Google

North Bayshore Master Plan

Implementation Plan

04.2023

Project team

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SERA: OFFICE ARCHITECT

SCB: RESIDENTIAL ARCHITECT

SECOND NATURE: ECOLOGY

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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

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Preface

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

The Master Plan and the Development Agreement are interdependent and require Google and the City to work together to balance financial feasibility, value creation, and certainty with regard to entitlements and costs. The Development Agreement was approved and executed 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 Implementation Plan* ("Implementation Plan") outlines the Project's implementation and phasing strategies.

The Master Plan is the first step in realizing the Precise Plan' goals to create Complete Neighborhoods. A suite of accompanying documents support the long-term implementation of the Master Plan, including a subsequent EIR, Development Agreement, Vesting Tentative Map, and this Implementation Plan.

Introduction

This Implementation Plan contains information demonstrating how the Master Plan's post entitlement buildout complies with the NBPP, Mountain View Municipal Code, and other key documents needed for implementation of the Master Plan.

Appendix A
Planning conformance

04.2023

A1. Complete Neighborhoods conformance framework

General plan conformance

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

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

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

Table A1.1 COMPLETE NEIGHBORHOODS ASSESSMENT FRAMEWORK

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

Precise plan conformance

The Precise Plan is the governing document that guides all land use and development decision-making within North Bayshore. The document consists of an overall vision for North Bayshore, guiding principles, development standards, and guidelines. This Master Plan addresses how the Project responds to and implements the NBPP's vision and principles.

VISION AND GUIDING PRINCIPLES

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

Create complete neighborhoods; create distinct areas with North Bayshore

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

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

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

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

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

Promote housing affordability

The Master Plan provides 15 percent of the residential units as affordable facilitated via land dedication to CMV.

The Master Plan proposes the development of up to 7,000 residential units to provide a range of housing types and sizes, including affordable housing that will service a range of low, moderate, and middle-income households consistent with the *North Bayshore Affordable Housing Administrative Guidelines.*

Enhance ecosystems and habitat

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

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

Anchored by the existing egret rookery, the Shorebird Wilds will provide a large native meadow and aid in native species restoration. A portion of the Shorebird Way ROW will be vacated to expand the rehabilitated area and remove vehicular traffic.

The part of Charleston Road east of Inigo Way will have limited access, while maintaining pedestrian and bicycle access, in order to create connected natural areas north and south of Charleston Road. 1201 Charleston Rd will be retained.

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

Improve transportation connections to North Bayshore

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

Expand and improve public spaces

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

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

Create walkable, human-scale blocks

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

Concentrate growth to support transit

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

Make the area highly sustainable

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

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

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

Google is exploring district-scale infrastructure to improve efficiency of material, energy and water uses through the deployment of innovative district systems.

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

Promote transit, biking, and walking

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

The Social Spine will serve as a north-south pedestrian-priority connector within Shorebird.

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

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

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

Construct buildings that support public areas

The amplification of the public realm is a key organizing principle of the Master Plan. A finer street grid on and near active streets will promote pedestrian permeability. Ground floors of all buildings will have transparency and human-scaled design so as to enhance the pedestrian experience, with active uses located along the Social Spine, Shorebird Way, Grove Street, Monarch Street, and Shoreline Square. Smaller-scaled pavilions and kiosks within parks may serve as platforms for temporary or permanent creative programming.

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

Minimize the potential consequences of sea level rise

The Master 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 City's implementation of regional capital improvement projects focused on sea level rise protection, as identified in the NBPP and the most recent updated Council Report, *2021 Shoreline Sea Level Rise Study Update* from June 22, 2021.

Promote economic diversity

Active streets will provide for a range of retail, neighborhood services, and entertainment uses. These spaces will be largely located within ground floors along the Social Spine, Shorebird Way, Grove Street, Monarch Street, and abutting The Portal, Joaquin Commons, Shorebird Square, and Shoreline Square, along with flex kiosks in each neighborhood.

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

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

Promote retail, entertainment, and the arts

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

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

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

COMPLETE NEIGHBORHOODS

The Precise Plan includes a strategy for North Bayshore to develop three complete neighborhoods. The Master Plan is located within the Shorebird, Joaquin, and Pear Complete Neighborhoods. The Master Plan also encompasses four character areas: Gateway, Core, General, and Edge—see *Figure A3.1.*

The NBPP identifies land use targets for each neighborhood, a blueprint for how the neighborhoods will develop over time. These targets are flexible and not a strict requirement. Variation in the targets between neighborhoods is expected, so long as each neighborhood develops a mix of different land uses.[1]

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

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

OUTER SHOREBIRD

Part of the Master Plan Area extends east beyond the boundary of the Shorebird Complete Neighborhood, namely that part of the Master Plan that includes the Eco Gem, and the DCP. While outside of the Complete Neighborhood boundaries, development is still located within the NBPP area and consistent with the Edge Character Area.

Figure A1.2 COMBINED NBPP NEIGHBORHOOD TARGETS

SHOREBIRD, JOAQUIN, AND PEAR	NEIGHBORHOOD TARGET	MASTER PLAN	PERCENTAGE
Size	±160 acres	±129.6 acres	
Residential units	9,850 units	7,000 units	71%
Affordable residential units	1,970 units	1,050 units	53%
Employment	5,000,000 sf	3,117,931 sf	62%
Retail and entertainment	290,000 sf	288,990 sf	100%
Hotel	400 rooms	525 rooms	131%
Public open space (minimum)	Community park, three neighborhood parks	1 Community park 10 neighborhood parks	—

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

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

Table A1.3 SHOREBIRD NBPP NEIGHBORHOOD TARGETS

SHOREBIRD	NEIGHBORHOOD TARGET	MASTER PLAN	PERCENTAGE
Size	±49 acres	±68.9 acres	
Residential units	2,950 units	2,085 units	71%
Affordable residential units	590 units	220 units	37%
Employment	1,500,000 sf	1,639,594 sf	109%
Active Uses	15,000 sf	228,000 sf	1,520%
Hotel	—	250 rooms	250%
Public open space (minimum)	Neighborhood park	4 Neighborhood parks	—

Table A1.4 JOAQUIN NBPP NEIGHBORHOOD TARGETS

JOAQUIN	NEIGHBORHOOD TARGET	MASTER PLAN	PERCENTAGE
Size	±68 acres	±56.3 acres	
Residential units	3,950 units	4,343 units	110%
Affordable residential units	790 units	599 units	76%
Employment	2,500,000 sf	1,478,337 sf	59%
Active Uses	240,000 sf	50,990 sf	21%
Hotel	200 rooms	275 rooms	138%
Public open space (minimum)	Community park, neighborhood park	1 Community park 6 Neighborhood parks	—

Table A1.5 PEAR NBPP NEIGHBORHOOD TARGETS

PEAR	NEIGHBORHOOD TARGET	MASTER PLAN	PERCENTAGE
Size	±43 acres	±4.4 acres	
Residential units	2,950 units	572 units	19%
Affordable residential units	590 units	231 units	39%
Employment	1,000,000 sf	—	0%
Active Uses	35,000 sf	10,000 sf	29%
Hotel	200 rooms	—	0%
Public open space (minimum)	Neighborhood park	—	—

Note: The Master Plan Area includes only three existing parcels within the Pear Complete Neighborhood.

