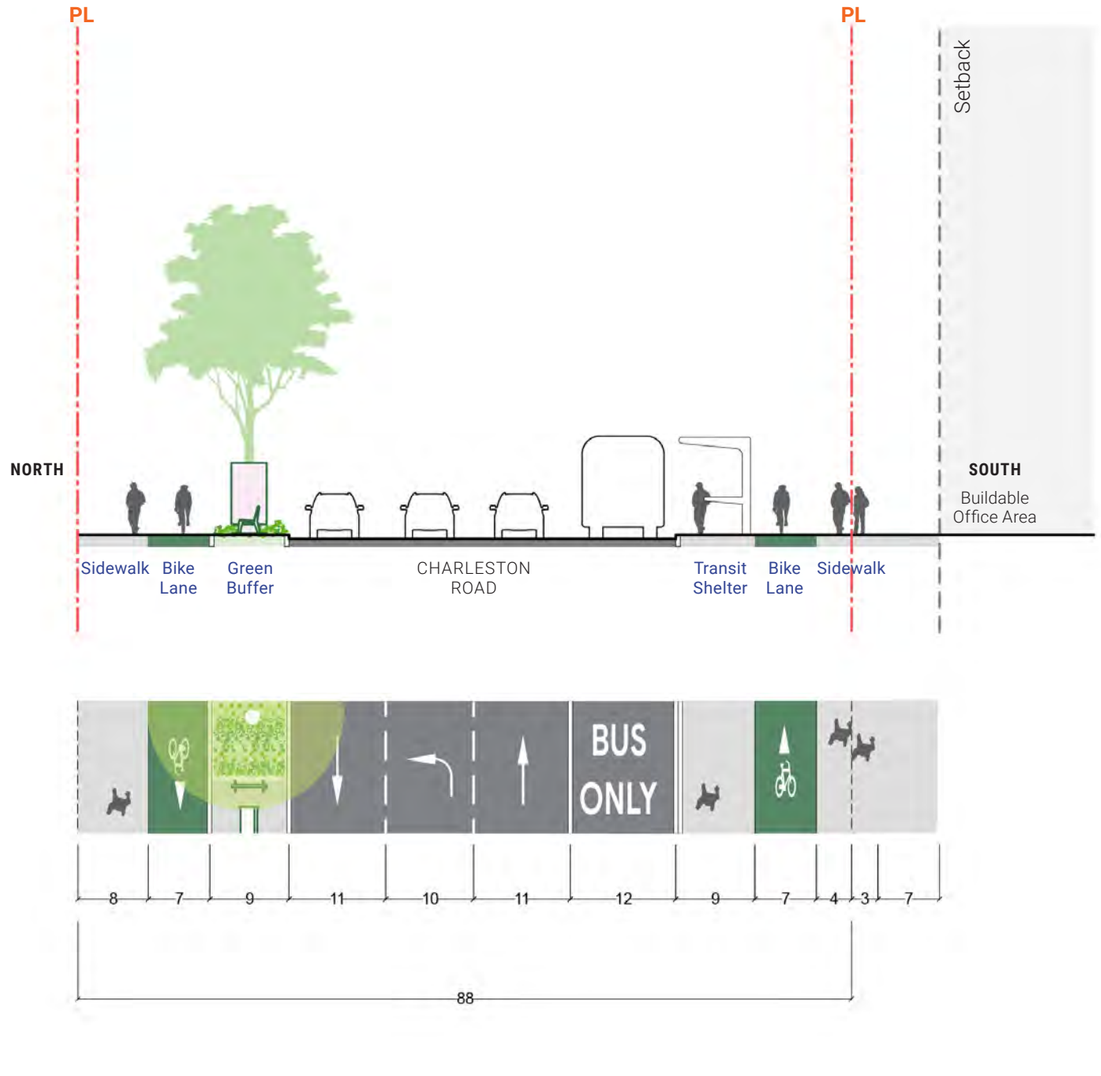
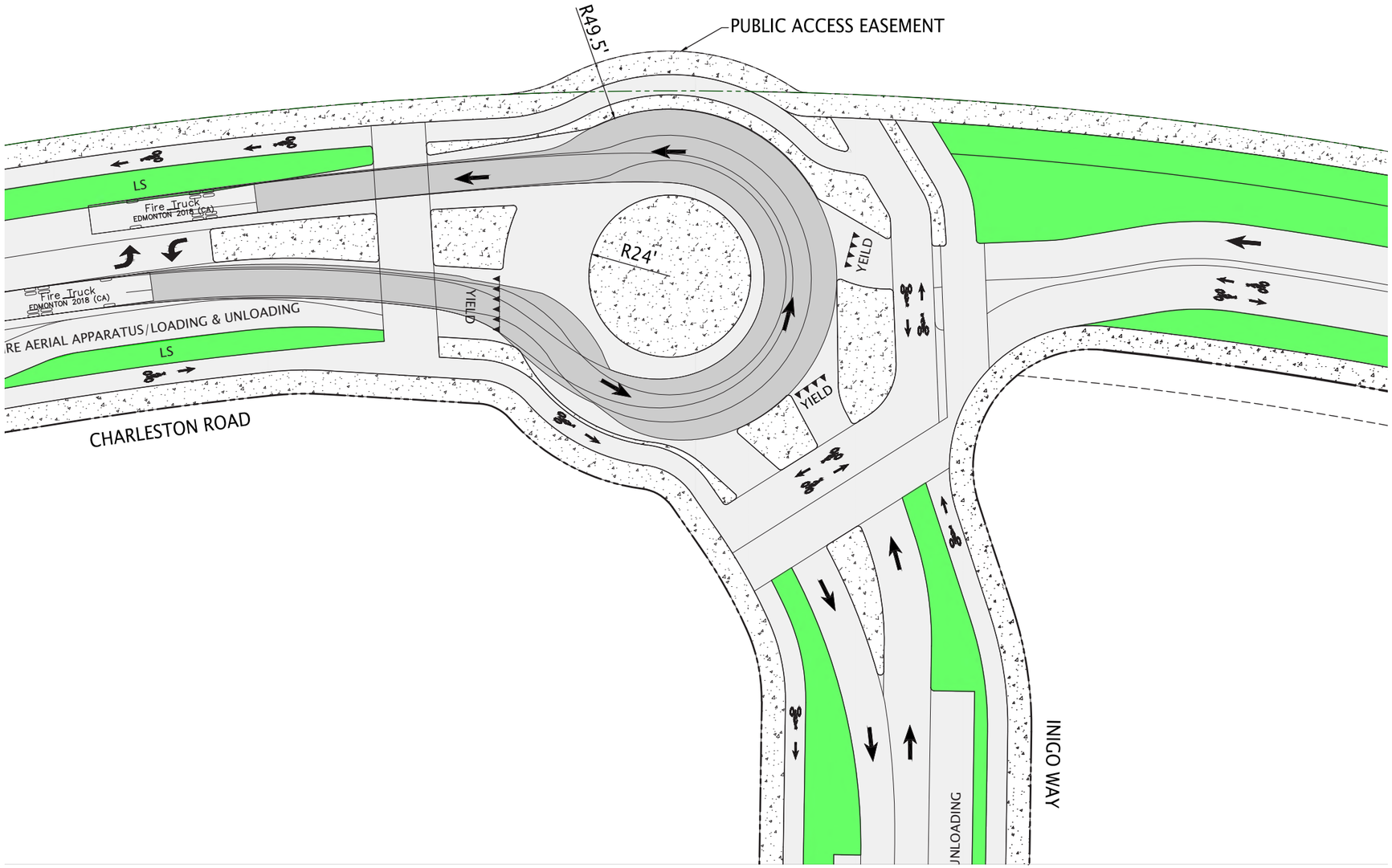
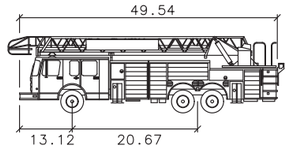


Figure 6.1.6 CHARLESTON ROAD - INIGO WAY ROUNDABOUT





Fire Truck

	feet
Width	:8.53
Track	:8.53
Lock to Lock Time	:6.0
Steering Angle	:32.6

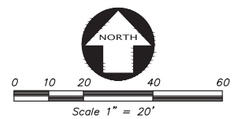
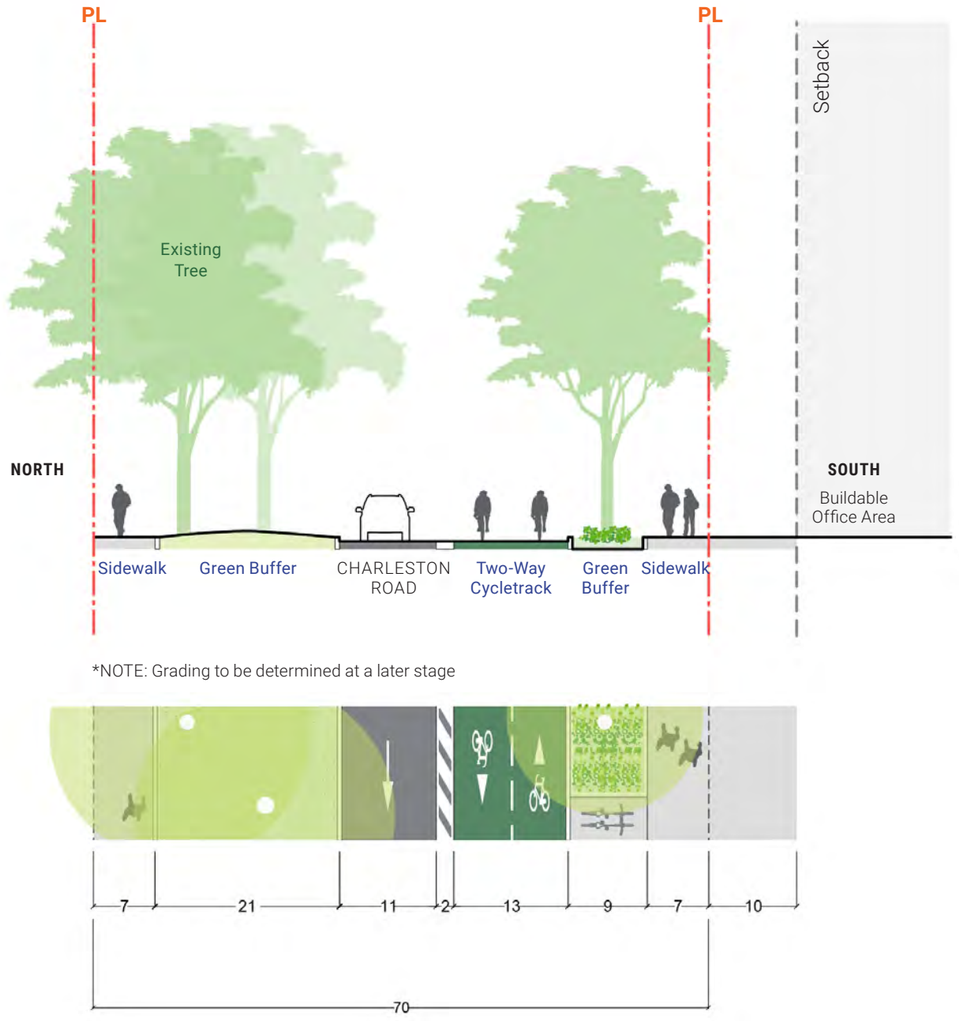


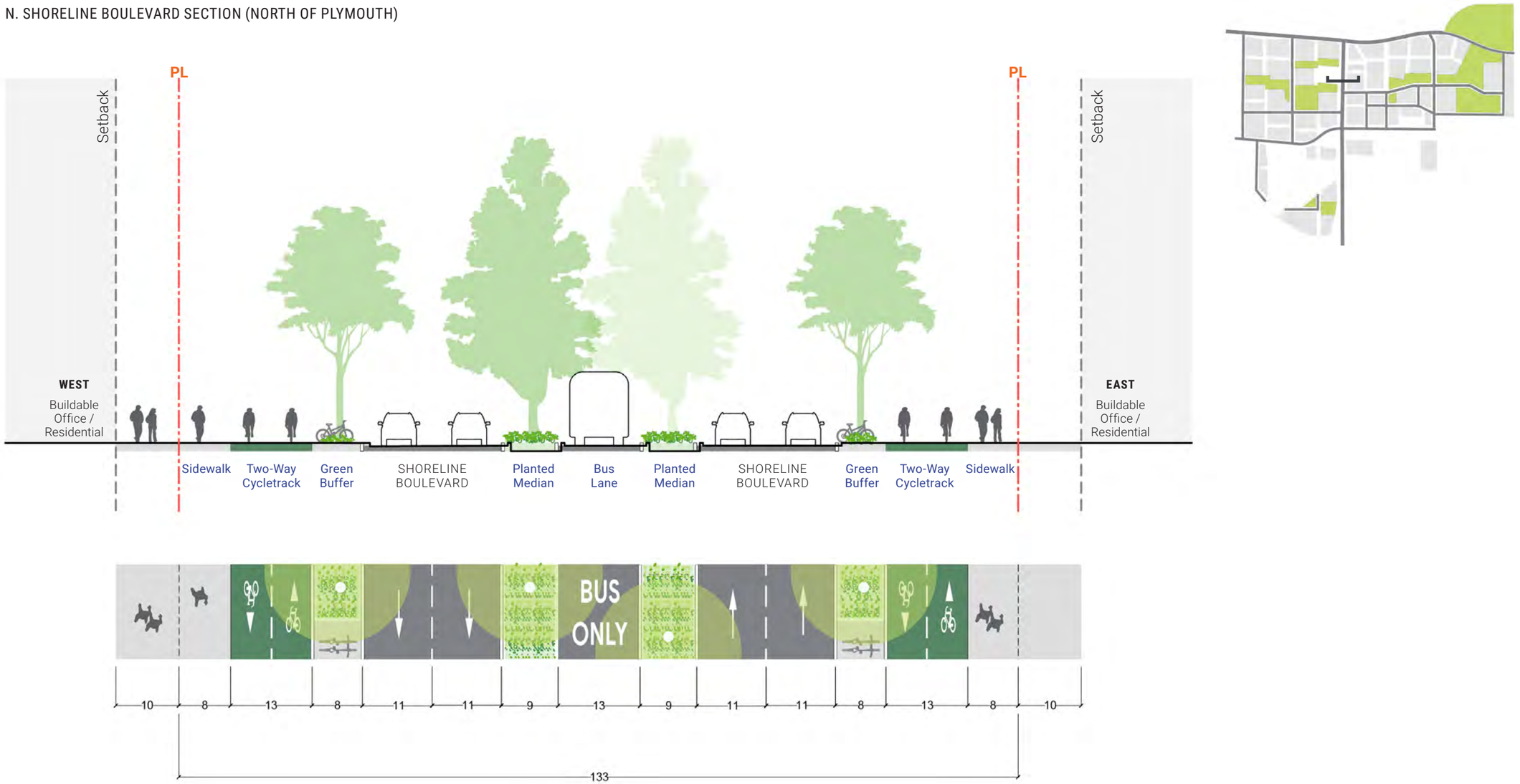
Figure 6.1.7 CHARLESTON ROAD SECTION 04 (WEST OF BLACK)



Note:

Future design and location of sidewalk on north side of street to prioritize the retaining of existing trees where feasible.

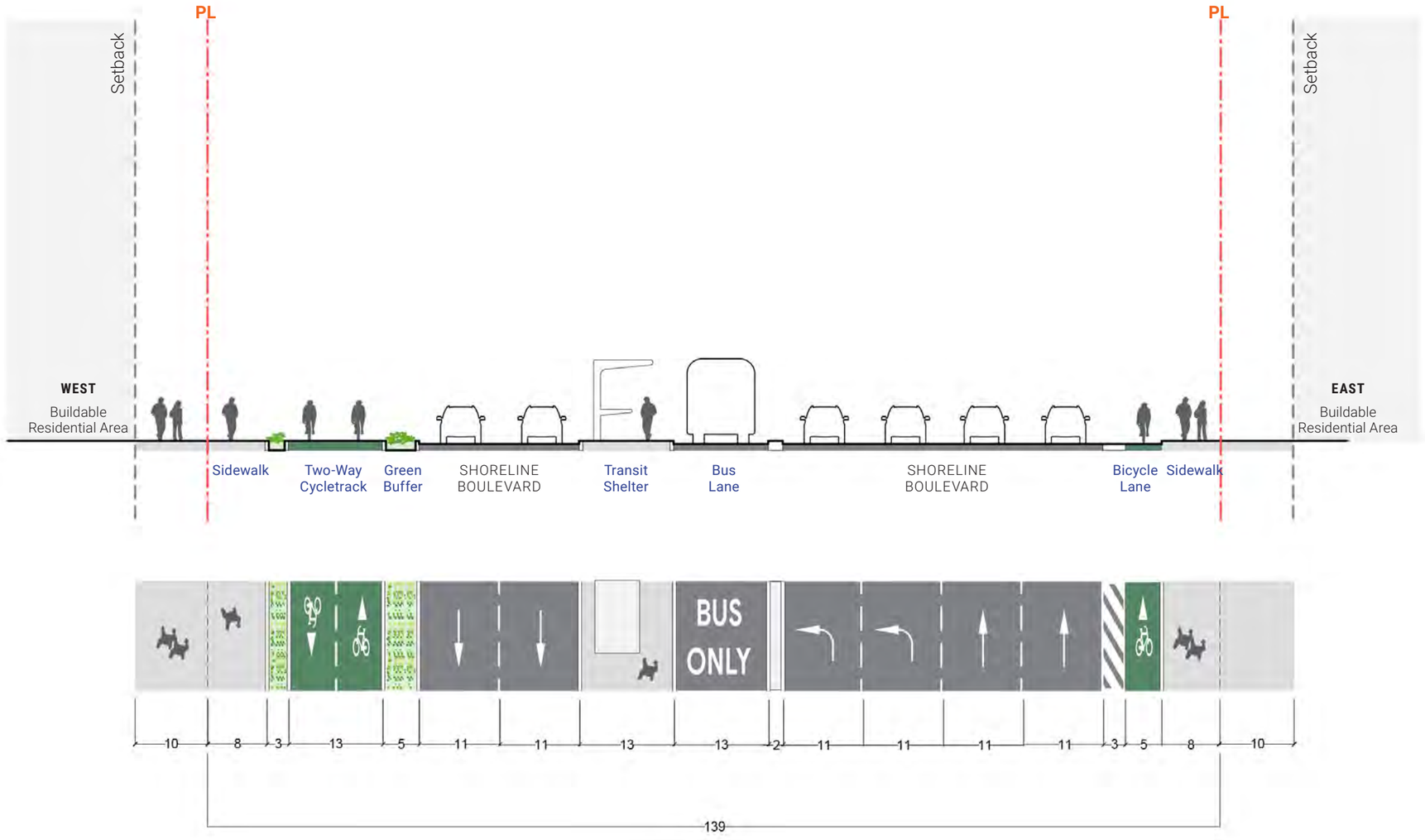
Figure 6.1.2 N. SHORELINE BOULEVARD SECTION (NORTH OF PLYMOUTH)



Note:

Bioretention will be required for stormwater treatment. These facilities may alternate with trees and other green buffer elements.

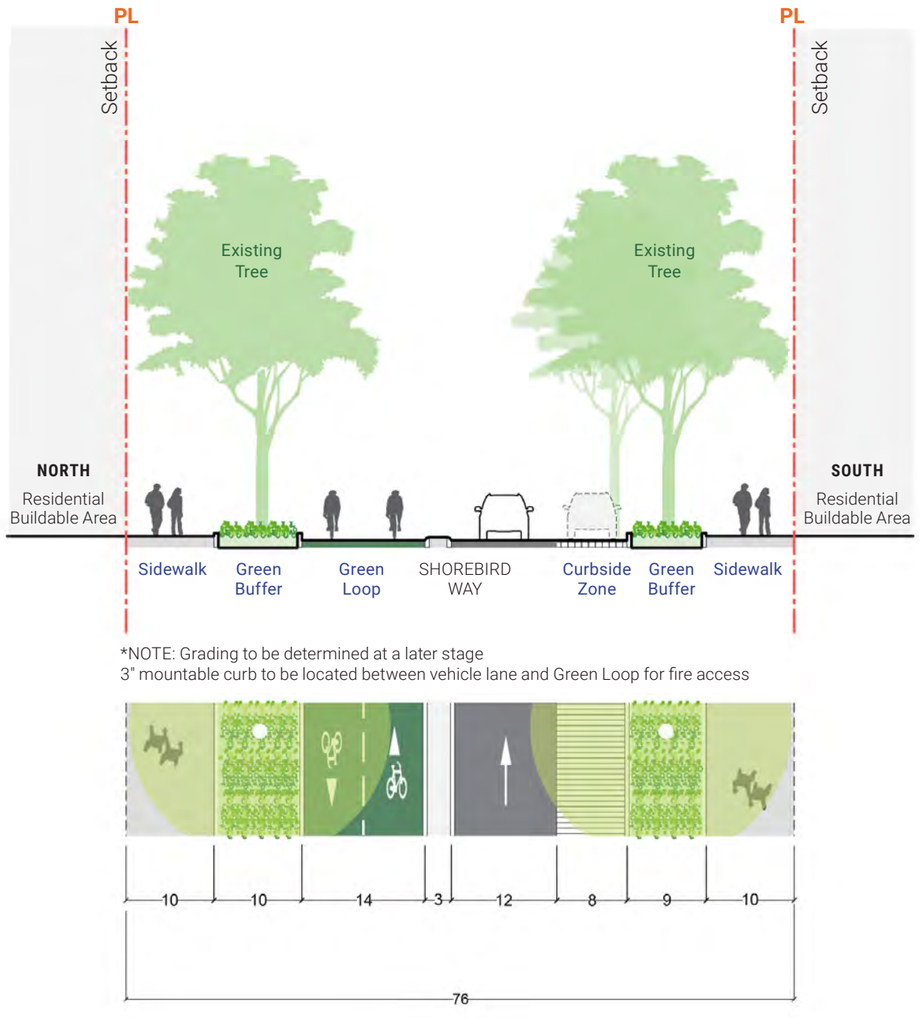
Figure 6.1.2 N. SHORELINE BOULEVARD SECTION (SOUTH OF PLYMOUTH)



Note:

Addition of a bus boarding island is a needed modification of City-designed section south of Plymouth/Space Park intersection.

Figure 6.1.3 SHOREBIRD WAY SECTION 01 (ARRIVAL)



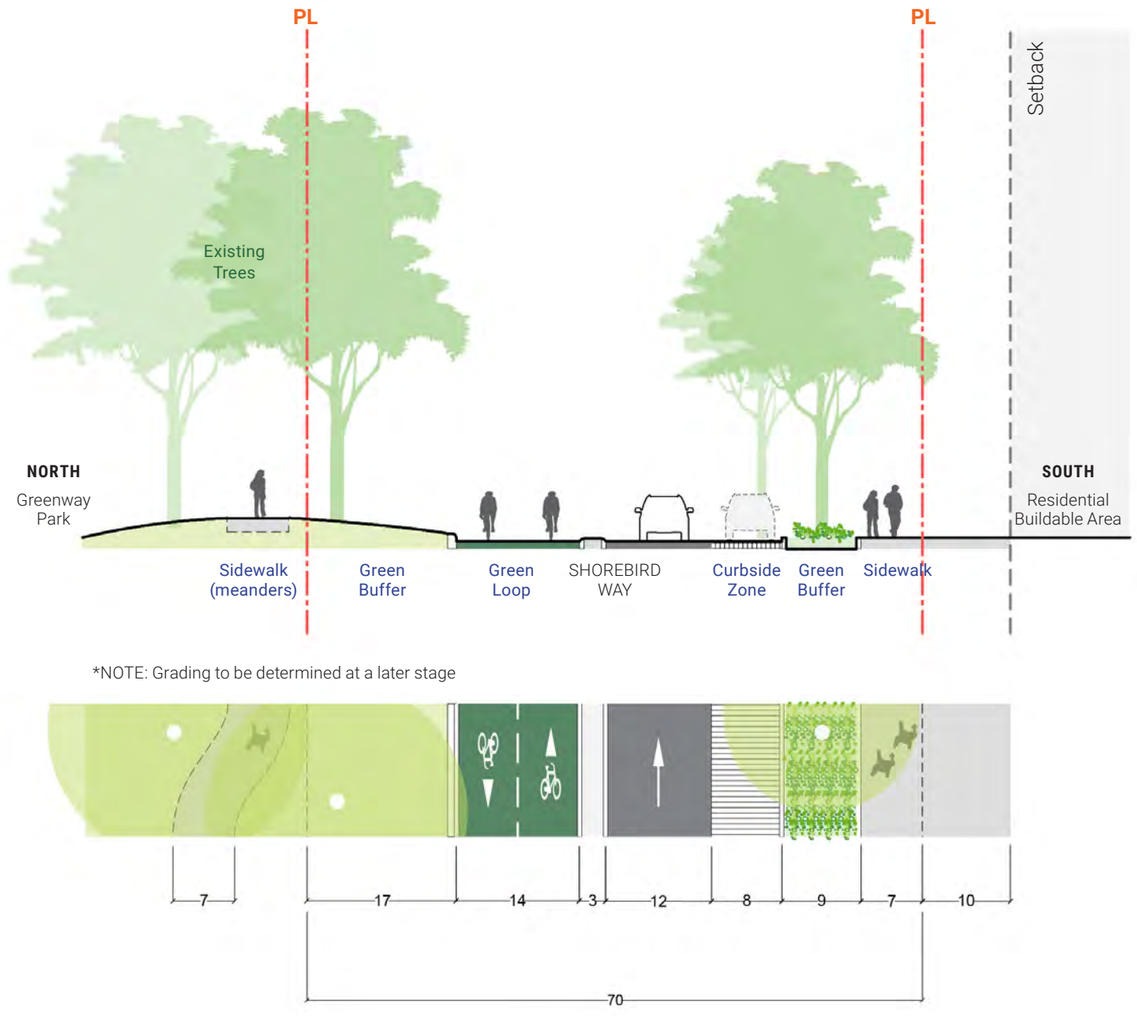
*NOTE: Grading to be determined at a later stage
3" mountable curb to be located between vehicle lane and Green Loop for fire access

Note:

Future design of sidewalks and bike lanes to prioritize the retaining of existing trees where feasible. Final location of pedestrian zone to be determined.

Where appropriate, curbside zones can also be utilized for stormwater management and bioretention, as well as planters for existing tree retention.

Figure 6.1.4 SHOREBIRD WAY SECTION 02 (GREENWAY)

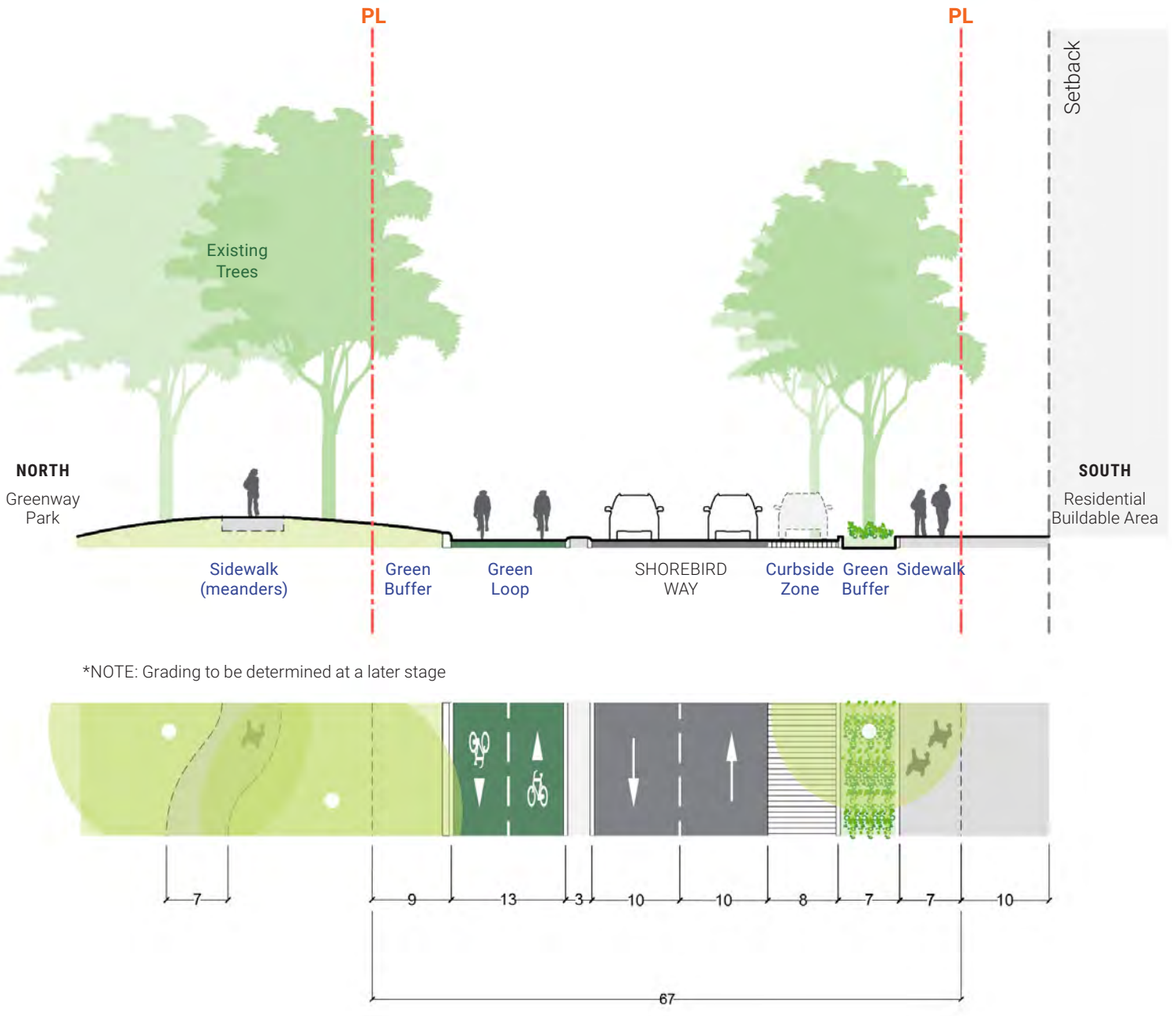


Note:

Future design of sidewalks and bike lanes to prioritize the retaining of existing trees where feasible. Final location of pedestrian zone to be determined.

Where appropriate, curbside zones can also be utilized for stormwater management and bioretention, as well as planters for existing tree retention.

Figure 6.1.5 SHOREBIRD WAY SECTION 03 (SHOREBIRD WILDS A)



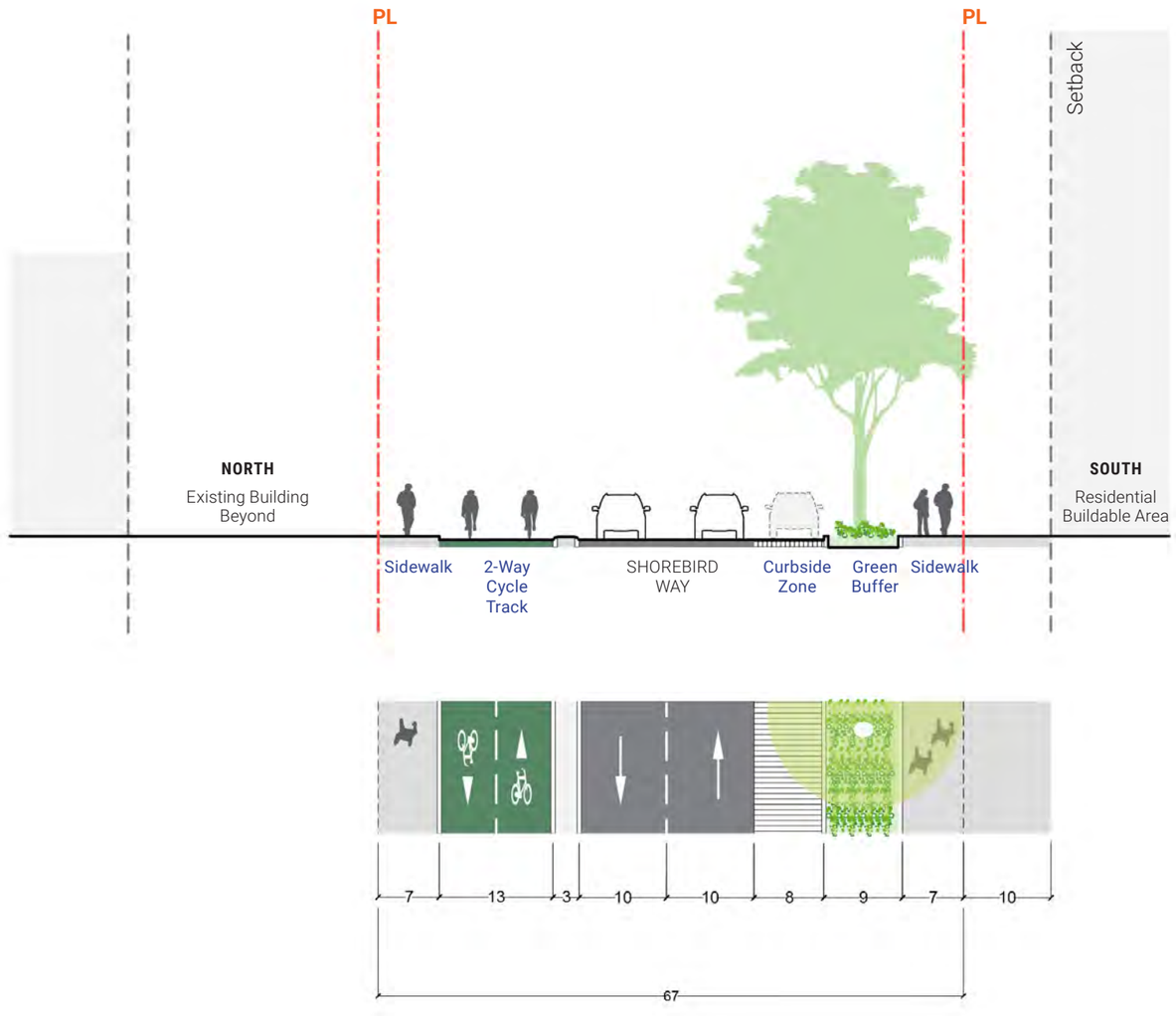
Note:

Future design of sidewalks and bike lanes to prioritize the retaining of existing trees where feasible. Final location of pedestrian zone to be determined.