A2. Marine Way conformance framework

GENERAL PLAN CONFORMANCE

The General Plan designates Marine Way as High-Intensity Office. The two garages located on Marine Way support office uses and development proposed for the Master Plan's Core Planning Area. The Master Plan is consistent with this designation because construction of two garages in the High-Intensity Office designation would support "major corporations, [and] high-technology industries". Further, locating the garages at the fringe of the NBPP Area concentrates residential development in the Complete Neighborhoods, reduces vehicles in the Core area, and emphasizes the neighborhoods' pedestrian and bicyclist focus.

PRECISE PLAN CONFORMANCE

Marine Way is within the General Character Area of the Precise Plan. While located outside of the Complete Neighborhoods, the Marine Way Garages (MW-P-1 & MW-P-2) are ancillary to the office development located within the Core Planning Area. Accordingly, see Section A1 for an assessment of the Project in relation to the NBPP.

Table A2.1 MARINE WAY ASSESSMENT FRAMEWORK

GENERAL PLAN	High-Intensity Office
ZONING MAP	P: Planned Community/Precise Plan North Bayshore
PRECISE PLAN	General Character Area

A3. Bonus FAR conformance

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

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

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

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

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

One March 23, 2021, the City of Mountain View City Council adopted Resolution No. 18544 authorizing an allocation of 1.3 million square feet of Non-Residential Bonus FAR to Google.

Flexible FAR

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

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

Residential FAR

Residential development within the Project Area spans multiple Character Areas. A weighted average FAR has been calculated for residential development — see *Figure A3.1* and *Table A3.1*. On this basis, the Project is considered a "blended" Tier I Residential Bonus FAR project.

RESIDENTIAL BONUS FAR

The Project seeks approval for sufficient Residential Bonus FAR for 7,000 residential units, including above-ground parking. *Table A3.3* outlines how the Project complies with the Residential Bonus FAR requirements.

Non-residential bonus FAR

Non-residential development within the Project Area spans multiple Character Areas. A weighted average FAR has been calculated for non-residential development — see *Figure A3.2* and *Table A3.2*. On this basis, the Project is considered a "blended" Tier I FAR Non-Residential Project.

NON-RESIDENTIAL BONUS FAR

The Project seeks approval for 1,303,250 sf of Non-Residential Bonus FAR of net new office. *Table A3.4* outlines how the Project complies with the Non-Residential Bonus FAR requirements.

Figure A3.1 BLENDED RESIDENTIAL FAR

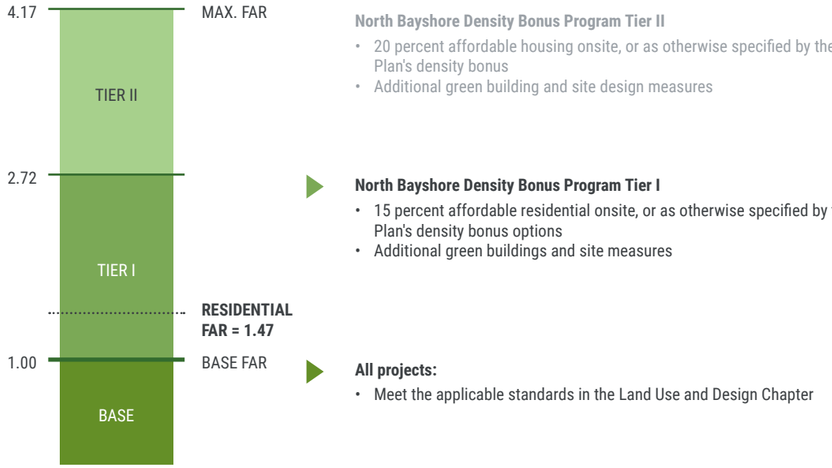


Figure A3.2 BLENDED NON-RESIDENTIAL FAR

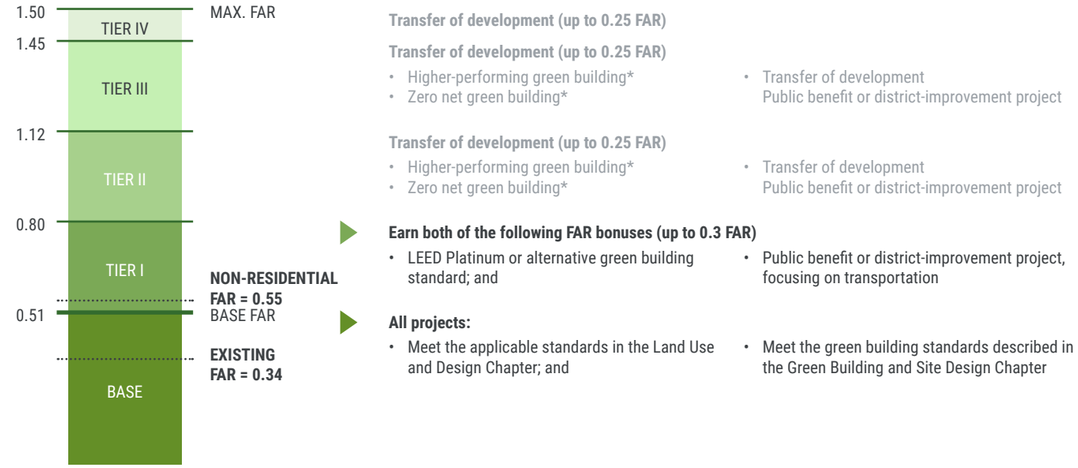


Table A3.1 BLENDED RESIDENTIAL FAR

	AREA	BASE FAR	TIER I MAX	TIER II MAX	BLENDED FAR
Gateway	13.3 ac	1.00	3.20	4.50	
Core	58.9 ac	1.00	3.20	4.50	
General	36.1 ac	1.00	2.50	3.50	
Edge	30.4 ac	1.00	1.85	—	
	138.6 ac	1.00	2.72	4.17	**1.47**

Table A3.2 BLENDED NON-RESIDENTIAL FAR

	AREA	BASE FAR	TIER I MAX	TIER II MAX	TIER III MAX	TIER IV MAX	PROPOSED
Gateway	13.3 ac	1.00	1.50	2.00	2.35	—	
Core	58.9 ac	0.45	0.75	1.00	1.25	1.50	
General	36.1 ac	0.45	0.75	1.00	—	—	
Edge	30.4 ac	0.45	0.65	—	—	—	
	138.6 ac	0.50	0.80	1.12	1.45	1.50	**0.55**

Table A3.3 RESIDENTIAL BONUS FAR COMPLIANCE

TIER I BONUS FAR REQUIREMENT	PROPOSED	APPLICATION
Provide at least 15 percent affordable residential units onsite.	Facilitating 15 percent affordable housing via land dedication - see Affordable Housing Plan included as Appendix G of the Implementation Plan	See Exhibit F of the *Development Agreement*.
Implement additional green building and site design measures as set forth in Appendix B and as follows: • minimum 120 point GreenPoint rating • water use (install Energy Star appliances) • landscape design (reduce heat island effect) • energy (submeter units)	• minimum 120 point GreenPoint rating, or equivalent • Fitwel rating • water use (install Energy Star appliances) • energy (submeter units) • on- and off-site renewable energy • high-performance, low-energy buildings • all-electric buildings with no natural gas connection • design for low-embodied carbon materials • landscape design to incorporate drought-tolerant, recycled water-tolerant, and flood-resistant planting and to require as little mechanical maintenance as possible	Integrated as part of Project delivery.