Where appropriate, curbside zones can also be utilized for stormwater management and bioretention, as well as planters for existing tree retention.

Bioretention will be required on the south side of the street.

Figure 6.1.6 SHOREBIRD WAY SECTION 04 (SHOREBIRD WILDS B)



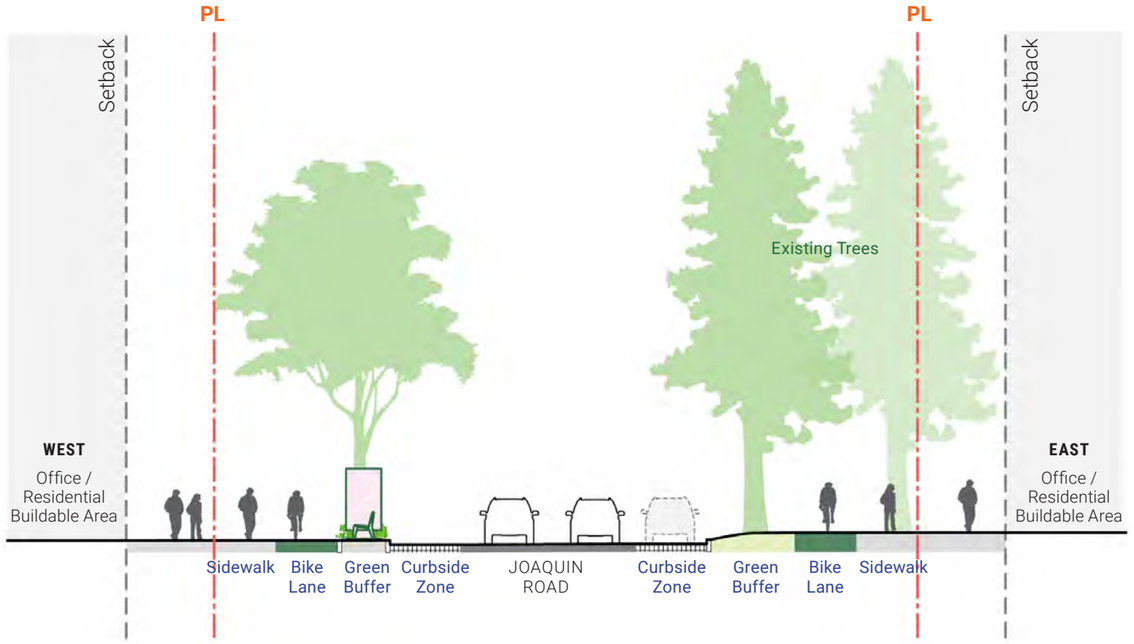
Note:

Future design of sidewalks and bike lanes to prioritize the retaining of existing trees where feasible. Final location of pedestrian zone to be determined.

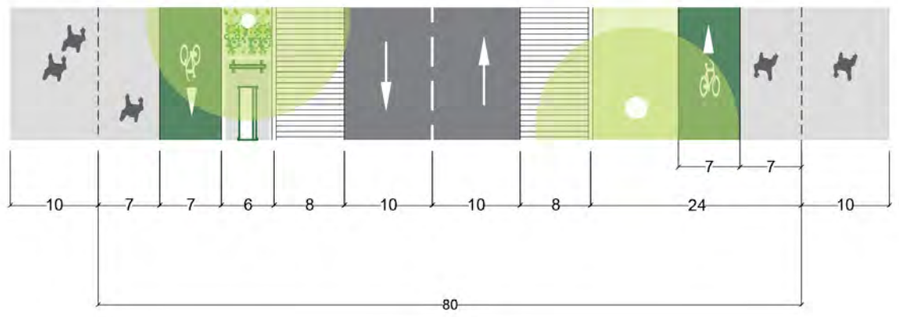
Where appropriate, curbside zones can also be utilized for stormwater management and bioretention, as well as planters for existing tree retention.

Bioretention will be required on the south side of the street.

Figure 6.1.7 JOAQUIN STREET (NORTH OF MONARCH)



*NOTE: Grading to be determined at a later stage



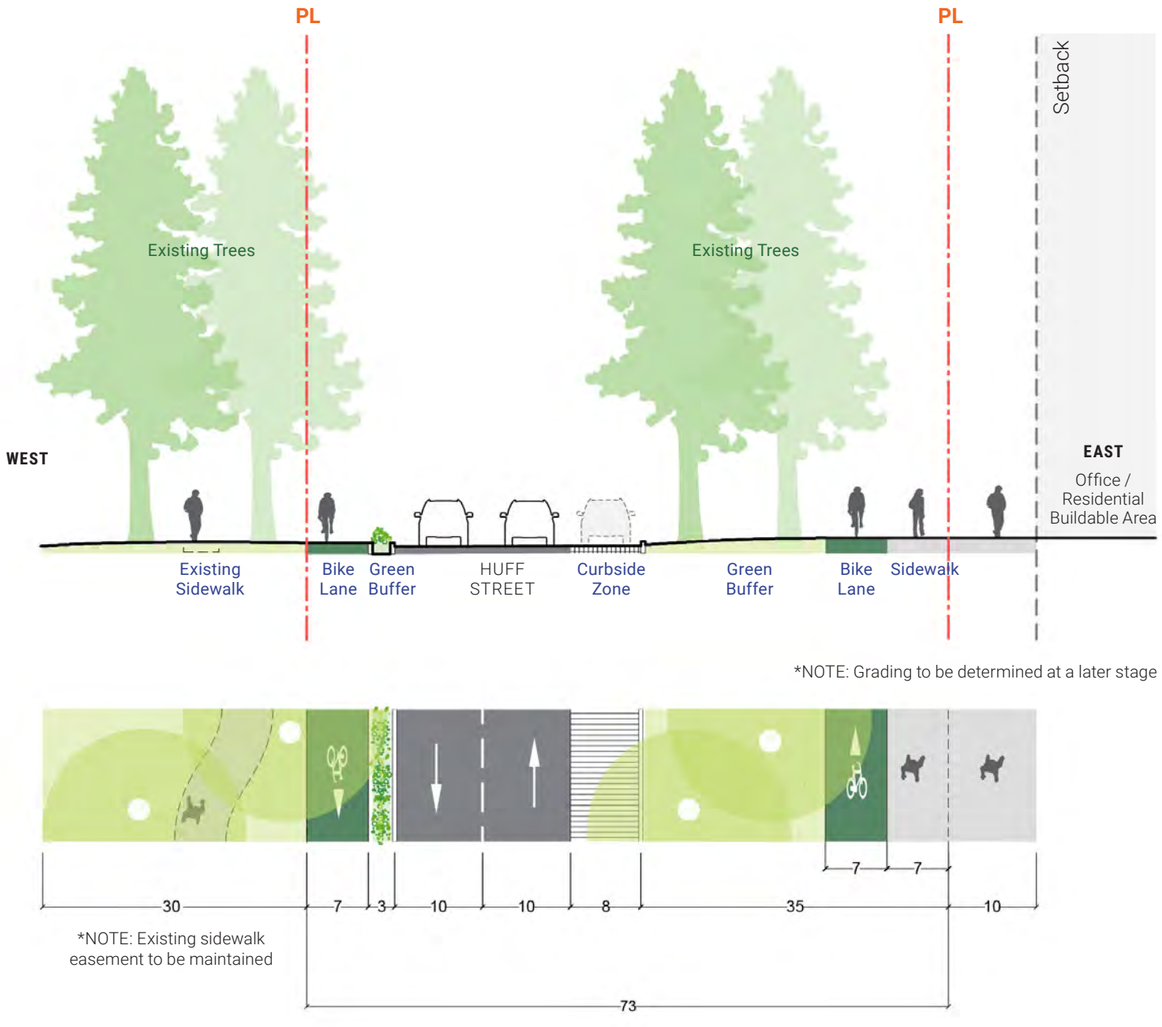
Note:

Future design of sidewalks and bike lane on east side of street to prioritize the retaining of existing trees where feasible. Final location of pedestrian zone to be determined.

Bioretention will be required for stormwater treatment. These facilities may alternate with trees and other green buffer elements.

Where appropriate, curbside zones can also be utilized for stormwater management and bioretention, as well as planters for existing tree retention.

Figure 6.1.8 HUFF STREET (NORTH OF MONARCH)



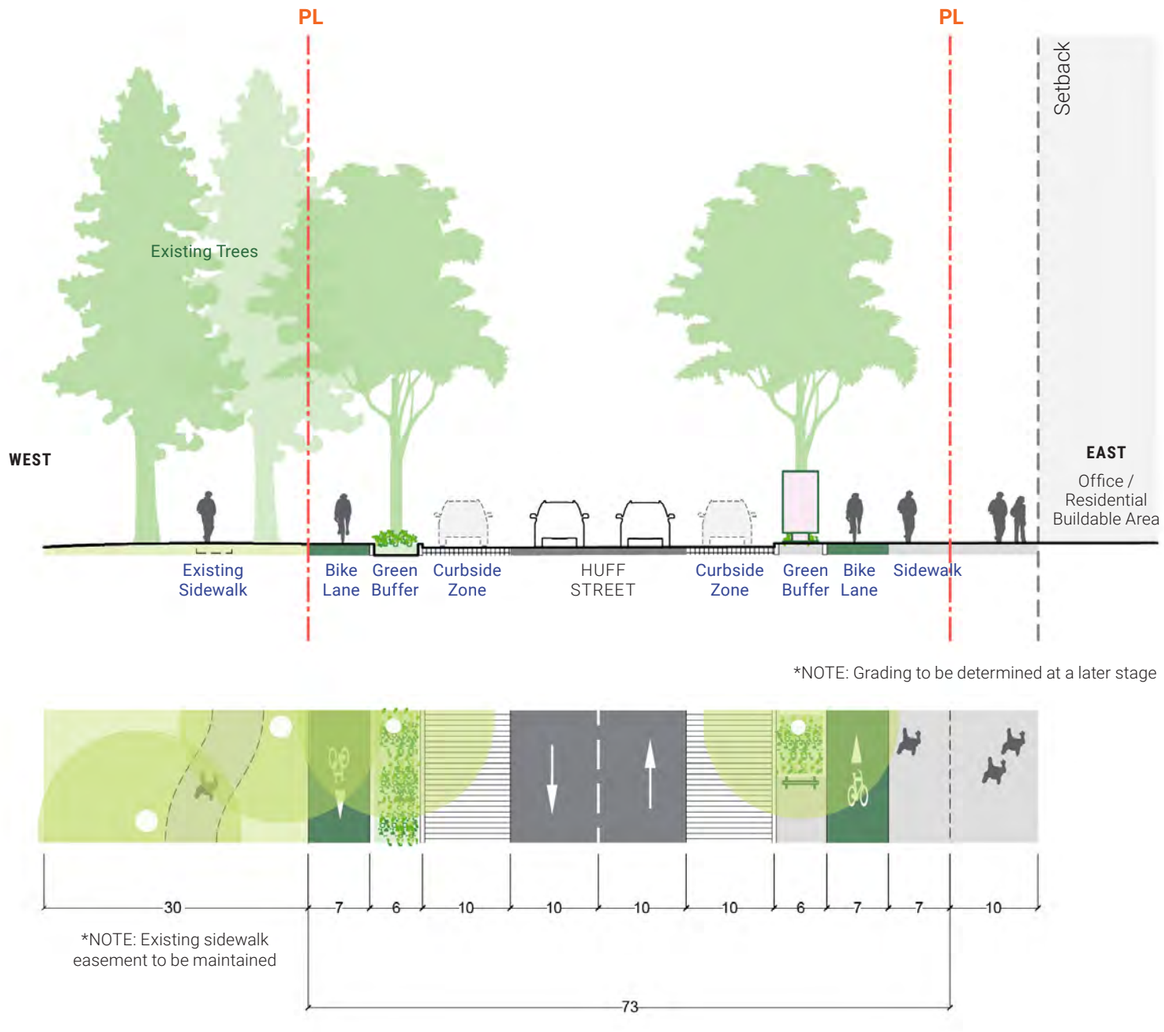
Note:

Future design of sidewalks and bike lane on east side of street to prioritize the retaining of existing trees where feasible. Final location of pedestrian zone to be determined.

Bioretention will be required for stormwater treatment. These facilities may alternate with trees and other green buffer elements.

Where appropriate, curbside zones can also be utilized for stormwater management and bioretention, as well as planters for existing tree retention.

Figure 6.1.9 HUFF STREET (AERIAL APPARATUS ACCESS)



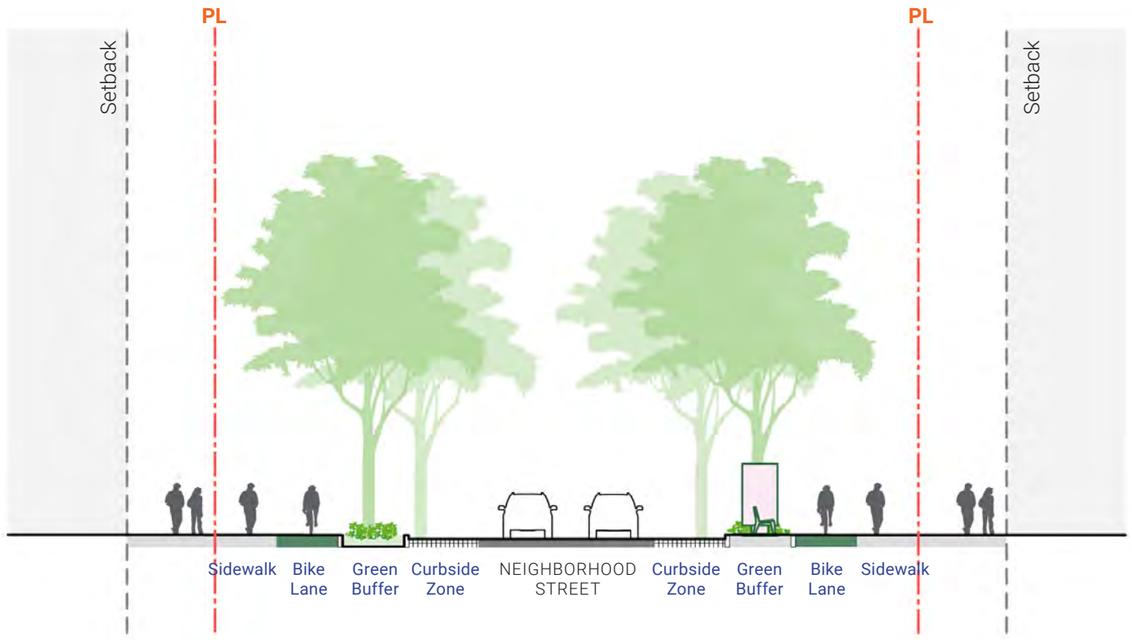
Note:

Future design of sidewalks and bike lane on east side of street to prioritize the retaining of existing trees where feasible. Final location of pedestrian zone to be determined.

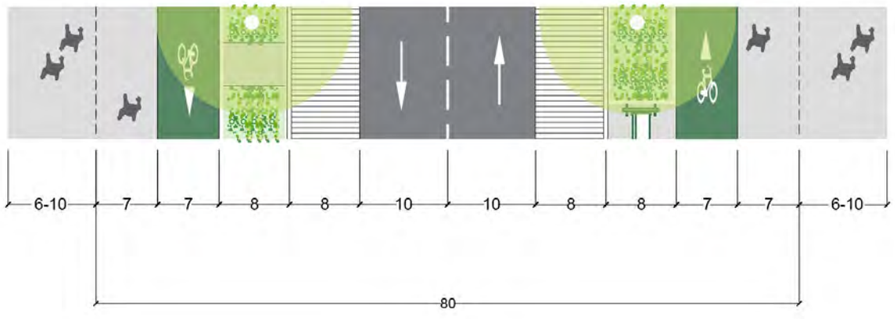
Bioretention will be required for stormwater treatment. These facilities may alternate with trees and other green buffer elements.

Where appropriate, curbside zones can also be utilized for stormwater management and bioretention, as well as planters for existing tree retention.

Figure 6.1.10 NEIGHBORHOOD STREET SECTION 01 (6' OR 10' SETBACKS)



*NOTE: See Plan B.1.6 for setbacks

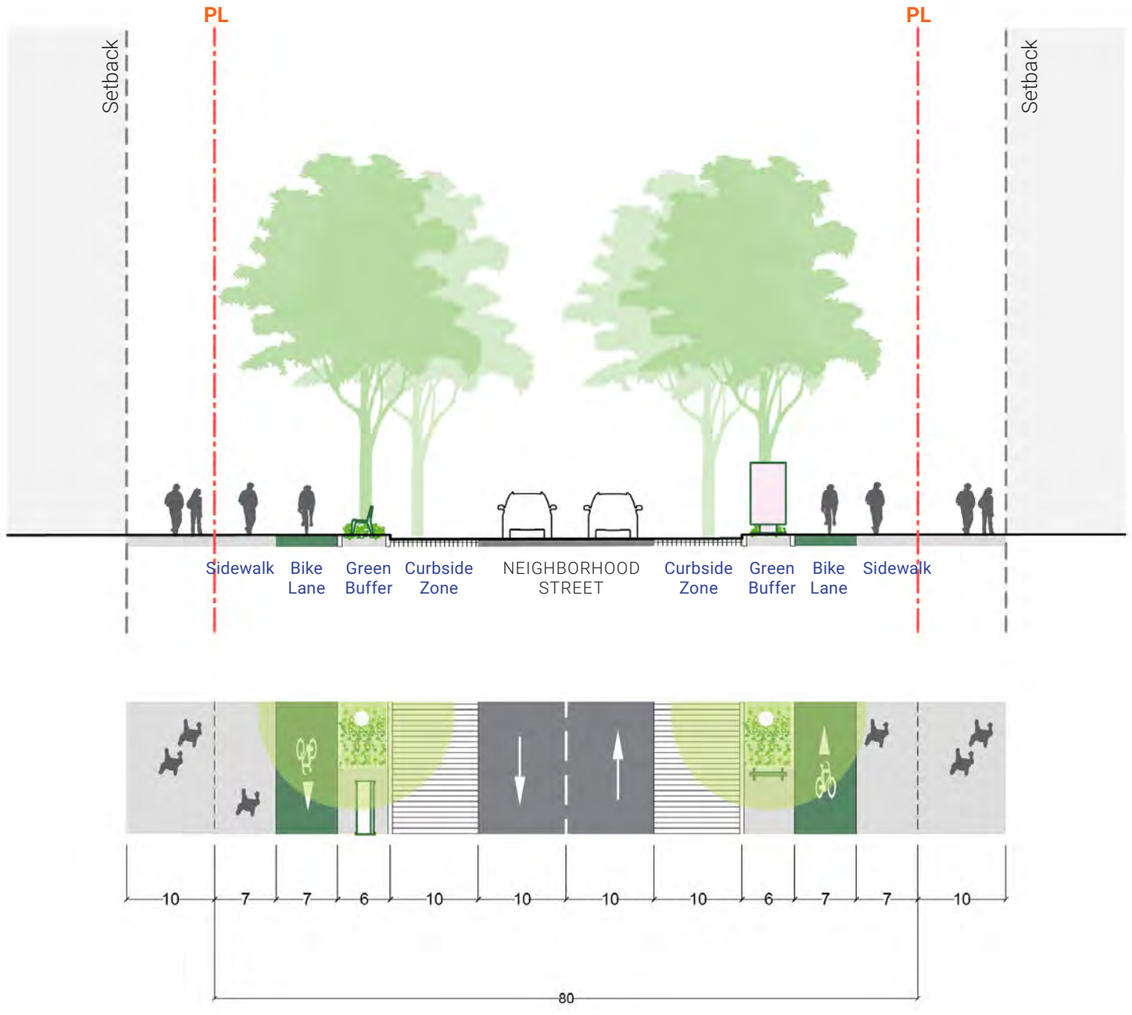


Note:

Bioretention will be required for stormwater treatment. These facilities may alternate with trees and other green buffer elements.

Where appropriate, curbside zones can also be utilized for stormwater management and bioretention, as well as planters for existing tree retention.

Figure 6.1.11 NEIGHBORHOOD STREET SECTION 02 (AERIAL APPARATUS ACCESS + 10' SETBACKS)

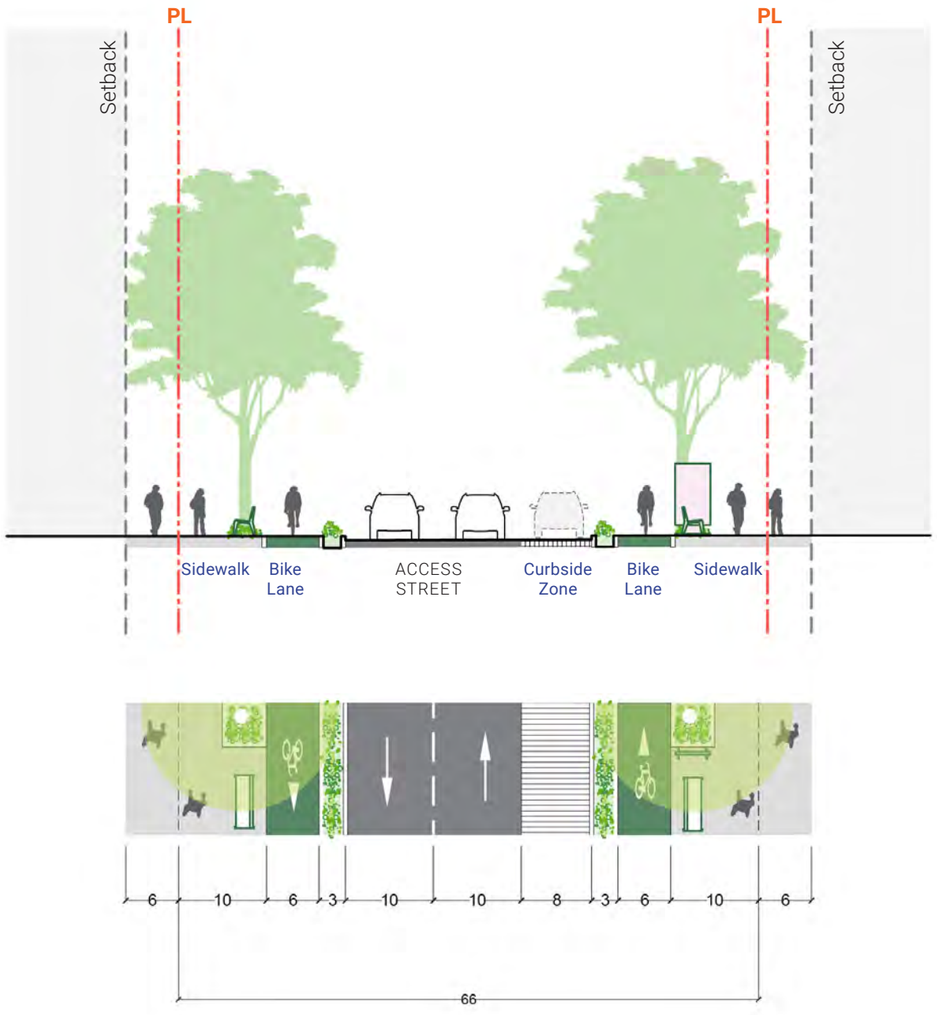


Note:

Bioretention will be required for stormwater treatment. These facilities may alternate with trees and other green buffer elements.

Where appropriate, curbside zones can also be utilized for stormwater management and bioretention, as well as planters for existing tree retention.

Figure 6.1.12 ACCESS STREET

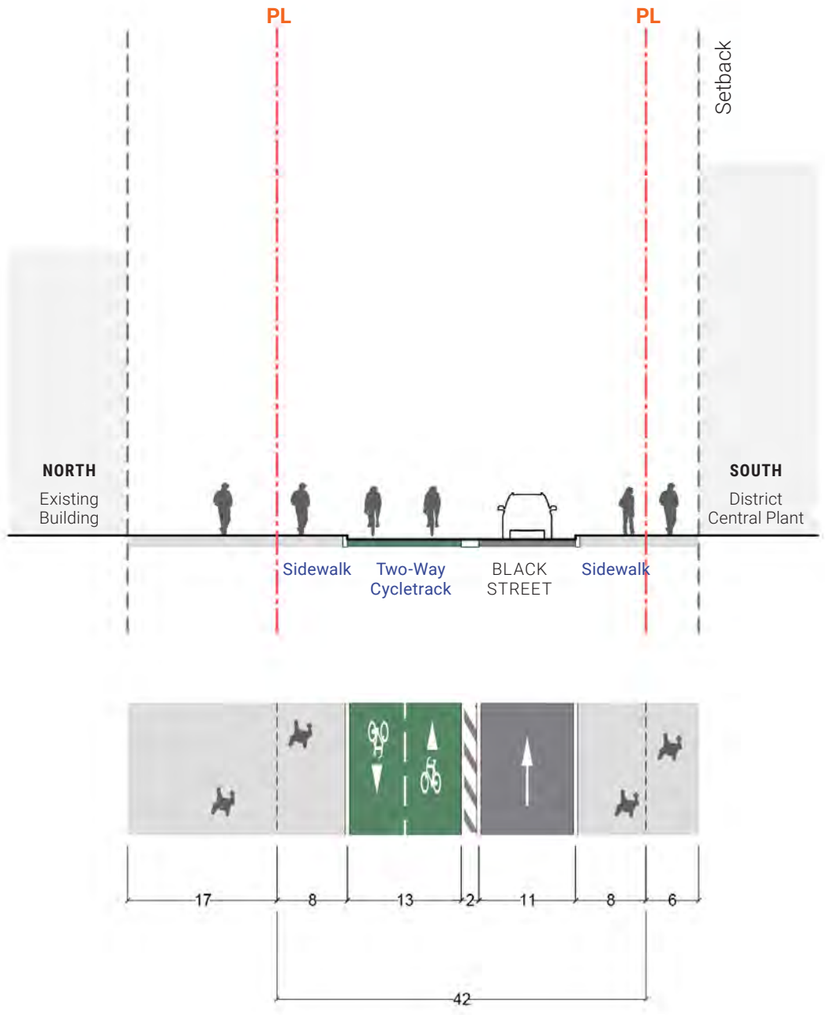


Note:

Bioretention will be required for stormwater treatment. These facilities may alternate with trees and other green buffer elements.

Where appropriate, curbside zones can also be utilized for stormwater management and bioretention, as well as planters for existing tree retention.

Figure 6.1.13 BLACK STREET (NORTH OF SHOREBIRD)



Utilities and district systems

© GOOGLE

7.1. Public utility infrastructure

The Master Plan Area will require typical utility services to support the development, such as: water, sewer, storm drainage, power, and telecom services. The public networks will be extended and improved to meet the demands of the plan.

The City is the purveyor of water, sanitary sewer, and storm drainage utilities. The Master Plan Area will connect to the existing water system and will provide service for recycled, domestic potable, and firewater uses. The existing sanitary sewer system, which collects from Santiago Villa and the south side of Space Park Way, will also be maintained.

The City recycled water system is proposed to extend south along N. Shoreline Boulevard to serve the parcels adjacent to U.S.-101 and east along Charleston Road to serve the Eco Gem and Shorebird Wilds. The Master Plan's commitment to more pervious open space results in a reduction of stormwater runoff. Stormwater will be managed in accordance with the City's Stormwater Quality Guidelines.

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

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

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

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

7.2. District systems

District systems, leveraging consolidation and mixed use diversity of usage, can deliver resource efficiency, reduced energy use and carbon emissions, and reduced potable water consumption.

By connecting resources across the Master Plan Area through the proposed private systems, the district would be more sustainable and resilient. Centralized infrastructure could also be upgraded more easily over time, allowing the Plan to continuously progress toward a decarbonized, closed-resource-loop district.

The integration of multiple systems in a single location would create significant operational benefits for end-users and reduce the demands placed on the City systems.

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

Potential systems include:

- district energy with a centralized, all-electric thermal heating and cooling production and associated distribution system, potentially leveraging thermal energy storage and ground coupling in the technology mix;
- district water reuse facility with centralized wastewater treatment, and district-scale low pressure wastewater collection and recycled water distribution systems;
- electrical microgrid consolidating behind a single point of connection local power generation and storage capabilities to enhance resilience and demand management as well as carbon intensity optimization;
- pneumatic waste collection system centralizing the collection of various waste streams to a single point of removal, residual waste streams that cannot be accommodated (e.g. bulky waste) will be collected via traditional methods using the City's preferred waste hauler;
- Optional resource recovery solutions, such as anaerobic digestion (or a similar process) to maximize waste diversion from landfill and to increase overall resource efficiency on-site.

A District Central Plant is proposed at the eastern end of Shorebird consolidating power, thermal energy, water, and waste systems for more efficient use, production, and handling of resources.

In addition to functioning as a mobility corridor, the Green Loop would act as a conduit for the portions of the underground distribution component of the district systems.

The corridor would minimize public right-of-way and public utility easement crossings, while also aiding access and maintenance. The corridor could include power, recycled water, sanitary sewer, pneumatic waste collection, thermal hydronics and a dedicated fiber network to connect the serviced buildings to the DCP.

DISTRICT SYSTEMS SCENARIOS

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

DEMAND BASED DISTRICT WASTEWATER & RECYCLED WATER SYSTEMS

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

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

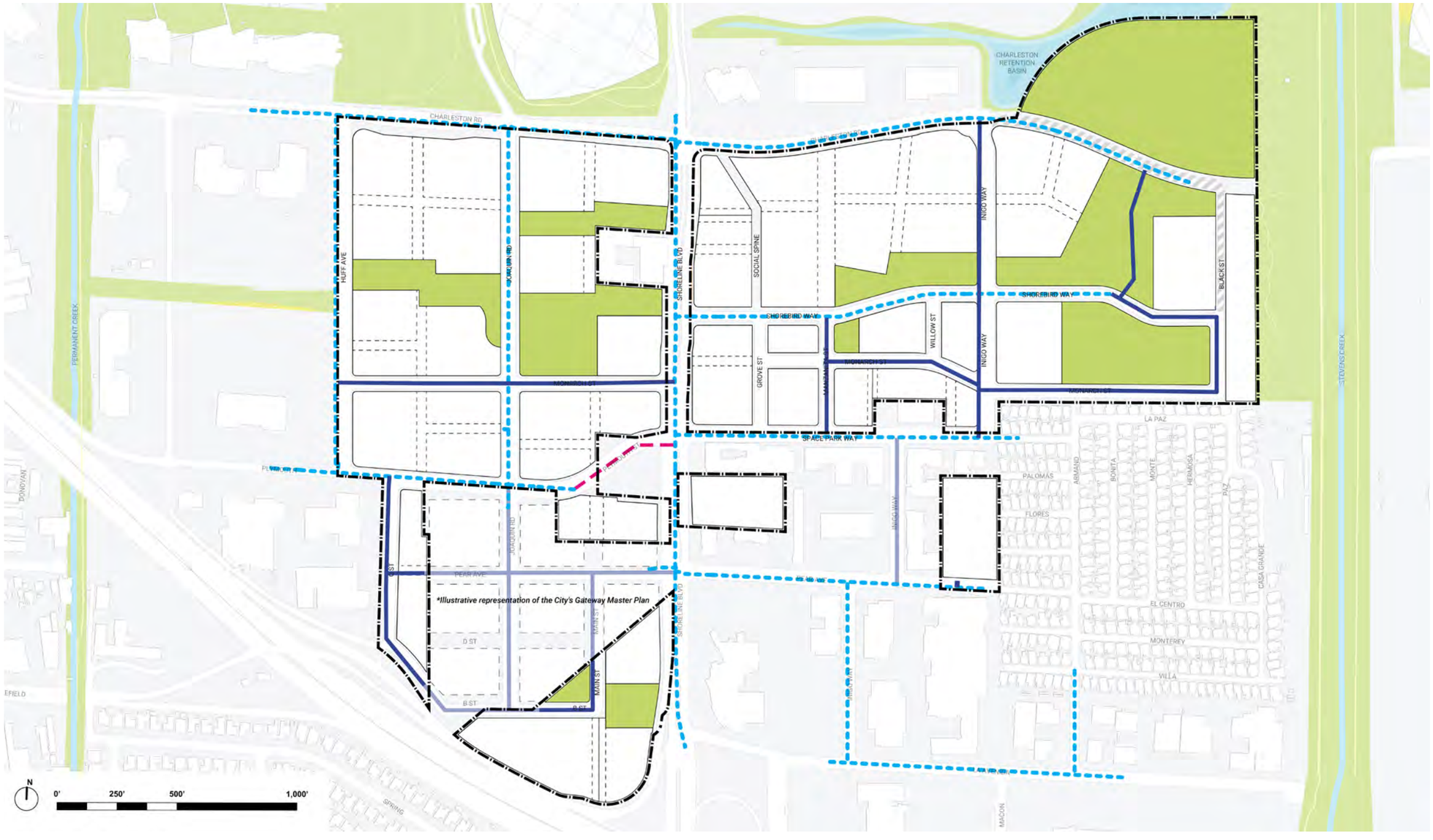
COLLABORATIVE SCENARIO (DISTRICT WASTEWATER & RECYCLED WATER ONLY)