Table A3.4 NON-RESIDENTIAL BONUS FAR COMPLIANCE

TIER I BONUS FAR REQUIREMENT	PROPOSED	APPLICATION
One of the following FAR Bonuses: • LEED Platinum or equivalent green building standard • Public benefit or district improvement project, focused on transportation	LEED-NC v4.1 Platinum	Integrated as part of project delivery.
	± 4-acre land dedication to the City of Mountain View for Public Use	In-kind land dedication

A4. NBPP interpretations

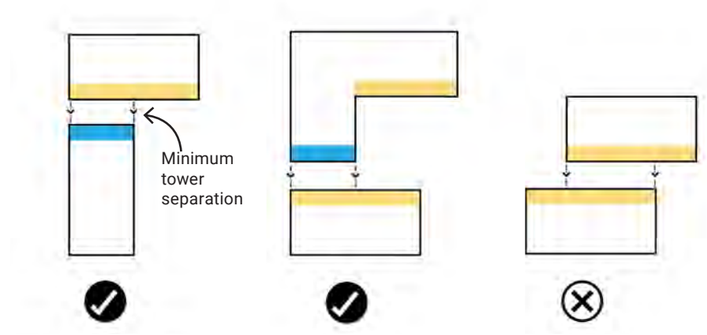
The Master Plans seeks the following interpretations in accordance with s3.5.6 of the Precise Plan.

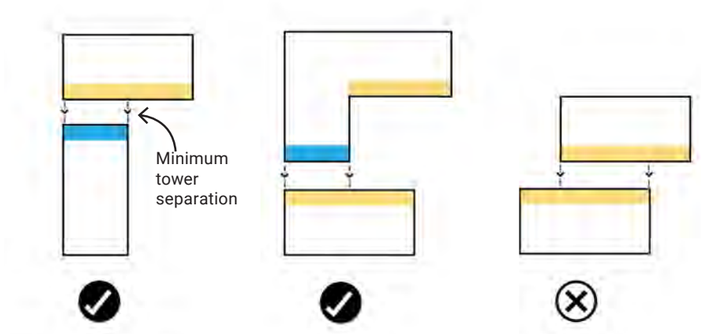
PRECISE PLAN REFERENCE								COMPLIANCE	RESPONSE	PLAN REF
SECTION		SUBSECTION		PAGE#	CONTROL TYPE	CONTROL#	CONTROL DESCRIPTION			
3.3	Site & Building Design	3.3.5	Building Height & Massing	69	Standard	1	Maximum non-residential building heights. The maximum permitted heights of new non-residential buildings shall not exceed the heights shown on *NBPP Figure 13*.[10] Where non-residential building height areas do not follow parcel boundaries, the Zoning Administrator shall determine the exact location of allowed building heights based on *NBPP Figure 13*.	Complies with intent (NBPP s.3.5.6)	EXCEPTION Hotel uses will comply with maximum non-residential building heights, but request the ability to provide an additional 4 stories (for a total of 10 stories) in areas allowing up to 110 ft and an additional 5 stories (for a total of 13 stories) in areas allowing up to 140 ft. JUSTIFICATION Additional stories can be achieved while maintaining a 10ft floor to ceiling clearance, and not exceeding the maximum NBPP height limit. This will apply to SB-BH (VTM Parcel SB1) and JS-FLEX (VTM Parcel JS7). COMPLIANCE WITH NBPP This request is consistent with the vision, principles and intent of the applicable character areas outlined in the Precise Plan. Additional stories would not alter the overall height and massing of future buildings, and the hotels will still comply with the NBPP's overall height requirements. Allowing additional stories will also increase the supply of hotel rooms, which increases the likely customer base for surrounding Active Uses, such as restaurants, cafes and other entertainment uses, thus fulfilling the Precise Plan's Guiding Principles to promote economic diversity (#13) and retail, entertainment and the arts (#14).	see *Plan A4.5 Maximum Non-Residential Building Height*

[10] Per the Mountain View City Code, building height is measured as the vertical distance from the elevation of the top of the existing or planned curb along the front property line to the highest point of the coping of a flat roof or to the top of the slope of a mansard roof or the mean height level between the eaves and ridge for gable, hip or gambrel roofs.

PRECISE PLAN REFERENCE								COMPLIANCE	RESPONSE	PLAN REF
SECTION		SUBSECTION		PAGE#	CONTROL TYPE	CONTROL#	CONTROL DESCRIPTION			
3.3	Site & Building Design	3.3.5	Building Height & Massing	69	Standard	3	Maximum residential building heights. The maximum permitted heights of new residential buildings shall not exceed the heights shown on *NBPP Figure 14*.[11] [11] Per the Mountain View City Code, building height is measured as the vertical distance from the elevation of the top of the existing or planned curb along the front property line to the highest point of the coping of a flat roof or to the top of the slope of a mansard roof or the mean height level between the eaves and ridge for gable, hip or gambrel roofs.	Complies with intent (NBPP s.3.5.6)	EXCEPTION Residential uses will comply with the residential maximum building heights, but Applicant requests the ability to provide an additional story for residential buildings in the "4 Stories (55')" category. JUSTIFICATION An additional story (for a total of 5 stories) can be achieved while maintaining a 10ft floor to ceiling clearance, and not exceeding the maximum NBPP height limit. This will apply to SB-BR-7 (VTM Parcel SB15), and affordable housing parcels SB-BR-6 (VTM Parcel S 25) and PE-BR-2 (VTM Parcel PE2). COMPLIANCE WITH NBPP This request is consistent with the vision, principles and intent of the applicable character areas outlined in the Precise Plan. The provision of an additional story is the most efficient use of the land, and will largely benefit parcels to be dedicated to the City for affordable housing (and a single market rate parcel). Allowing additional housing units to be constructed, helps fulfill Precise Plan Guiding Principles to create complete neighborhoods (#1); and promote housing affordability (#3).	see *Plan A4.4 Maximum Residential Building Height*

PRECISE PLAN REFERENCE								COMPLIANCE	RESPONSE	PLAN REF
SECTION		SUBSECTION		PAGE#	CONTROL TYPE	CONTROL#	CONTROL DESCRIPTION			
3.3	Site & Building Design	3.3.5	Building Height & Massing	69	Standard	3	Maximum residential building heights. The maximum permitted heights of new residential buildings shall not exceed the heights shown on *NBPP Figure 14*.[11] [11] Per the Mountain View City Code, building height is measured as the vertical distance from the elevation of the top of the existing or planned curb along the front property line to the highest point of the coping of a flat roof or to the top of the slope of a mansard roof or the mean height level between the eaves and ridge for gable, hip or gambrel roofs.	Complies with intent (NBPP s.3.5.6)	EXCEPTION For the residential building on SB-R-7 (VTM Parcel SB15) the maximum height (8 stories/95ft) would apply to the entire parcel. JUSTIFICATION Parcel SB-R-7 is subject to two height limit categories: “8 stories/95ft” and “4 stories/55ft”. Whereas, the Precise Plan states that “where non-residential building height areas do not follow parcel boundaries, the ZA shall determine the exact location of the allowed building heights” s3.3.5(1), there is no similar provision for residential uses. This will apply to SB-R-7 (VTM Parcel SB15). COMPLIANCE WITH NBPP This request is consistent with the vision, principles, and intent of the Core Character Area outlined in the NBPP and simply matches the NBPP’s approved method for reconciling height discrepancies in nonresidential development to addressing height discrepancies in residential development. The NBPP establishes reductions in building height in the Shorebird Complete Neighborhood to achieve incrementally lower building heights near Stevens Creek. The subject parcel is on the edge of the “8 stories/95ft”] building height boundary, and is approximately 1,500ft from Stevens Street at its closed point. SB-R-8 and SB-PU, located to the east of SB-R-7, will comply with the applicable maximum height limits and thus satisfy the NBPP’s design intent to reduce the height of buildings as they approach Stevens Creek. Thus, allowing the higher height limit to apply to the entire residential parcel will not conflict with the Shorebird Complete Neighborhood’s overall design and massing intent, is the most efficient use of the land, and will deliver increased residential density consistent with the Precise Plan Guiding Principle to create complete neighborhoods (#1).	see *Plan A4.4 Maximum Residential Building Height*