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

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

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

Plan 7.1.1 DOMESTIC WATER



Key

- RECONFIGURED WATER
- PROPOSED WATER
- PROPOSED WATER TO BE CONSTRUCTED BY OTHERS THROUGH THE GATEWAY MASTER PLAN
- EXISTING WATER
- INDICATIVE LOCATION OF MID-BLOCK BREAKS/ PRIVATE DRIVEWAYS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- LIMITED ACCESS STREET
- PROJECT AREA

Note:

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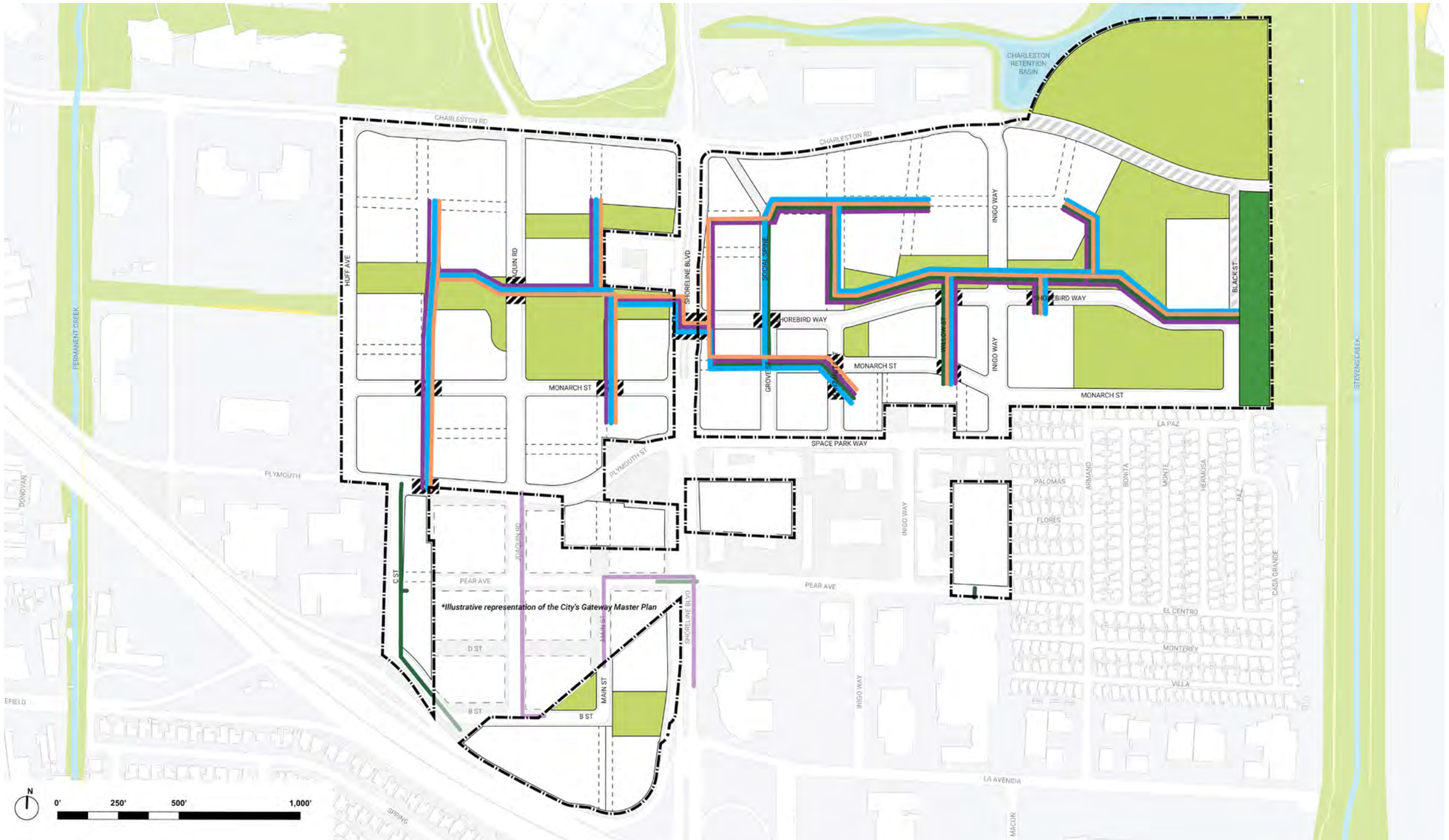
Master Plan. This Plan demonstrates a conceptual plan for the future development of the Master Plan Area. Roadway alignments, and land use parcels are general depictions. This Master Plan may be subsequently updated and modified in response to City comments as part of the design review process, and future zoning permit applications.

Plan 7.1.2 DISTRICT SYSTEMS



Key

- PROPOSED AWCS
- PROPOSED HEATING + COOLING + MICROGRID
- PROPOSED SANITARY SEWER
- PROPOSED SANITARY SEWER TO BE CONSTRUCTED BY OTHERS IN ACCORDANCE WITH GATEWAY MASTER PLAN
- PROPOSED RECYCLED WATER
- PROPOSED RECYCLED WATER TO BE CONSTRUCTED BY OTHERS IN ACCORDANCE WITH GATEWAY MASTER PLAN
- RIGHT OF WAY CROSSING [MAJOR ENCROACHMENT]
- DISTRICT CENTRAL PLANT
- INDICATIVE LOCATION OF MID-BLOCK BREAKS/ PRIVATE DRIVEWAYS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- LIMITED ACCESS STREET
- PROJECT AREA

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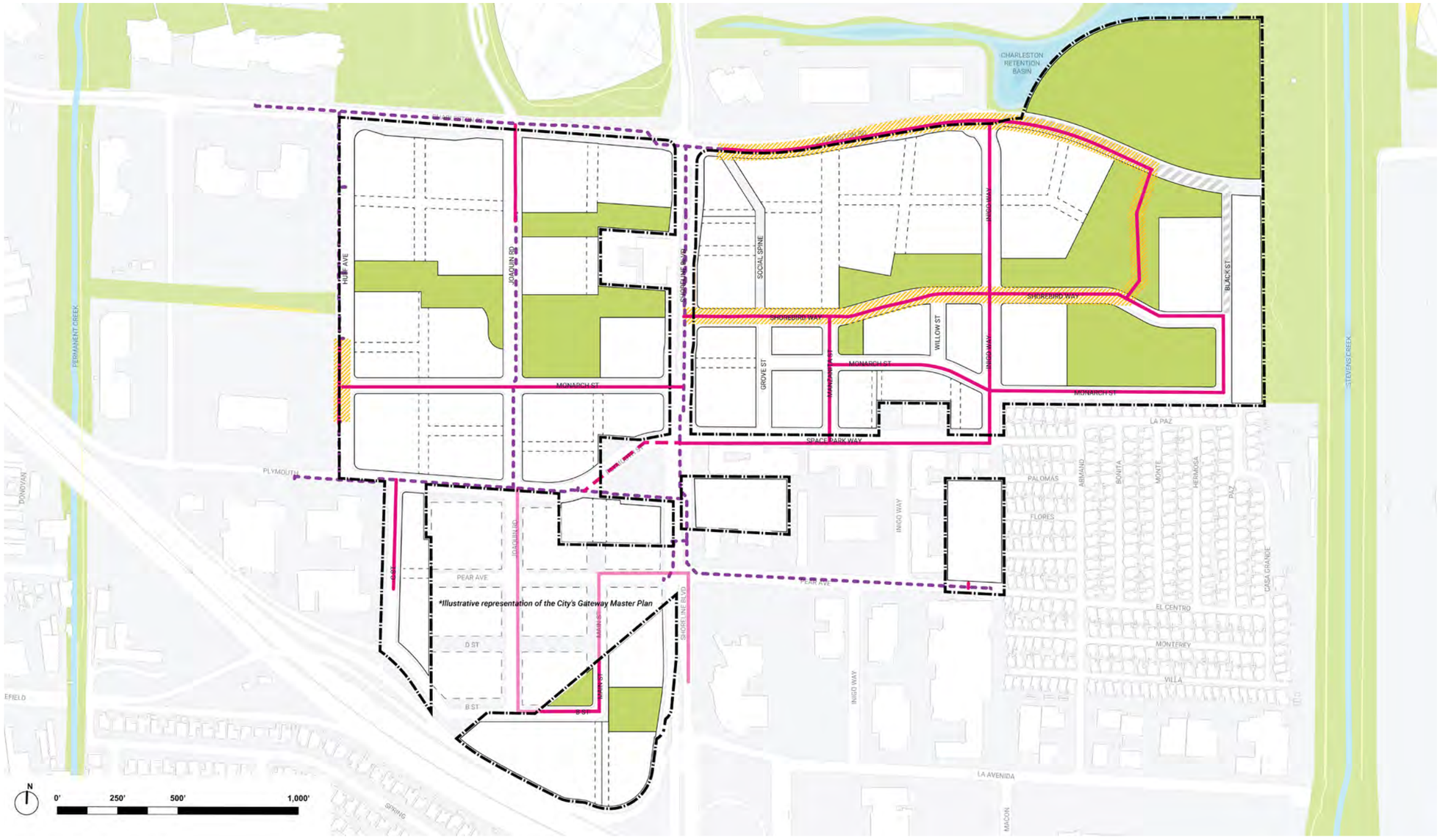
Plan 7.1.3 RECYCLED WATER (BUSINESS AS USUAL)



Key

- RECONFIGURED RECYCLED WATER
- PROPOSED RECYCLED WATER
- PROPOSED RECYCLED WATER TO BE CONSTRUCTED BY OTHERS THROUGH THE GATEWAY MASTER PLAN
- EXISTING RECYCLED WATER
- ANTICIPATED CITY RECYCLED WATER CIP
- INDICATIVE LOCATION OF MID-BLOCK BREAKS/ PRIVATE DRIVEWAYS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- LIMITED ACCESS STREET
- PROJECT AREA

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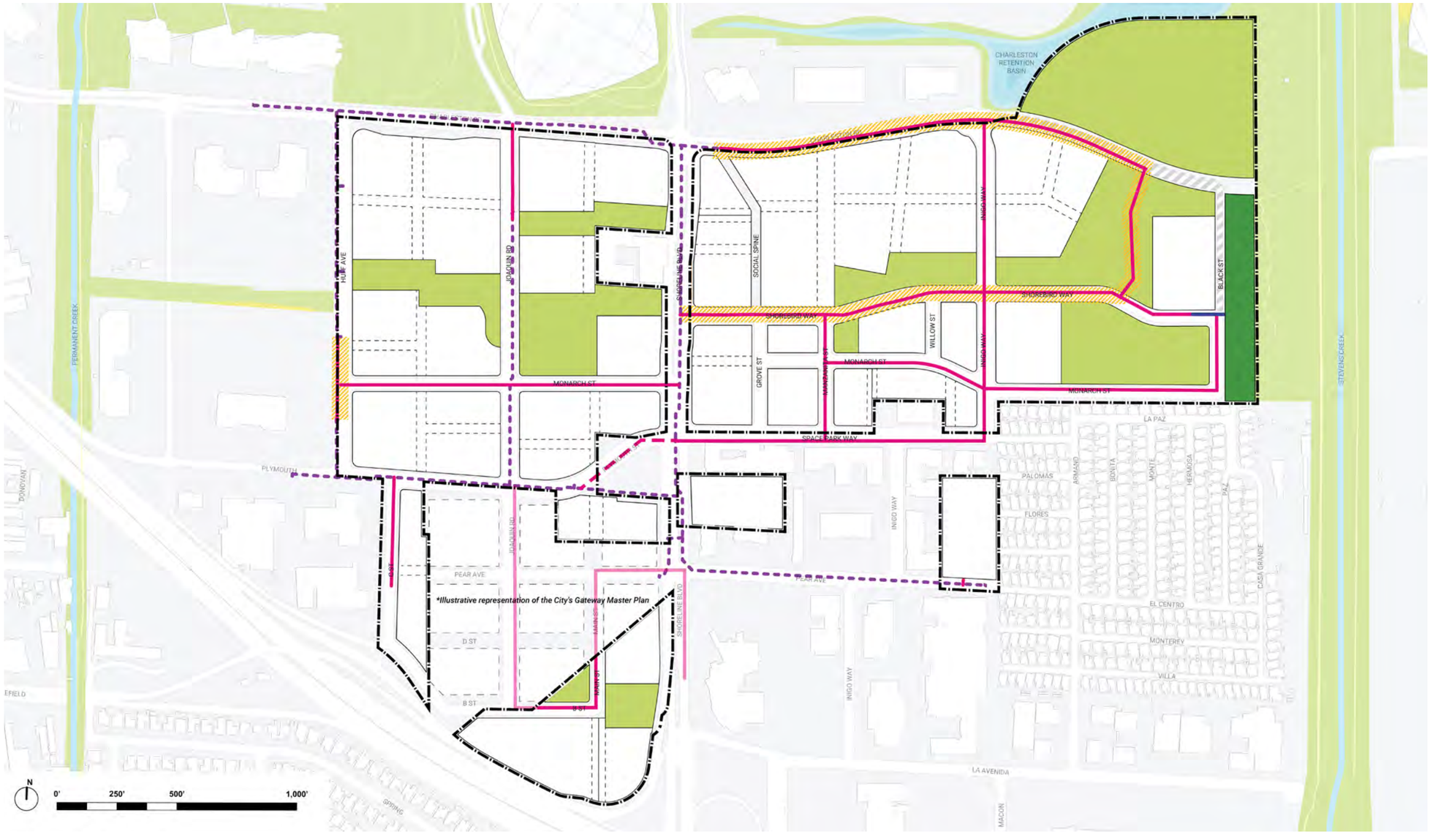
Plan 7.1.4 RECYCLED WATER (COLLABORATIVE SCENARIO)



Key

- RECONFIGURED RECYCLED WATER
- RECYCLED WATER [PUBLIC]
- RECYCLED WATER [PRIVATE]
- PROPOSED RECYCLED WATER TO BE CONSTRUCTED BY OTHERS IN ACCORDANCE WITH GATEWAY MASTER PLAN
- EXISTING RECYCLED WATER
- ANTICIPATED CITY RECYCLED WATER CIP
- DISTRICT CENTRAL PLANT
- INDICATIVE LOCATION OF MID-BLOCK BREAKS/ PRIVATE DRIVEWAYS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- LIMITED ACCESS STREET
- PROJECT AREA

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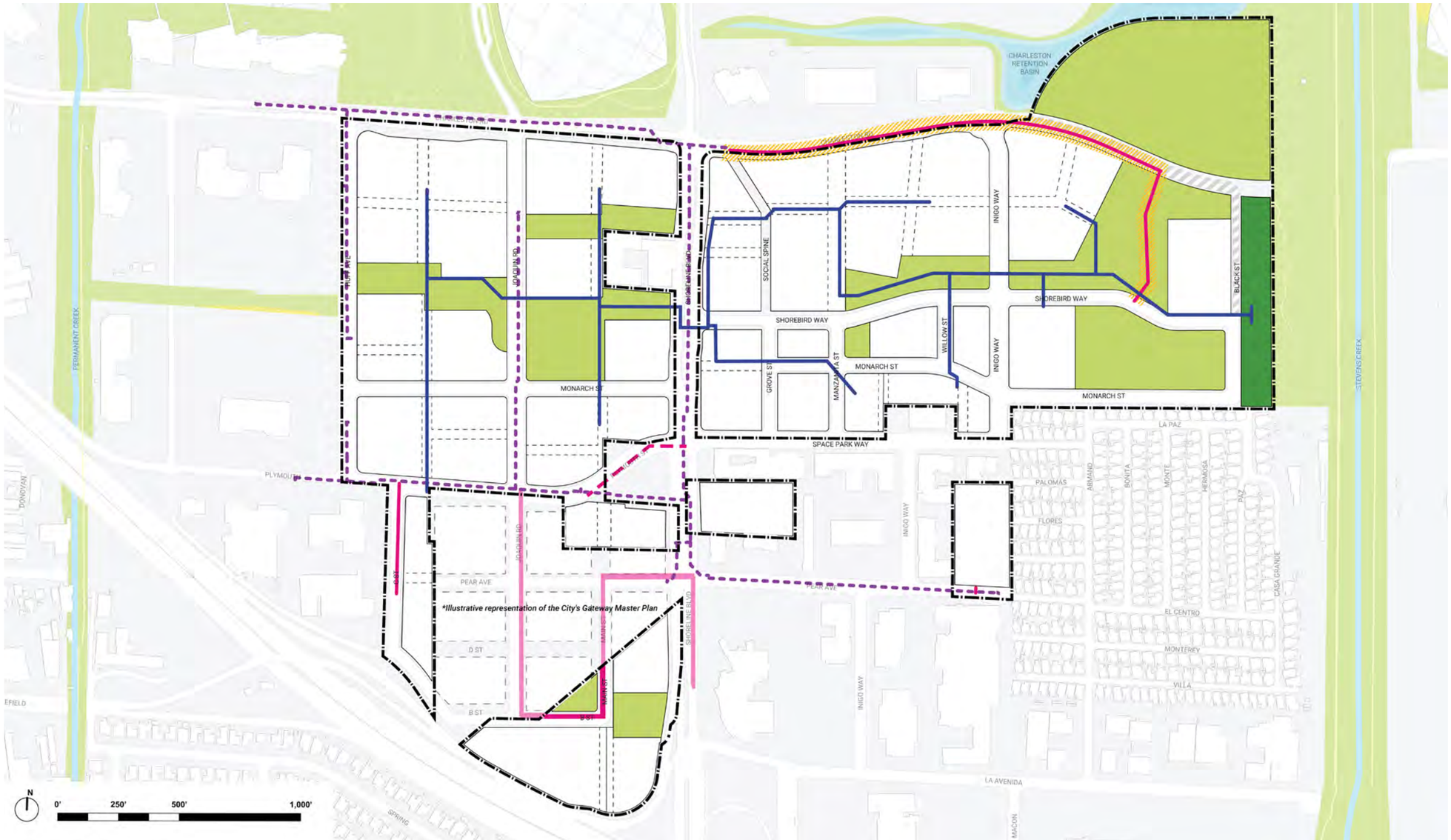
Plan 7.1.5 RECYCLED WATER (DISTRICT SYSTEMS)



Key

- RECONFIGURED RECYCLED WATER
- RECYCLED WATER [PUBLIC]
- RECYCLED WATER [PRIVATE]
- PROPOSED RECYCLED WATER TO BE CONSTRUCTED BY OTHERS IN ACCORDANCE WITH GATEWAY MASTER PLAN
- EXISTING RECYCLED WATER
- ANTICIPATED CITY RECYCLED WATER CIP
- DISTRICT CENTRAL PLANT
- INDICATIVE LOCATION OF MID-BLOCK BREAKS/ PRIVATE DRIVEWAYS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- LIMITED ACCESS STREET
- PROJECT AREA

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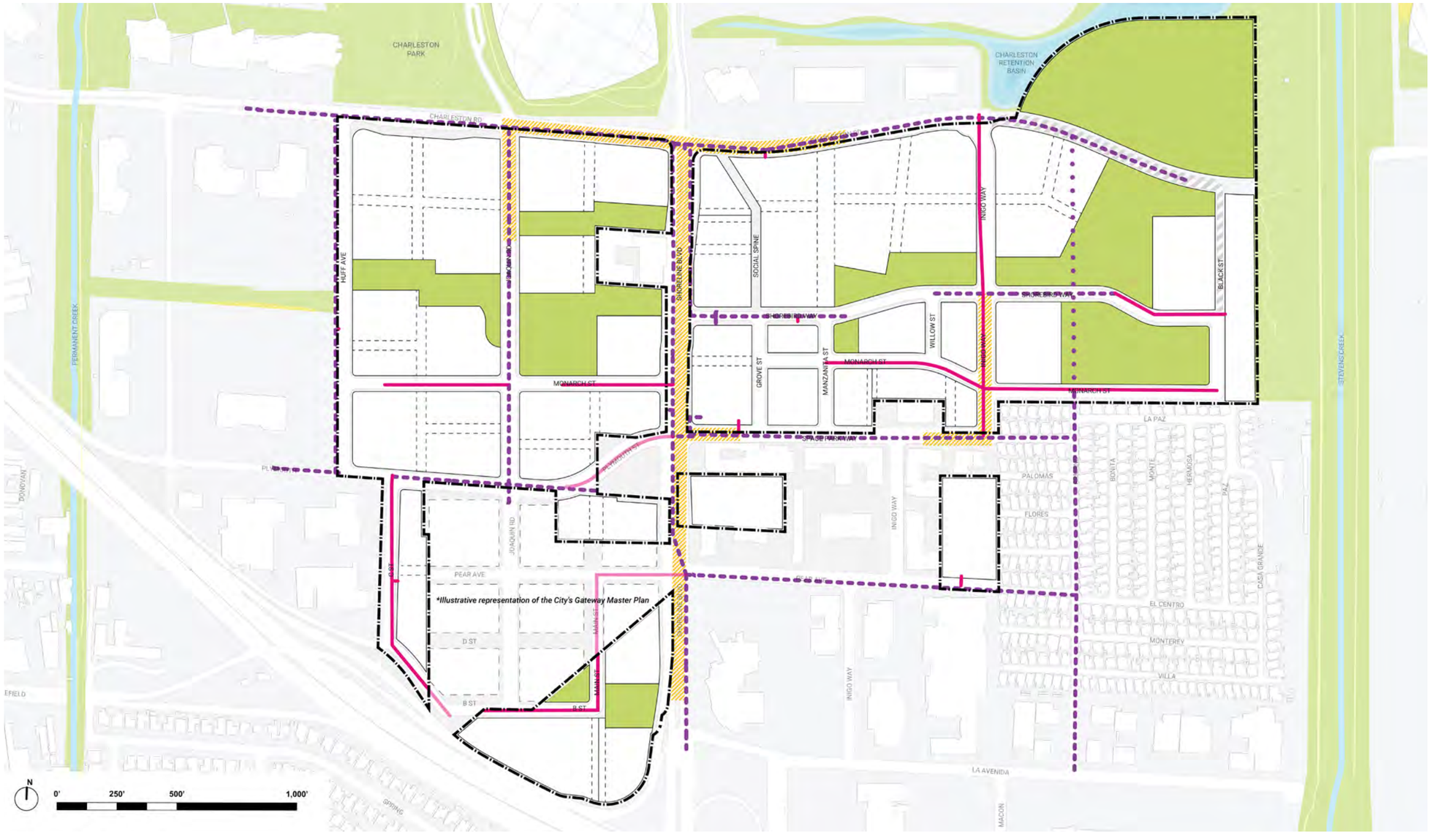
Plan 7.1.6 WASTEWATER (BUSINESS AS USUAL)



Key

- RECONFIGURED SEWER
- SANITARY SEWER
- PROPOSED SANITARY SEWER TO BE CONSTRUCTED BY OTHERS IN ACCORDANCE WITH GATEWAY MASTER PLAN
- EXISTING SEWER
- ANTICIPATED CITY SANITARY SEWER CIP
- INDICATIVE LOCATION OF MID-BLOCK BREAKS/ PRIVATE DRIVEWAYS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- LIMITED ACCESS STREET
- PROJECT AREA

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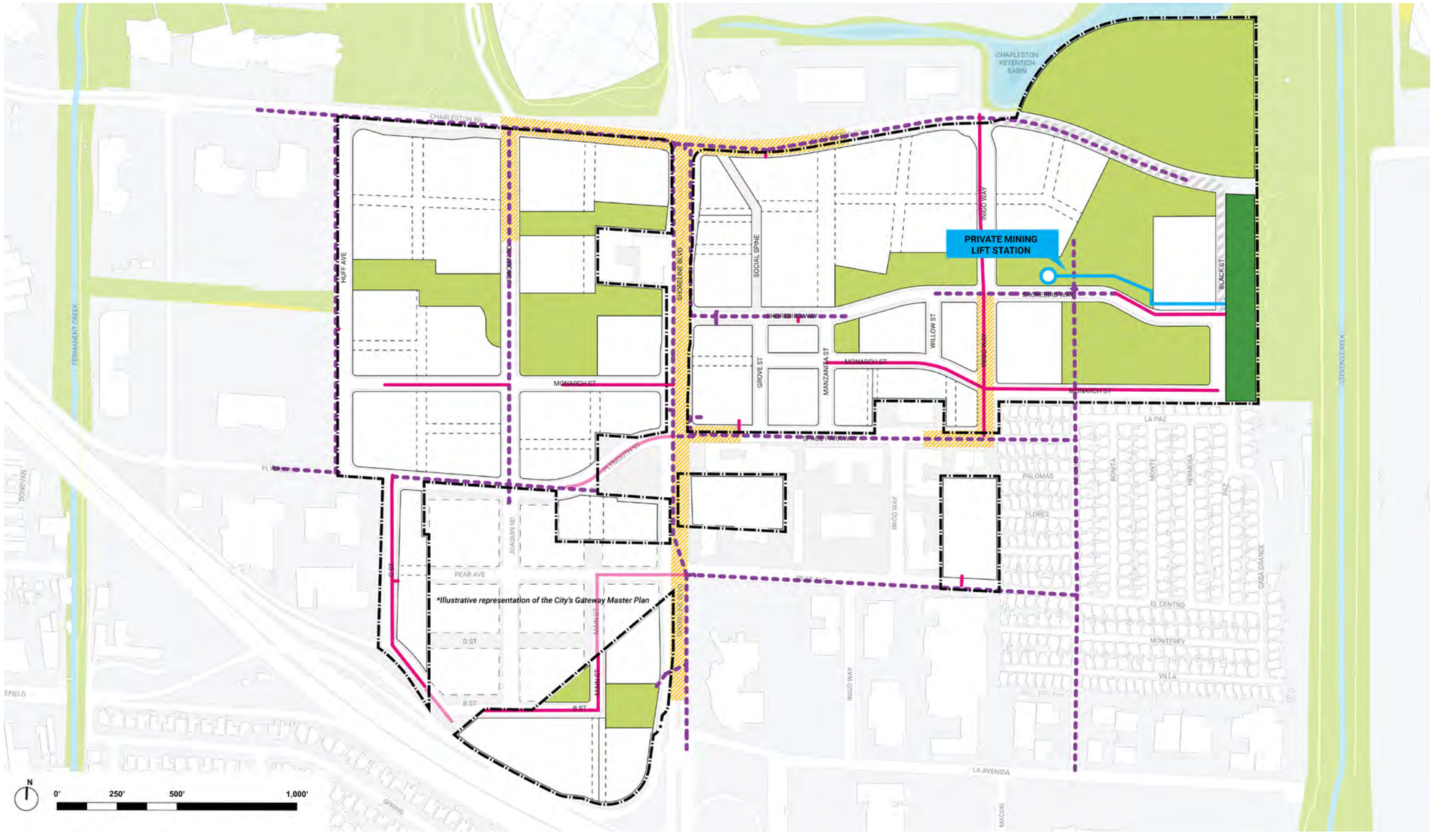
Plan 7.1.7 WASTEWATER (COLLABORATIVE SCENARIO)



Key

- RECONFIGURED SEWER
- SANITARY SEWER FORCE MAIN
- SANITARY SEWER
- PROPOSED SANITARY SEWER TO BE CONSTRUCTED BY OTHERS IN ACCORDANCE WITH GATEWAY MASTER PLAN
- EXISTING SEWER
- ANTICIPATED CITY SANITARY SEWER CIP
- DISTRICT CENTRAL PLANT
- INDICATIVE LOCATION OF MID-BLOCK BREAKS/ PRIVATE DRIVEWAYS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- LIMITED ACCESS STREET
- PROJECT AREA

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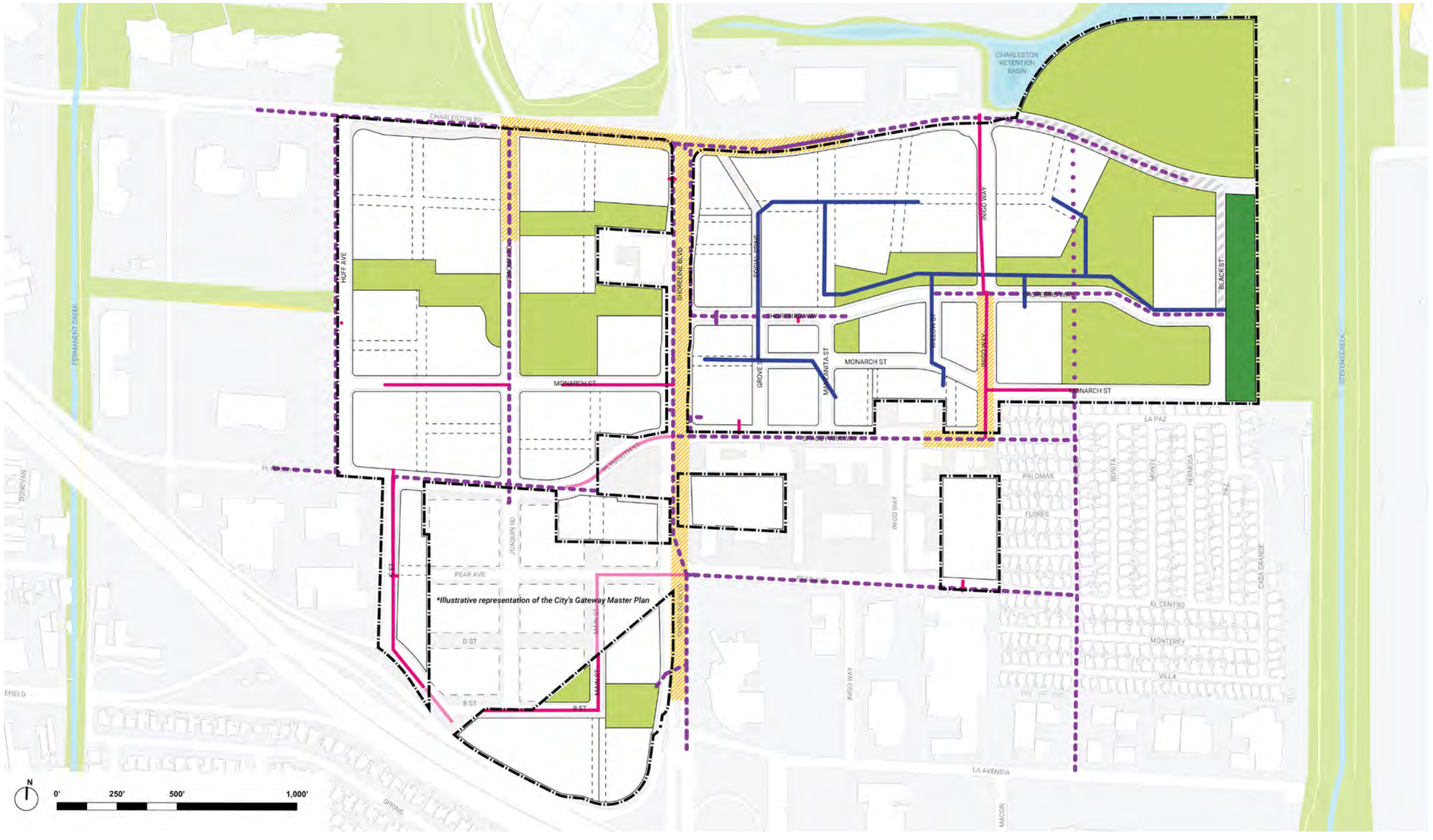
Plan 7.1.8 WASTEWATER (DISTRICT SYSTEMS)



Key

- RECONFIGURED SEWER
- SANITARY SEWER [PUBLIC]
- SANITARY SEWER [PRIVATE]
- PROPOSED SANITARY SEWER TO BE CONSTRUCTED BY OTHERS IN ACCORDANCE WITH GATEWAY MASTER PLAN
- EXISTING SEWER
- ANTICIPATED CITY SANITARY SEWER CIP
- DISTRICT CENTRAL PLANT
- INDICATIVE LOCATION OF MID-BLOCK BREAKS/ PRIVATE DRIVEWAYS
- CONCEPTUAL DEVELOPMENT BLOCKS
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7.3. Stormwater management