PRECISE PLAN REFERENCE								COMPLIANCE	RESPONSE	PLAN REF
SECTION		SUBSECTION		PAGE#	CONTROL TYPE	CONTROL#	CONTROL DESCRIPTION			
3.3	Site & Building Design	3.3.5	Building Height & Massing	69	Standard	6	High-rise residential building spacing. High-rise residential building masses greater than 95' in height shall be spaced no less than 175 feet apart to minimize shadowing of streets, open space, and other residential units. This distance shall be measured by a 175 feet circular offset from the building perimeter at its outermost points on the building form, as shown on *NBPP Figure 12*.	Complies with intent (NBPP s.3.5.6)	EXCEPTION Reduce tower separation from at least 175 ft to at least 80 ft on VTM Parcel JN19, with no overlapping of long facades permitted (see diagram below).  JUSTIFICATION To provide all of JS-BR-3 (VTM Parcels JS 3 & 4) as an affordable housing parcel, a reduction in tower separation is requested for market rate residential development on JN-BR-7 (VTM Parcel JN19), which will allow delivery of up to 7,000 residential units proposed in the Master Plan, including affordable housing. This will apply to a high-rise tower located on JN-BR-7 (VTM Parcel JN19). COMPLIANCE WITH NBPP This request is consistent with the vision, principles and intent of the applicable character areas outlined in the Precise Plan. This provision allows for the dedication of an affordable housing site (VTM Parcel JS4), while also maintaining the ability for the Project to facilitate up to 7,000 units. This request helps fulfill the Precise Plan Guiding Principles to create complete neighborhoods (#1) and promote housing affordability (#3). It also provides the potential for the City, at its election, to co-develop VTM Parcel JS4, with City-owned land immediately to the north.	

PRECISE PLAN REFERENCE								COMPLIANCE	RESPONSE	PLAN REF
SECTION		SUBSECTION		PAGE#	CONTROL TYPE	CONTROL#	CONTROL DESCRIPTION			
3.3	Site & Building Design	3.3.5	Building Height & Massing	69	Standard	6	High-rise residential building spacing. High-rise residential building masses greater than 95' in height shall be spaced no less than 175 feet apart to minimize shadowing of streets, open space, and other residential units. This distance shall be measured by a 175 feet circular offset from the building perimeter at its outermost points on the building form, as shown on *NBPP Figure 12*.	Complies with intent (NBPP s.3.5.6)	EXCEPTION Reduce tower separation from at least 175 ft to at least 110 ft on VTM parcel SB3, with no overlapping of long facades permitted (see diagram below).  JUSTIFICATION To accommodate driveway access requirements on N. Shoreline Boulevard, a reduction in tower separation is requested. This will apply to a high-rise tower located on SB-BR-1 (VTM Parcel SB3). COMPLIANCE WITH NBPP VISION This request is consistent with the vision, principles and intent of the Core Character Area outlined in the Precise Plan. In order to limit driveway access on N. Shoreline Boulevard, and provide for the opportunity of shared driveway access with the adjacent hotel use, the location of the tower on SB-R-1 (VTM Parcels SB2 & SB3), needs to be flexible, in order to maintain the ability for the Project to facilitate up to 7,000 units. This request helps fulfill the delivering on the Precise Plan Guiding Principle to create complete neighborhoods (#1).	

PRECISE PLAN REFERENCE								COMPLIANCE	RESPONSE	PLAN REF
SECTION		SUBSECTION		PAGE#	CONTROL TYPE	CONTROL#	CONTROL DESCRIPTION			
3.3	Site & Building Design	3.3.5	Building Height & Massing	71	Standard	8	Rooftop features. Rooftop features of a building, such as roof-top cupolas, elevator penthouses, mechanical equipment, solar collectors, accessible stair or elevator features, and other similar features may exceed the maximum building height up to 6', subject to development review.	Complies with intent (NBPP s.3.5.6)	EXCEPTION Request the ability to provide rooftop features up to height of 15 ft for residential buildings (difference of 9ft) and 25ft for non-residential buildings (difference of 19ft). JUSTIFICATION 1) 6ft is insufficient height to allow for equipment overruns needed for building operations, e.g. elevator shafts. Limiting rooftop feature heights to 6ft would require a story to be removed from all buildings. 2) Installing certain equipment on the rooftop (e.g. communications equipment), allows such features to be removed from street level view. Appropriate visual screening will be provided. COMPLIANCE WITH NBPP This request is consistent with the vision, principles and intent of the applicable character areas outlined in the Precise Plan. The additional height for rooftop features will not materially impact the visual appearance of the buildings. Allowing additional height to accommodate necessary rooftop features, and eliminating the need to potentially reduce buildings by one story to accommodate rooftop features, helps fulfill the Precise Plan Guiding Principles to create complete neighborhoods (#1) and promote housing affordability (#3).	

PRECISE PLAN REFERENCE								COMPLIANCE	RESPONSE	PLAN REF
SECTION		SUBSECTION		PAGE#	CONTROL TYPE	CONTROL#	CONTROL DESCRIPTION			
3.3	Site & Building Design	3.3.5	Building Height & Massing	71	Standard	9	Rooftop equipment screening and setbacks. Rooftop mechanical equipment shall be fully screened and setback at least 30 feet from the roof edge. Rooftop screens may extend 4 feet above the maximum building height.	Complies with intent (NBPP s.3.5.6)	EXCEPTION Where possible, rooftop equipment will be setback by 30 ft in compliance with the NBPP. Where such a setback is infeasible due to a building's smaller footprints, the requested exception would permit rooftop features to be setback 10 ft from the roof edge (a difference of 20ft from the current development standard). JUSTIFICATION Not all buildings in the Master Plan will have the same building footprint. Certain components of future buildings (e.g. "bar" buildings and/or "bar towers'') would not be of sufficient width to accommodate a 30ft setback from every roof edge. In targeted locations, certain buildings may need to provide side cores for visibility and to facilitate accessibility to vertical circulation from active streets, which requires locating elevator overruns along the edge of the building. These buildings will integrate the equipment with the building facade's materials and architectural treatments. Appropriate visual screening will also be installed. COMPLIANCE WITH NBPP This request is consistent with the vision, principles and intent of the applicable character areas outlined in the Precise Plan. The reduction in setbacks to screen rooftop features will not materially impact the visual appearance of the buildings. Allowing reduced setbacks where needed for certain building typologies helps fulfill the Precise Plan Guiding Principles to create complete neighborhoods (#10 and promote housing affordability (#3)	

PRECISE PLAN REFERENCE								COMPLIANCE	RESPONSE	PLAN REF
SECTION		SUBSECTION		PAGE#	CONTROL TYPE	CONTROL#	CONTROL DESCRIPTION			
3.3	Site & Building Design	3.3.6	Lot Coverage	74	Standard	1	Lot coverage. New construction shall comply with the ground level lot coverage standards[12] for building coverage, paving area, and landscaping/ open area defined in *Table 6.13* [12] Project applicants will be provided some flexibility in meeting the standards as described in the Development Standards Exceptions on page 95. [13] For complete definitions for building coverage, paving area, and landscaping/open area, refer to the City of Mountain View Code.		EXCEPTION Request a higher building coverage percentage for SB-FLEX (VTM Parcel SB10) (from 55% to ±75%) in order to maximize the area of Shorebird Wilds. JUSTIFICATION Per s5.1(3)(c) of the NBPP, 1201 Charleston Rd cannot be modified in a way that would reduce the suitability of the egret rookery to be located on its roof. Accordingly, 1201 will be retained as part of the Master Plan. The existing parcel on which 1201 currently sits includes multiple buildings, and will be reconfigured to align with the Master Plan. This results in SB-FLEX having a building coverage of ±75 percent, based on a 10 ft setback between the parcel boundary and the existing structure - see *Plan A3.7 Setbacks*. Consequently, absent this exception, complying with a maximum 55 percent building coverage on SB-FLEX would require increasing the size of SB-Flex by approximately 0.9 acre, which would need to be subtracted from the adjacent Shorebird Wilds parcel. This will apply to SB-FLEX (VTM Parcel SB10). COMPLIANCE WITH NBPP This request is consistent with the vision, principles and intent of the applicable character areas outlined in the Precise Plan. The NBPP seeks to provide open spaces that “meet the needs of residents, workers, and visitors' and encourages “coordinated open spaces woven into the fabric of private development”. Recognizing that 1201 Charleston is an existing building to be retained, and maximizing Shorebird Wilds this fulfills the Precise Plan Guiding Principles to enhance ecosystems and habitat (#4), and expand and improve public space (#6).	

PRECISE PLAN REFERENCE								COMPLIANCE	RESPONSE	PLAN REF
SECTION		SUBSECTION		PAGE#	CONTROL TYPE	CONTROL#	CONTROL DESCRIPTION			
3.3	Site & Building Design	3.3.6	Lot Coverage	75	Standard	1	Build-to-area. For new construction, a percentage of the building façade shall be located within the build-to-area as defined in *NBPP Table 7 and Table 8*.[14] The build-to-area is measured from the back of the planned public sidewalk or cycle-track, whichever is closest to the property.[15] [14] The build-to-area is defined as the area between the minimum and maximum setback lines. A minimum percentage of the building façade shall be located within the build-to-area. [15] Project applicants will be provided some flexibility in meeting the standards as described in the Development Standards Exceptions on page 95. Setbacks may exceed the standards described in Tables 7 and 8 if the area exceeding the maximum setback contains pedestrian-oriented uses, building entries, seating areas, active space, and/or similar elements. Maximum setback exceedance may be allowed at the discretion of the Zoning Administrator.	Complies with intent (NBPP s.3.5.6)	EXCEPTION Request the ability for buildings that have Active Uses on the ground plane to have a minimum front setback of zero feet; and buildings fronting new streets to have a minimum front setback of 6 ft. Existing streets, which do not have Active Uses on the ground floor will have a minimum front setback of 10 ft per the Precise Plan. Per the Precise Plan, the build-to-area is measured from the back of the planned public sidewalk or cycle-track, whichever is closest to the property. JUSTIFICATION Active ground floor uses that are located directly fronting the sidewalk support the viability of shops, restaurants, and other ground floor uses due to their proximity to pedestrians–enabling a more vibrant and dynamic urban streetscape. The Shopfront Frontage Guidelines state that “shopfronts should generally be located at the property line with minor exceptions''. Awnings, shed roods, or canopies may encroach into the public right-of-way. Providing 6ft setbacks on new streets allows for more variety in what is otherwise a uniform setback throughout the Complete Neighborhoods, and reinforces the Master Plan street network’s hierarchy with narrower setbacks generally coinciding with internal streets that are expected to see lower vehicle volumes and less through-traffic. An incremental reduction in the setbacks on new streets also helps facilitate the delivery of 7,000 units, by allowing a larger building footprint which is particularly important for smaller blocks. COMPLIANCE WITH NBPP This request is consistent with the vision, principles and intent of the Edge Character Area outlined in the precise Plan. The NBPP allows for "encroachments into public frontage areas for seating for active uses, such as restaurants or cafe areas”, and varied setbacks represent the vision of the Precise Plan to provide buildings that are “more intensive and urban in character” and that are located “close to the sidewalk [in order] to create a district urban street character, and “create a streetwall [that] define[s] the edge of the public space”. Varied setbacks fulfill the Precise Plan Guiding Principles to construct buildings that support public areas (#11), and promote economic diversity (#13).	See *Plan A4.7 Setbacks*

PRECISE PLAN REFERENCE								COMPLIANCE	RESPONSE	PLAN REF
SECTION		SUBSECTION		PAGE#	CONTROL TYPE	CONTROL#	CONTROL DESCRIPTION			
71	Site and Building Design	3.3.9	Blocks	81	Standard	2	Block redevelopment. Existing blocks shall be modified during new development to meet the standards in *NBPP Table 10*.[18] This can be accomplished by the insertion of new streets or pedestrian and bicycle connections. The type of street connection(s) should generally conform to the Complete Conceptual Street Framework in *NBPP Chapter 6*. New streets shall be recorded prior to issuance of building permits. [18] Project applicants may be provided some flexibility in meeting the standards as described in the Development Standards Exceptions on page 95.	Complies with intent (NBPP s.3.5.6)	EXCEPTION All residential blocks are less than 400 ft in length, with the provision of a Type I mid-block break, which provides public pedestrian and bicycle through-block connections. Residential parcel PE-BR-2 (VTM Parcel PE2) exceeds 400 ft in length, along with two office parcels, (MP/VTM). Non-residential parcels SB-BO-3, SB-DCP, JN-BO-1, JN-BO-2 and JS-FLEX exceed 400 ft in length without through public access. JUSTIFICATION PE-BR-2, a non-contiguous parcel within the Master Plan, reflects existing conditions. Due to surrounding parcel ownership, configuration, and adjoining entitled development, it is not possible to provide through-block connections to reduce the length of this block to be less than 400 ft. Except for publicly accessible streets, Google's security access requirements prohibit public pedestrian and bicycle access between Google office buildings. This results in all but two (SB-BO-1 & JS-BO-1) non-residential parcels exceeding 400ft without through public access. Where non-residential blocks exceed 400 ft, Type II mid-block breaks will be provided between buildings to create human-scale, daylight, and permeability at key locations. COMPLIANCE WITH NBPP This request is consistent with the vision, principles and intent of the applicable character areas outlined in the Precise Plan. PE-R-2 (VTM Parcel PE2) needs to exceed 400ft given current conditions and ownership , which prevent Applicant from providing a through-block pedestrian connection. Allowing PE-R-2 to exceed 400 ft will nonetheless facilitate delivery of up to 7,000 units and maximize the number of affordable housing units on this specific site, thus fulfilling the Precise Plan Guiding Principles to create complete neighborhoods (#1) and promote affordable housing (#3). Google's security requirements governing accessibility do not compromise the Precise Plan Guiding Principles to promote transit, biking and walking (#10). Access to destinations north of Charleston Road, including Charleston East, Amphitheatre Parking Garage, and East of Inigo Way, including the Eco Gem and Stevens Creek Trail will not be encumbered or restricted by Google's campus security requirements.	see *Plans A4.2 Block Plan & A4.3 Mid-Block Breaks*