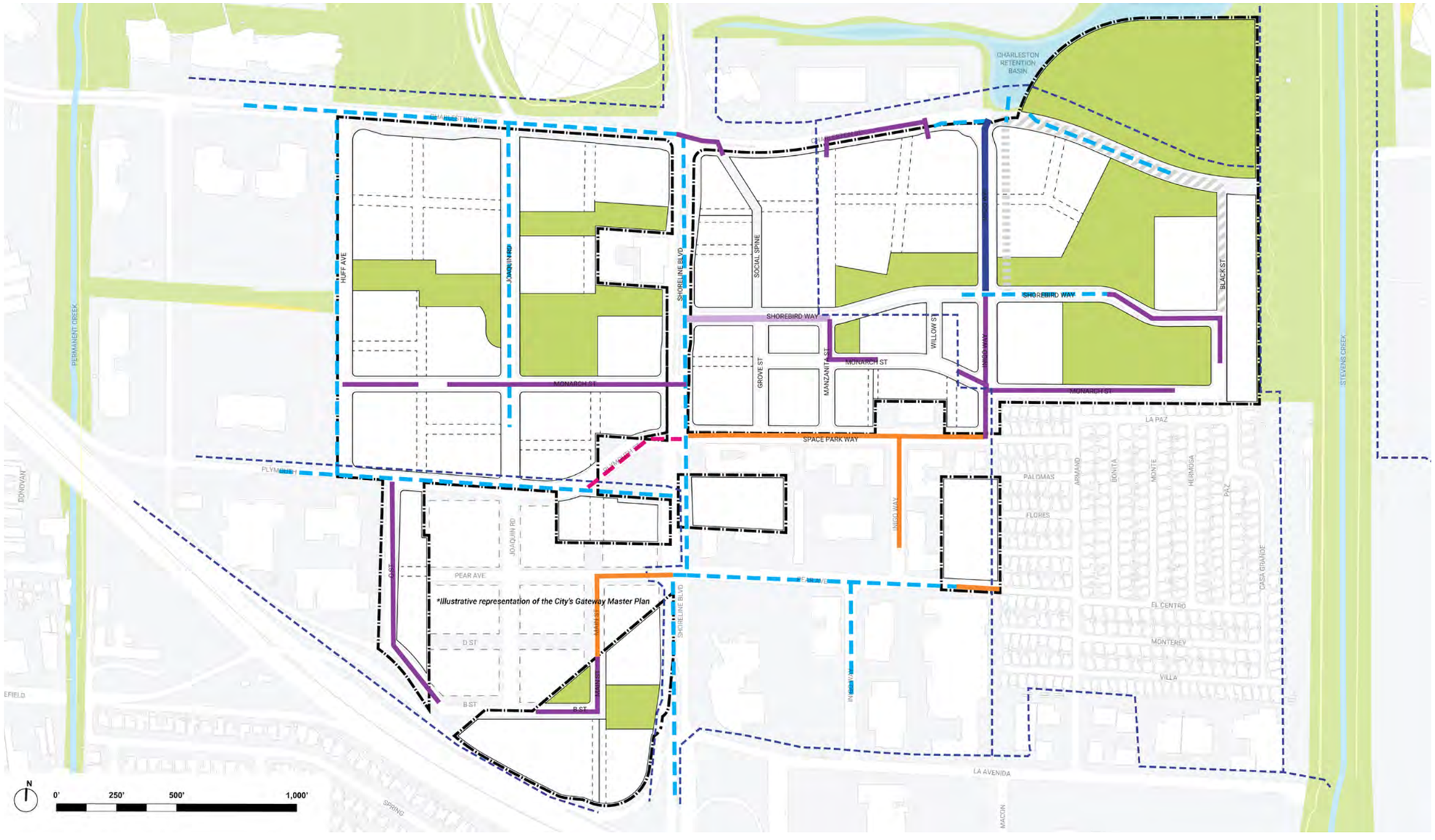
The Master Plan Area is being transformed from a landscape of asphalt parking lots and hard-piped infrastructure to an integrated network of drainage and stormwater management. The landscaped areas will incorporate nature-based stormwater solutions that will reduce impacts on municipal infrastructure,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

Stormwater management design will aim to improve stormwater quality and reduce stormwater runoff rates. Site design will increase pervious surfaces and strive to restore ecological flow patterns. This combination will support natural areas that have been mostly lost in the area while increasing connection to nature. It will also contribute to more comfortable microclimates, help to reduce urban heat island effects, increase evapotranspiration, and reduce irrigation use. Due to the scale of the project, the transformation and implementation of these improvements will vastly improve stormwater quality before discharging into the San Francisco Bay.

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

Stormwater management will be delivered generally in accordance with *Plans 7. 1.9* & *7.1.10*.

Plan 7.1.9 STORM DRAIN



Key

- RECONFIGURED STORM DRAIN
- EXISTING STORM DRAIN
- EXISTING STORM DRAIN MAIN (TO BE REMOVED)
- EXISTING STORM DRAIN (TO BE UPSIZED)
- PROPOSED STORM DRAIN MAIN RELOCATION
- PROPOSED STORM DRAIN
- EXISTING STORM DRAIN (CATCHMENT AREA TO BE MAINTAINED)
- INDICATIVE LOCATION OF MID-BLOCK BREAKS/ PRIVATE DRIVEWAYS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- LIMITED ACCESS STREET
- PROJECT AREA

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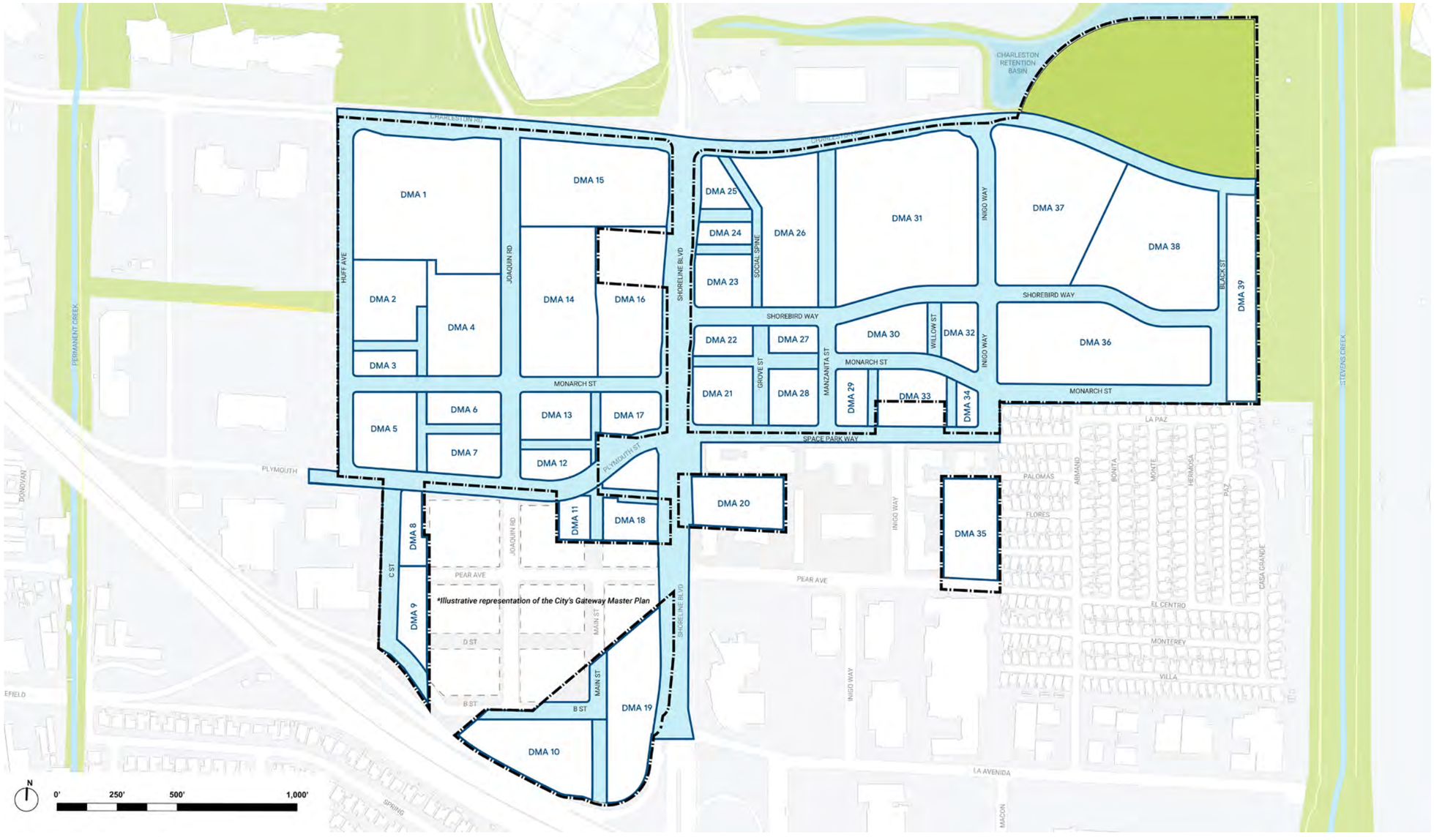
Plan 7.1.10 STORMWATER MANAGEMENT



Key

- STREETSCAPE DRAINAGE MANAGEMENT AREA
- ON-SITE DRAINAGE MANAGEMENT AREA
- INDICATIVE LOCATION OF MID-BLOCK BREAKS/ PRIVATE DRIVEWAYS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- PROJECT AREA

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Phasing Plan

© LENDLEASE

Phasing

The Master Plan will be implemented in phases, and is subject to ongoing review of market conditions and schedule of performance obligations. This Phasing Plan describes a potential phasing option and is subject to change at the discretion of Google as set forth in Section [____] of the Development Agreement.

The location of phasing boundaries is conceptual and reflective of land use phasing only. Phasing boundaries are not inclusive of the location of horizontal improvements (either within the Master Plan Area or off-site), such as new streets, utilities etc, needed to serve each phase. Where feasible, phasing can occur concurrently.

Shorebird will be delivered as the first Complete Neighborhood in three phases. Delivery of Shorebird will include the shared district parking structure at Shoreline Amphitheatre. Phase 1 includes development of two noncontiguous development parcels in Pear, and one noncontiguous development parcel in Joaquin South.

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

The improvement of POPAs and the dedication of land for public parks and affordable housing will be delivered generally in accordance with *Table C.1.1.*

Office relocation

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

Table C.1.1 POPAS AND LAND DEDICATIONS BY PHASE

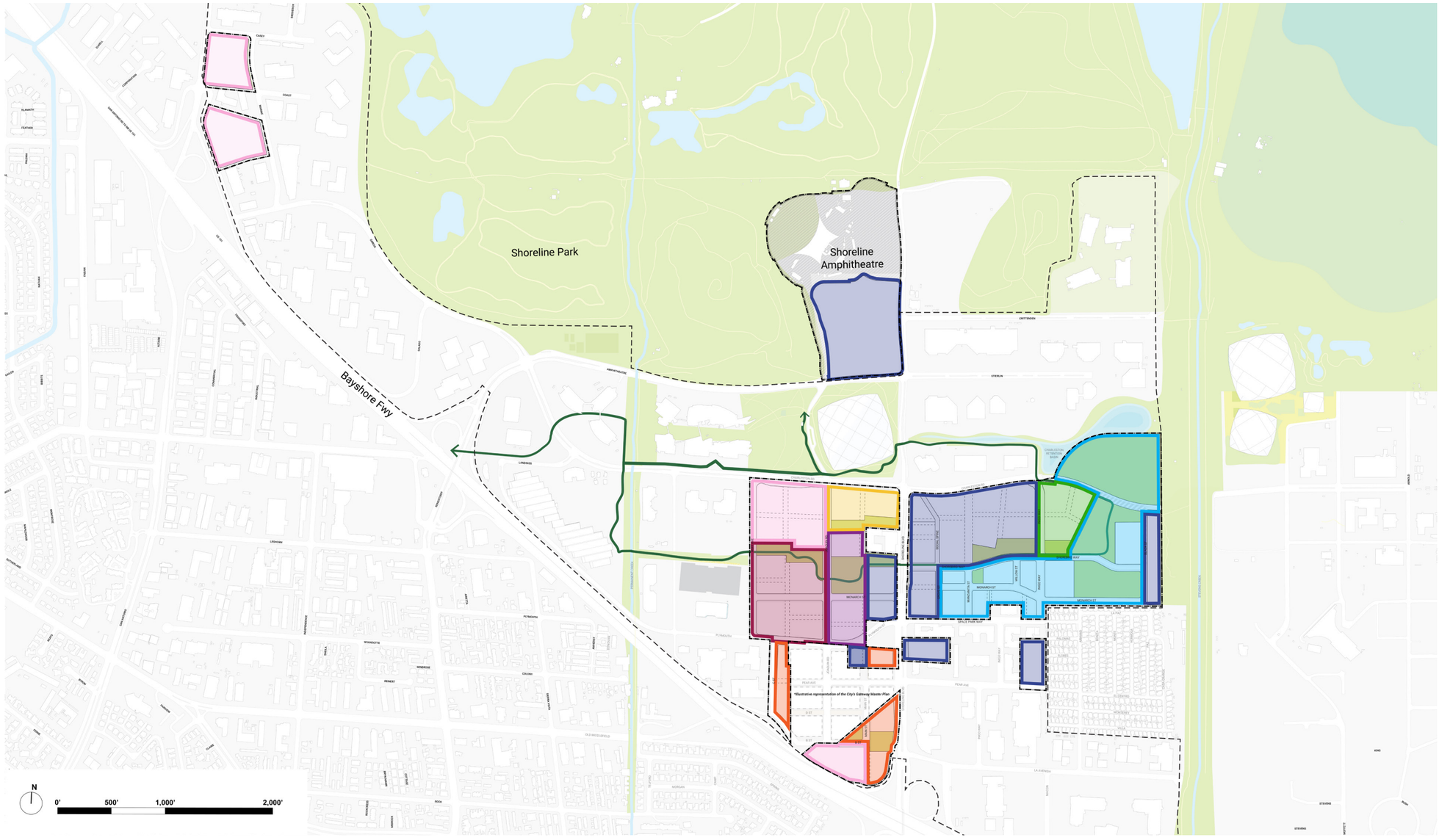
PHASE	POPA	PARK LAND DEDICATION	AFFORDABLE HOUSING DEDICATION
Phase 1	Greenway Park West The Portal	—	Parcel PE-BR-2 (VTM PE2) Part of Parcel JS-BR-2 (VTM JS3)
Phase 2	Shorebird Wilds	Eco Gem Shorebird Yard Shorebird Square	Parcel SB-BR-6 (VTM SB25)
Phase 3	Greenway Park East	—	—
Phase 4	Joaquin Grove	—	—
Phase 5		Joaquin Commons	Part of Parcel JN-BR-7 (VTM JN19)
Phase 6		—	—
Phase 7	Joaquin Terrace	—	Part of Parcel JN-BR-1 (VTM JN6)
Phase 8	—	Greenway Plaza Shoreline Square	Part of Parcel JS-BR-1 (VTM JS2)

Table C.1.2 DEVELOPMENT PROGRAM BY PHASE

LAND USE	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
Residential units	2,080du	1,291 du	0 du	0 du	899 du	0 du	1,803 du	927 du
• Residential	2,076,342 sf	1,306,000 sf	0 sf	0 sf	925,000 sf	0 sf	1,923,000 sf	957,000 sf
• Residential parking	527,000 sf	311,000 sf	0 sf	0 sf	193,000 sf	0 sf	460,000 sf	225,000 sf
• Residential parking stalls	1,208 stalls	894 stalls	0 stalls	0 stalls	740 stalls	0 stalls	1,399 stalls	461 stalls
Rebuilt office	1,067,720 sf	0 sf	188,489 sf	0 sf	0 sf	586,438 sf	0 sf	0 sf
New office	181,695 sf	0 sf	201,690 sf	486,280 sf	0 sf	183,585 sf	0 sf	250,000 sf
Total office	1,249,415 sf	0 sf	390,179 sf	486,280 sf	0 sf	770,023 sf	0 sf	250,000 sf
Rebuilt active uses	2,220 sf	0 sf	0 sf	0 sf	0 sf	0 sf	0 sf	8,836 sf
New active uses	155,898 sf	107,659 sf	1,000 sf	0 sf	12,047 sf	4,000 sf	0 sf	7,340 sf
Total active uses	159,118 sf	107,659 sf	1,000 sf	0 sf	11,047 sf	4,000 sf	0 sf	16,176 sf
Hotel	160,000 sf	0 sf	0 sf	0 sf	0 sf	0 sf	0 sf	180,000 sf
	±250 keys	±0 keys	±0 keys	±0 keys	±0 keys	±0 keys	±0 keys	±275 keys
District Central Plant	130,000 sf	0 sf	0 sf	0 sf	0 sf	0 sf	0 sf	0 sf
TOTAL	4,301,875 sf	1,724,659 sf	391,179 sf	486,280 sf	1,129,047 sf	774,023 sf	2,383,000 sf	1,628,176 sf
Dedicated park land	±0.0 ac	±15.1 ac	±0.0 ac	±0.0 ac	±2.6 ac	±0.0 ac	±0.0 ac	±1.2 ac
POPA	±2.6 ac	±4.9 ac	±0.6 ac	±1.4 ac	±0.0 ac	±0.0 ac	±2.2 ac	±0.0 ac