PRECISE PLAN REFERENCE								COMPLIANCE	RESPONSE	PLAN REF
SECTION		SUBSECTION		PAGE#	CONTROL TYPE	CONTROL#	CONTROL DESCRIPTION			
3.3	Site & Building Design	3.3.11	Parking Access & Design; Parking Location & Access	83	Standard	4	Surface parking frontage prohibitions. To support pedestrian activity and active ground-floor uses along the primary transit and retail streets and at key corner locations, surface parking shall not be located in the front of buildings within the Complete Neighborhood area and along streets shown in *Figure 17.*	Complies with intent (NBPP s.3.5.6)	To be read in conjunction with Standard 6.10 and 6.11 response. EXCEPTION Request the ability to temporarily utilize existing surface parking lots for interim parking, and City-owned land per section 3.12 of the *Development Agreement* for interim off-site residential parking, and off-site retail and hotel parking, until district garages are constructed. JUSTIFICATION The NBPP acknowledges that early residential development may struggle with the maximum permitted car parking ratios due to the lack of on-site amenities and services. Therefore, the Applicant requests that residential development be allowed to have a maximum parking ratio of up to 1.25 stalls/unit (see response to Standard 6.10). This parking ratio would thereafter incrementally decrease to a maximum of 0.65 stalls/unit as the Master Plan is built out. To accommodate the interim 0.6 spaces, it is requested that surface parking lots be temporarily utilized to accommodate off-site parking until district parking garages are constructed. COMPLIANCE WITH NBPP This request is consistent with the vision, principles and intent of the applicable character areas outlined in the Precise Plan. The Precise Plan has the objective of "constrain[ing]" parking to reduce car dependency in North Bayshore. However, the Precise Plan also acknowledges that residential development will have difficulty in achieving this objective in the early phases of development. Ultimately, this exception request is a temporary solution to facilitate residential, retail, and hotel development and uses. This exception will be phased out as development progresses and additional public transit services come online. Thus allowing interim off-site parking on surface lots within the Master Plan Area will help fulfill the Precise Plan Guiding Principles to create complete neighborhoods (#1), promote housing affordability (#3), promote economic diversity (#13), and promote retail, entertainment, and the arts (#14)	
3.3	Site & Building Design	3.3.11	Parking Access & Design; Parking Location & Access	83	Standard	5	Surface parking location. Surface parking shall be located behind buildings. If that is not feasible, surface parking may be located beside buildings if screened from the street with low walls and/or landscaping approved through the design review process. Limited surface parking in front of buildings, if well integrated into the streetscape/ landscape, may be approved subject to Zoning Administrator review and approval.	Complies with intent (NBPP s.3.5.6)		
3.3	Site & Building Design	3.3.11	Parking Access & Design; Parking Location & Access	83	Guideline	1, 2, 3, 4	1. Surface parking. Surface parking lots are discouraged in all character areas. 2. Parking buffer. Parking should be buffered from the sidewalk by pedestrian-oriented uses, such as liner retail shops, residential units, building entrances and lobbies, common areas, and community facilities. 3. Vehicle access. Access to surface and structured parking accessibility should be from Access Streets and Service Streets when possible. 4. Curb cuts. Curb cuts are strongly discouraged on Charleston Road, Plymouth Street, Space Park Way and Shoreline Boulevard. Curb cuts should be minimized on other Neighborhood Streets and Transit Boulevards to the extent feasible. One-way driveways may have curb cuts no greater than 12 feet in width not including the flares; two way driveways may have curb cuts no greater than 22 feet in width not including the flares. Curb cut location, design, and widths shall conform with all other applicable requirements.	Complies with intent (NBPP s.3.5.6)		

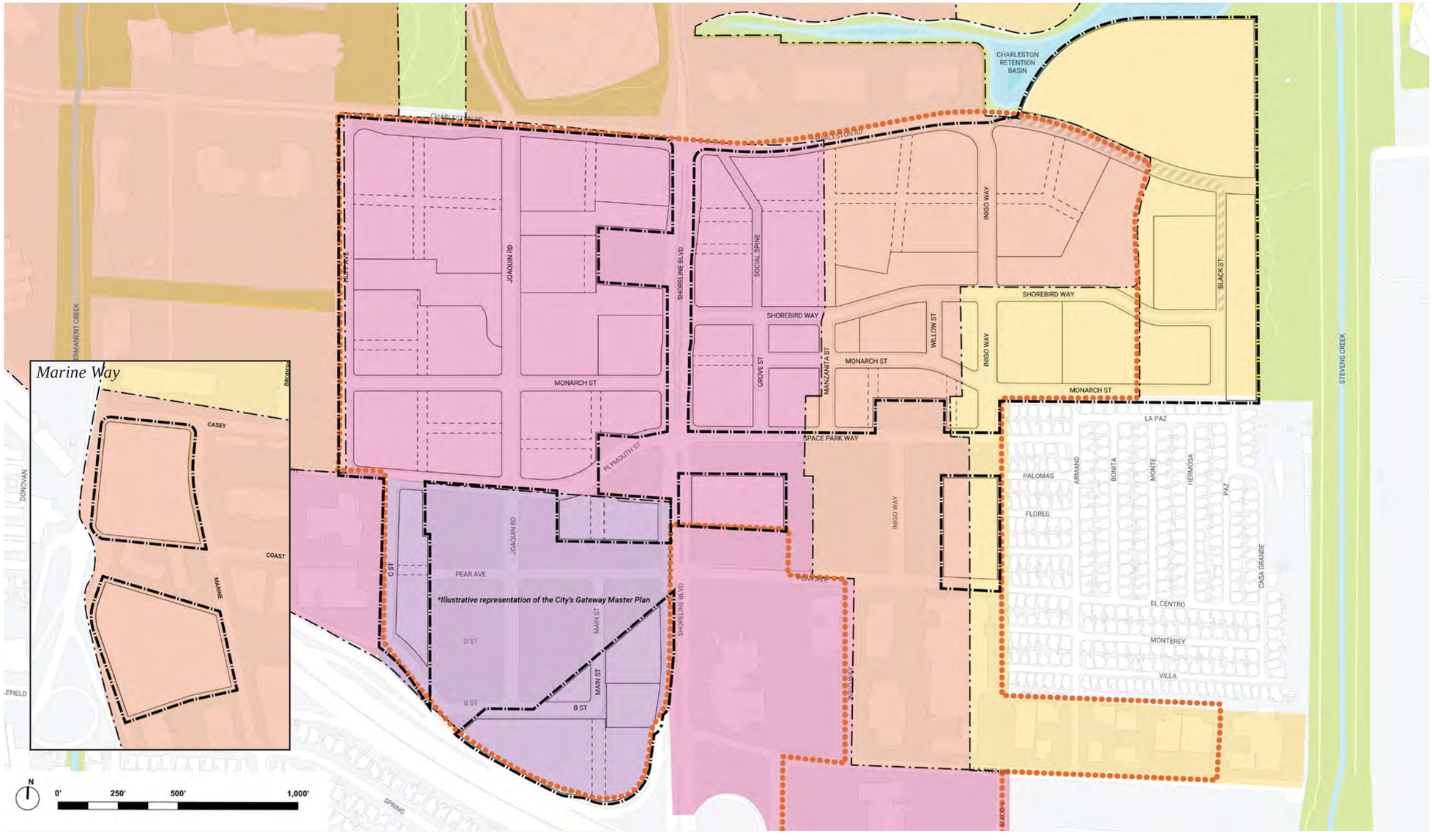
PRECISE PLAN REFERENCE								COMPLIANCE	RESPONSE	PLAN REF
SECTION		SUBSECTION		PAGE#	CONTROL TYPE	CONTROL#	CONTROL DESCRIPTION			
3.3	Site & Building Design	3.3.11	Parking Access & Design; Parking Location & Access	86	Standard	4	Heat island and stormwater mitigations. Surface parking lots shall implement any combination of the following strategies for at least 50% of the parking lot and driveway area: a. Shade from trees within three years of building occupancy. b. Paving materials with a three-year aged solar reflectance (SR) value of at least 0.28.19 If three-year aged value information is not available, use materials with an initial SR of at least 0.33 at installation. c. Open-grid pavement system subject to emergency vehicle design requirements. d. Shade with structures covered by energy generation systems, such as photovoltaics.	Complies with intent (NBPP s.3.5.6)	To be read with Standard 3.3 and 6.11 requests. EXCEPTION As noted in the above, the temporary use of surface parking lots to meet short term, off-site parking needs is proposed. Consistent with the temporary nature of this proposal, an exception from the Applicant needing to provide permanent improvements on existing surface lots is also requested. JUSTIFICATION Due to the temporary use of the surface parking lots, permanent improvements such as trees, shade structures would not be useful and should not be required. Such improvements would ultimately be removed to make way for future redevelopment. Similarly, base materials used for the surface parking lots will reflect the intended temporary nature. Last, all required permanent site improvements associated with the development proposed in the Master Plan will be provided. COMPLIANCE WITH NBPP This request is consistent with the vision, principles and intent of the applicable character areas outlined in the Precise Plan. The Precise Plan has the objective to "constrain" parking in North Bayshore to reduce car dependency. However, the Precise Plan also acknowledges that residential development will have difficulty in achieving this objective in the early phases of development. Ultimately, this exception request is a temporary solution to facilitate residential, retail and hotel development and uses. This exception will be phased out as development progresses, and additional public transit services come online. Thus allowing interim off-site parking on surface lots within the Master Plan Area will help fulfill the Precise Plan Guiding Principles to create complete neighborhoods (#1), promote housing affordability (#3), promote economic diversity (#13), and promote retail, entertainment, and the arts (#14).	

PRECISE PLAN REFERENCE						COMPLIANCE	RESPONSE	PLAN REF
SECTION		SUBSECTION	PAGE#	CONTROL TYPE	CONTROL#	CONTROL DESCRIPTION			
6.10	Shared, Unbundled, & Managed Parking		191	Standard	1	Off-site parking. The allowable distance for off-site parking shall be one-quarter mile walking distance, from the nearest corner of the parking facility to the nearest corner of the destination building (about a 5-minute walk).	Complies with intent (NBPP s.3.5.6)	EXCEPTION SA-P-1 (Amphitheatre) parking garage is within a quarter-mile of the northern boundary of the Project Area. MW-P-1 & MW-P-2 (Marine Way) parking garages are located approximately one mile from the Project Area. For off-site parking located greater than one-quarter mile walking distance, private shuttles, bikeshare, scooter share, and improved pedestrian and bicycle routes will connect all district parking facilities and Google offices. All other district garages are located within the Project Area and are less than a 5-minute walk from the destination building. JUSTIFICATION A core feature of the Master Plan is to minimize the amount of car parking within the Core Planning Area to encourage pedestrian and bicycle permeability and connectivity. Locating district parking garages, which provide for 90% of office parking stalls, at the edges of the Precise Plan Area, will remove a significant number of vehicles from a pedestrian-oriented area and “free up” land in the Complete Neighborhoods for residential redevelopment and public parks. This arrangement moreover conforms with the intent of applicable land use regulations, which do not permit residential development where the Amphitheater and Marine Way garages are located. COMPLIANCE WITH NBPP This request is consistent with the vision, principles and intent of the applicable character area outlined in the Precise Plan. Allowing district office parking area to be located outside of the Complete Neighborhoods to create a walkable and bikeable core helps fulfill the Precise Plan Guiding Principles to create complete neighborhoods (#1), promote housing affordability (#3), expand and improve public spaces (#6), and promote transit, biking and walking (#10).	see *Plan 6.4.1 District Parking Strategy*

PRECISE PLAN REFERENCE						COMPLIANCE	RESPONSE	PLAN REF
SECTION		SUBSECTION	PAGE#	CONTROL TYPE	CONTROL#	CONTROL DESCRIPTION			
6.11	Off-Street Parking Req'ts		195	Standard	3	Residential parking maximum exception. Residential projects requesting a higher parking maximum than permitted by the Plan shall submit a parking study completed by a traffic engineer. The request shall follow the process and requirements outlined in *Section 3.5.6 of the Precise Plan* (Development Standard Exceptions). The parking study shall include a justification to support an alternative parking maximum. The study shall include, but is not limited to, the following: comparison of parking rates between the proposed project and similar projects, including density, mix of units, FAR, market data, office/residential internalization rates, available TMA services, and TDM strategies; and a confirmation that surrounding commercial parking facilities are infeasible to be shared by the proposed residential project. Information from the City's North Bayshore District transportation performance monitoring, including recent transportation infrastructure improvements, may also be used to help inform a project's specific parking ratio. The study shall also include a strategy for monitoring and reporting parking usage at the site, and shall recommend a process and design strategy for eliminating and converting excess parking spaces to other uses, such as usable building area, electric vehicle (EV) charging or car-share spaces, personal storage, bike parking, amenity areas, landscaping, etc.	Complies with intent (NBPP s3.4.5)	EXCEPTION Residential parking will comply with the maximum residential parking requirements at full-buildout (an average maximum of 0.65 stalls per unit), but request the ability to provide additional off-site parking stalls (up to 1.25 stalls per unit), as an interim solution, to address the absence of improved transit services. JUSTIFICATION The Master Plan assumes an average maximum car parking ratio of 0.65 stalls per unit, based on an average unit mix across the Master Plan Area. The Master Plan states "interim residential development may find it difficult to meet the Plan's constrained parking standards until the area's multi-modal infrastructure, including improved transit services, is in place". It also allows for projects to request a higher parking maximum. The initial residential phases of the Project require additional parking to address the absence of improved public transit, and until such time that a critical mass of neighborhood retail and services have been established so that residents and workers do not need to leave North Bayshore to access day-to-day necessities. To ensure an average of 0.65 stalls per unit can be achieved at full buildout, the interim additional parking will be located offsite, utilizing existing office surface parking lots and temporary surface parking lots on parcels that will ultimately be dedicated to the City for parks and affordable housing. This ensures that such off-site parking would be temporary as the City will ultimately develop those parcels for affordable housing and public parks. This temporary off-site parking would be used for both market rate and affordable housing located in Zones 1 & 2 on *Plan A4.8*. COMPLIANCE WITH THE NBPP This request is consistent with the vision, principles and intent of the applicable character areas outlined in the Precise Plan. It is acknowledged that it is an objective of the Precise Plan to "constrain" parking in order to reduce car dependency within North Bayshore. However, the Precise Plan also acknowledges that residential development will have difficulty in achieving this requirement in the early phases of the development. Ultimately, the request is for a temporary solution to aid in the viability of residential development, and will be right-sided as development progresses, and additional public transit services are provided. Thus allowing interim residential parking will help fulfill the Precise Plan Guiding Principles to create complete neighborhoods (#1), and promote housing affordability (#3)	see *Plan A4.8 Interim Parking Ratios*