PHASING

Plan C.1.1 PHASING PLAN



Key

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 5
- PHASE 6
- PHASE 7
- PHASE 8
- INDICATIVE LOCATION OF MID-BLOCK BREAKS/ PRIVATE DRIVEWAYS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- LIMITED ACCESS STREET
- PROJECT AREA
- NBPP BOUNDARY
- AREA NOT SUBJECT TO REDEVELOPMENT

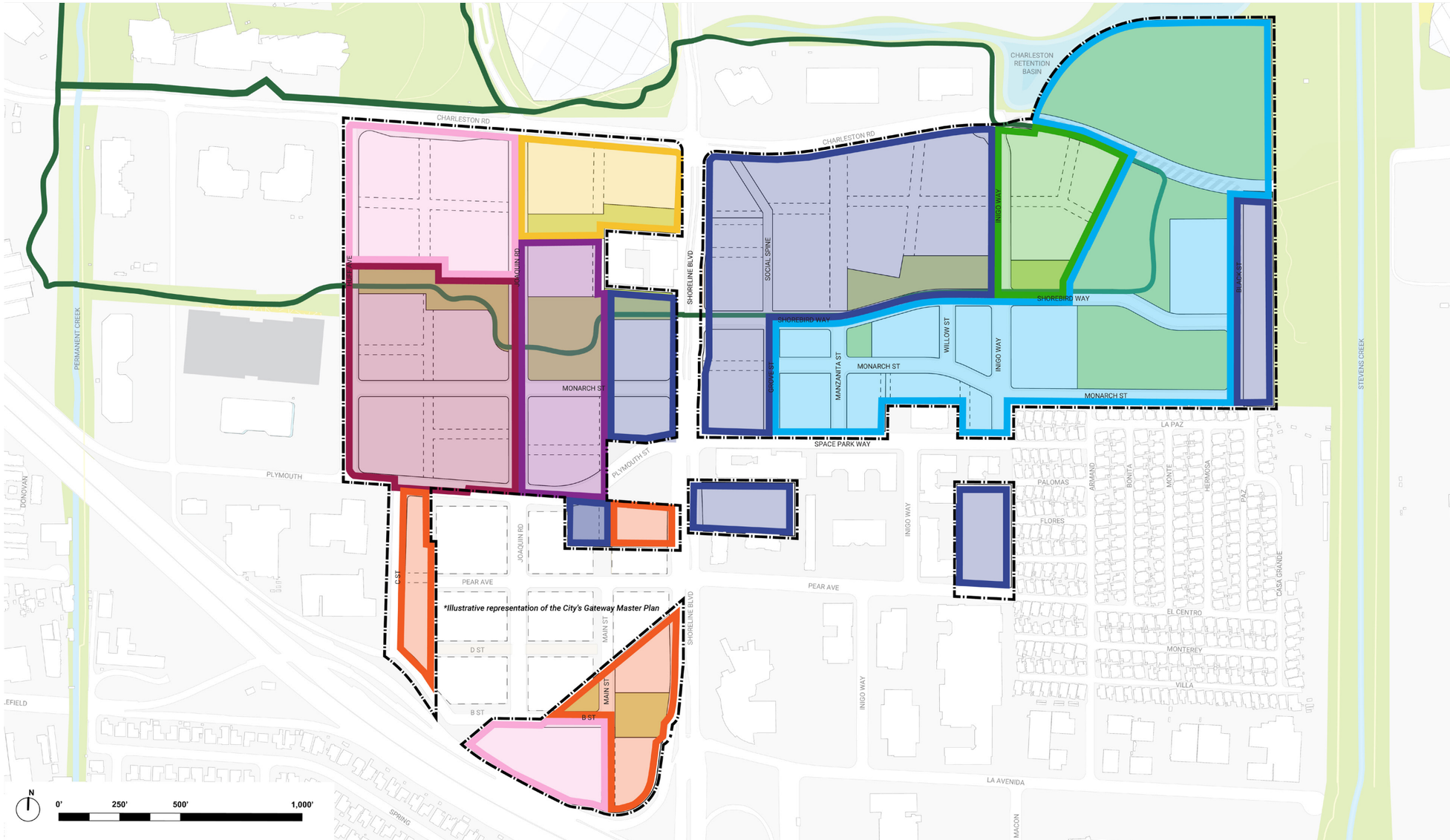
Note:

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

The location of phasing boundaries is conceptual and reflective of land use phasing only. Phasing boundaries are not inclusive of the location of horizontal improvements (either within the Project Area or off-site) such as new streets, utility lines etc needed to serve each phase.

This Plan is part of the North Bayshore Framework Master Plan. This Plan demonstrates a conceptual plan for the future development of the Master Plan Area. Roadway alignments, and land use parcels are general depictions. This Master Plan may be subsequently updated and modified in response to City comments as part of the design review process, and future zoning permit applications.

Plan C.1.2 PHASING PLAN (CORE PROJECT AREA)



Key

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 5
- PHASE 6
- PHASE 7
- PHASE 8
- INDICATIVE LOCATION OF MID-BLOCK BREAKS/ PRIVATE DRIVEWAYS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- LIMITED ACCESS STREET
- PROJECT AREA

Note:

The location of phasing boundaries is conceptual and reflective of land use phasing only. Phasing boundaries are not inclusive of the location of horizontal improvements (either within the Project Area or off-site) such as new streets, utility lines etc needed to serve each phase.

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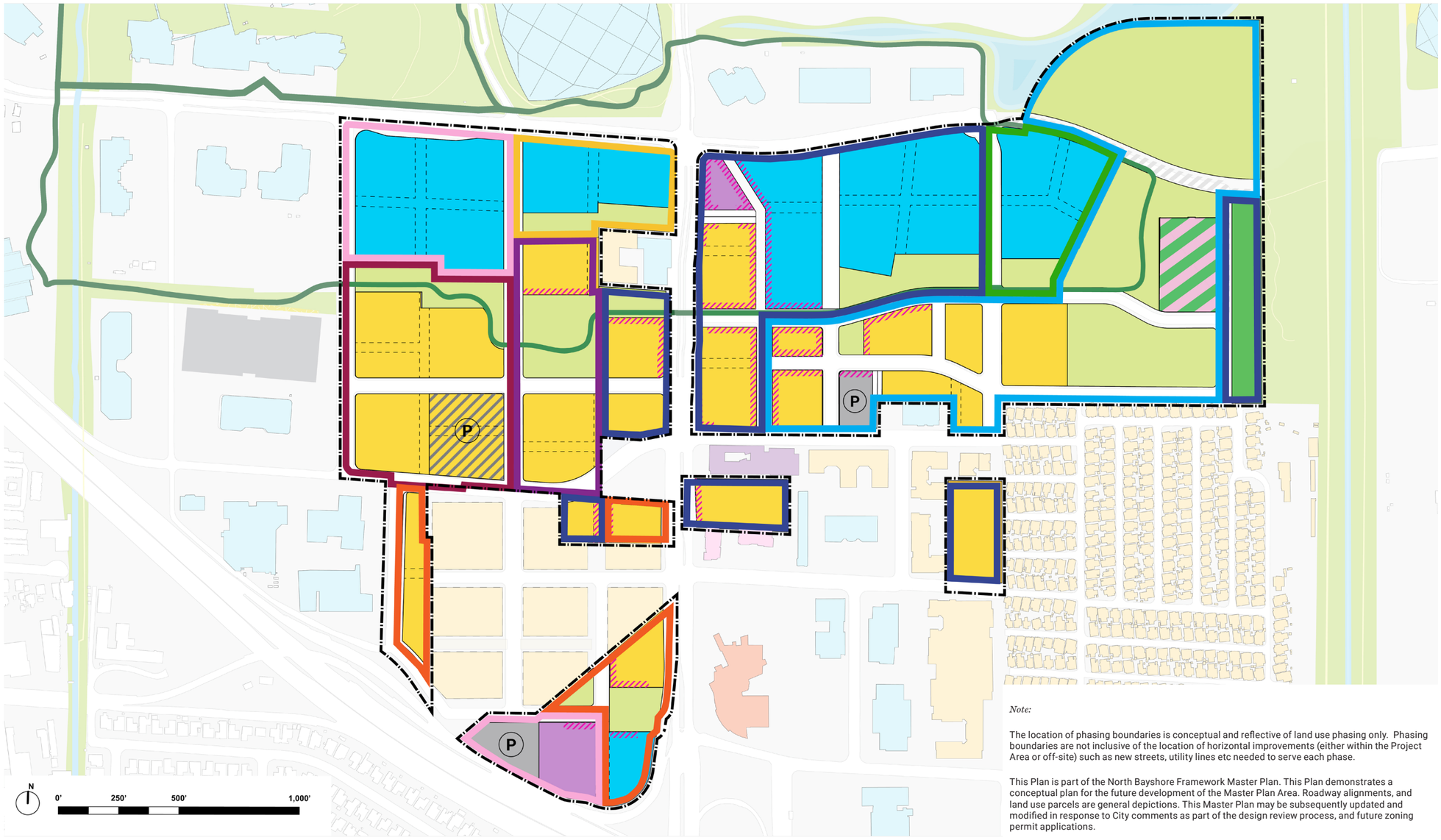
Plan C.1.3 PHASING PLAN (CORE PROJECT AREA BY LAND USE)



Key

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 5
- PHASE 6
- PHASE 7
- PHASE 8
- OFFICE
- RESIDENTIAL
- ACTIVE USES
- HOTEL
- FLEX - PARKING, RESIDENTIAL
- FLEX - COMMUNITY USE, DISTRICT SYSTEMS
- PARKING
- DISTRICT CENTRAL PLANT
- GREEN LOOP
- INDICATIVE LOCATION OF MID-BLOCK BREAKS/ PRIVATE DRIVEWAYS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- LIMITED ACCESS STREET
- PROJECT AREA

Note:

The location of phasing boundaries is conceptual and reflective of land use phasing only. Phasing boundaries are not inclusive of the location of horizontal improvements (either within the Project Area or off-site) such as new streets, utility lines etc needed to serve each phase.

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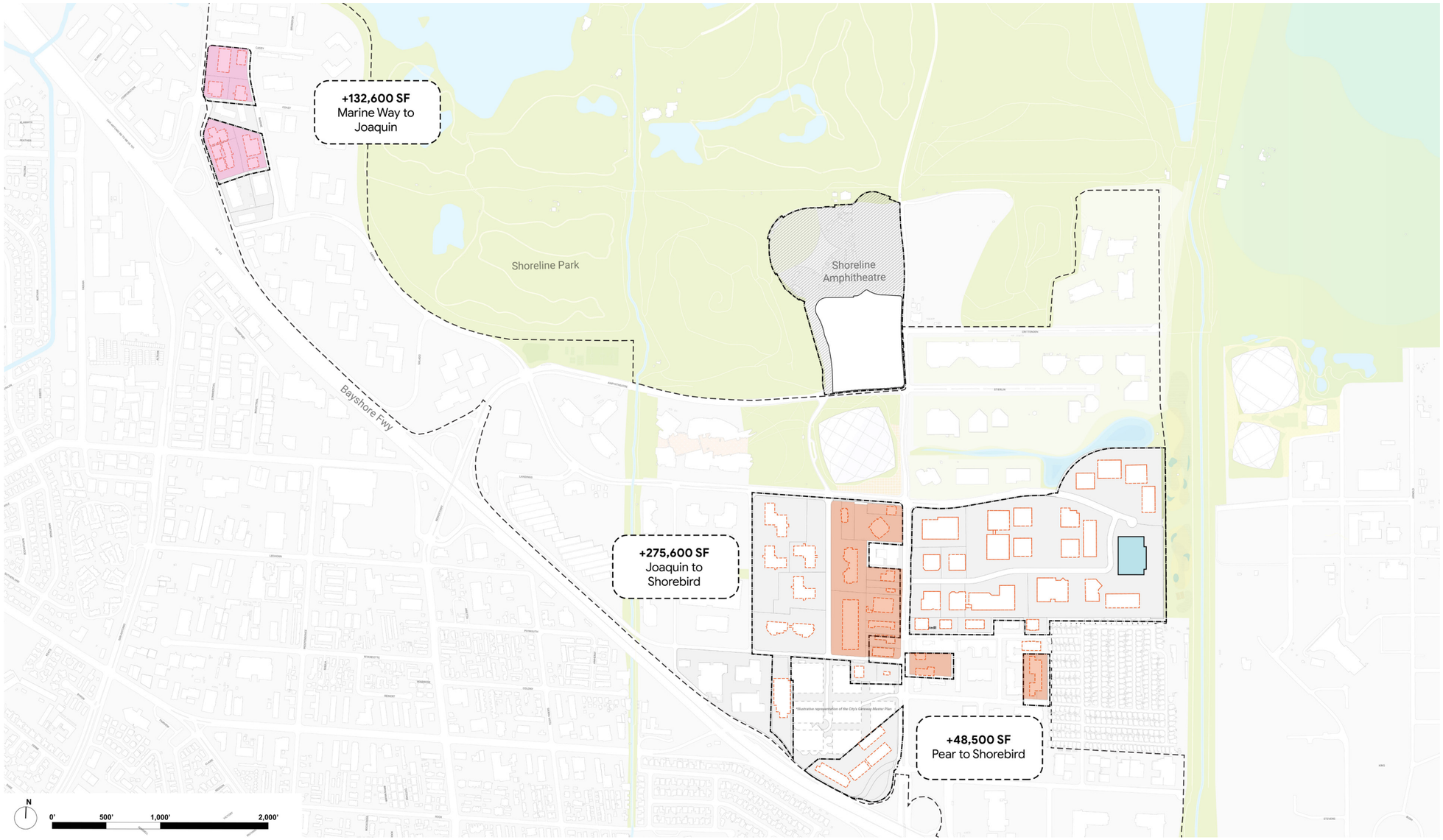
Plan C.1.4 EXISTING OFFICE TRANSFER



Key

- GSF TO JOAQUIN
- GSF TO SHOREBIRD
- BUILDINGS TO BE REMOVED
- EXISTING BUILDING TO REMAIN
- EXISTING OPEN SPACE
- PROJECT AREA
- NBPP BOUNDARY
- AREA NOT SUBJECT TO REDEVELOPMENT

Note:

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

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Sustainability and resilience

© LENDLEASE

8.1. Sustainability and resilience

GREEN BUILDINGS + SITE DESIGN

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

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

Site design will focus on increasing tree canopy; expanding vegetated areas; providing comfortable microclimates through shading and minimizing hardscape; utilizing native species as much as possible; and protecting and enhancing adjacent sensitive ecosystems.

FLOOD MANAGEMENT

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

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

The Project seeks to integrate stormwater management best practices throughout the Master Plan Area to provide micro detention across the site during intense storm events.

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

The Plan will minimize the potential consequences of sea level rise by locating development in upland areas. All new buildings will be protected against the projected year 2070 sea level rise through the implementation of regional capital improvement projects focused on sea level rise protection, as identified in the NBPP and the most recent updated Council Report, "021 Shoreline Sea Level Rise Study Update, dated June 22, 2021. Interconnected regional sea level rise mitigation projects are best suited to serve as critical infrastructure across all waterfront cities to protect the City's residents and communities from future climate change impacts.

RENEWABLE ENERGY

Commercial and residential buildings will be energy efficient and all-electric and will leverage on-site renewable energy to contribute toward achieving a carbon-free future. New construction will target highly efficient design solutions that meet or exceed California's Title 24, Part 6 Energy Code as well as the City's Reach Code. Buildings will leverage passive design and high-performance mechanical system strategies to drive down energy use and make the on-site renewable energy as impactful as possible.

The potential district system solution, in particular thermal heating and cooling and the microgrid, will also serve to further improve district-wide energy efficiency, resilience, and renewable energy use, adding storage, demand management and carbon shifting strategies to the mix of solutions.