PRECISE PLAN REFERENCE						COMPLIANCE	RESPONSE	PLAN REF
SECTION	SUBSECTION	PAGE#	CONTROL TYPE	CONTROL#	CONTROL DESCRIPTION			
	SEC. 36.24.70 Public Facilities Zone		Standard		Open green area. Open green area shall occupy no less than fifty-five (55) percent of the lot		EXCEPTION Allow the Project to have the same percentage of “open green area” as exists either: (i) at the time of approval of the Master Plan or (ii) at the time of the zoning permit submittal to the City in connection with the Amphitheatre Garage, whichever is less. JUSTIFICATION The Amphitheatre Garage (SA-P-1) is critical to achieving the housing target of the Master Plan. Locating the garage outside of the Complete Neighborhoods allows land to be made available for residential development. It is not possible to reduce the footprint of the garage to achieve 55% open green area because the lot is currently already non-compliant (at an estimated 41% open green area) with the development standard. The garage will not worsen the non-compliance, and there will not be a net increase in hardscape due to the construction of the garage. Without an exception to this development standard, the garage would not be possible at all, resulting in the need for the parking to instead be relocated within the Complete Neighborhoods, negatively impacting the Master Plan’s ability to deliver 7,000 residential units. Under all circumstances the garage will comply with the Burrowing Owl Preservation Plan.	

Plan A4.1 MAXIMUM FAR



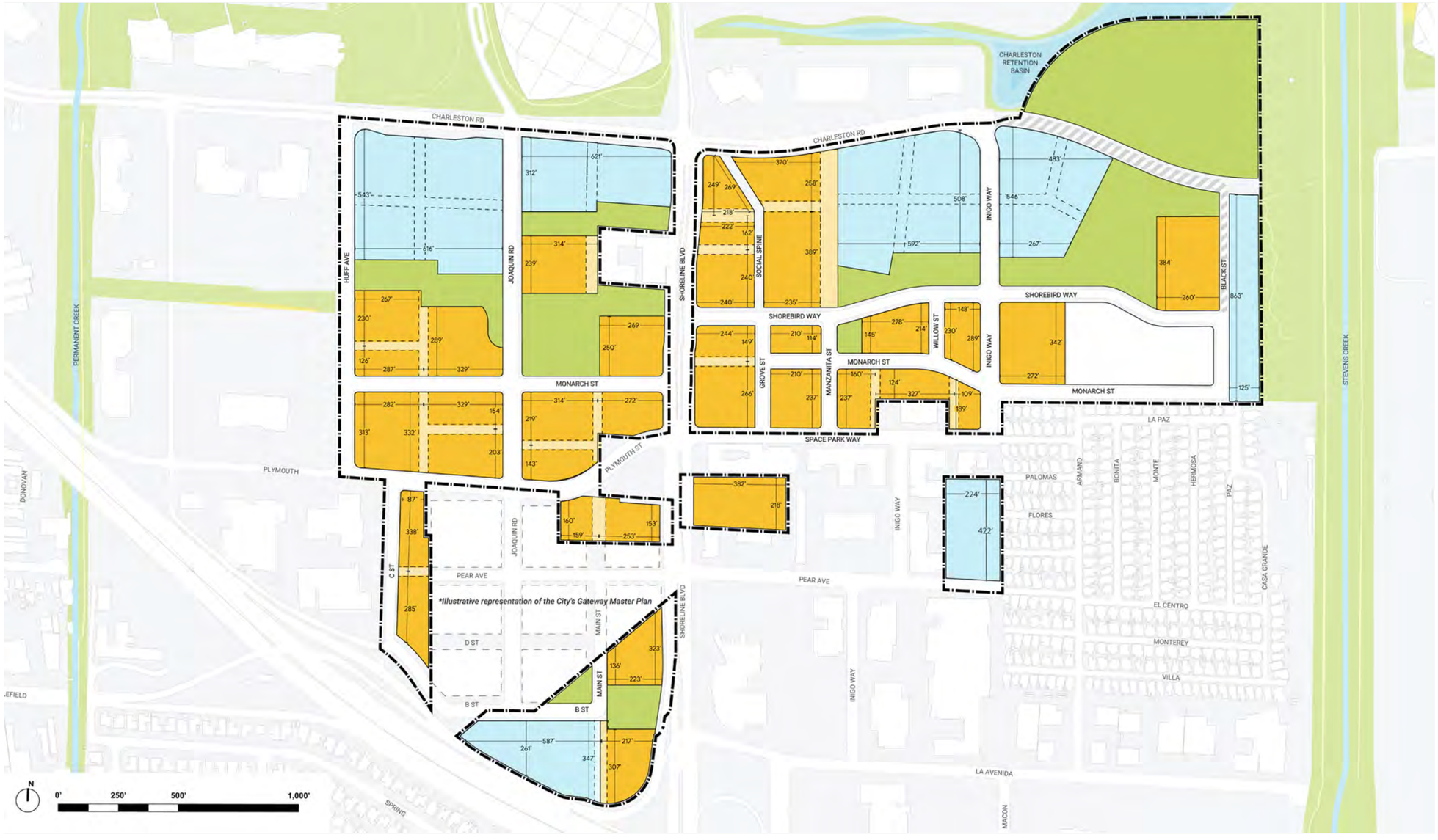
Key

- NBPP EDGE CHARACTER AREA
- NBPP GENERAL CHARACTER AREA
- NBPP CORE CHARACTER AREA
- NBPP GATEWAY CHARACTER AREA
- EXISTING OPEN SPACE
- INDICATIVE LOCATION OF MID-BLOCK BREAKS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- LIMITED ACCESS STREET
- PROJECT AREA
- NBPP COMPLETE NEIGHBORHOODS BOUNDARY

Note:

This Plan is part of the North Bayshore 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 development review process, and future zoning permit applications.

Plan A4.2 BLOCK PLAN



Key

- BLOCKS BELOW 400 FT IN LENGTH
- BLOCKS OVER 400 FT IN LENGTH
- INDICATIVE LOCATION OF MID-BLOCK BREAKS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- LIMITED ACCESS STREET
- PROJECT AREA

Note:

This Plan locates blocks less than 400 ft in length adjacent to the most active areas along N. Shoreline Boulevard and key open spaces. Where blocks exceed 400 ft, mid-block breaks between buildings will be provided to create human-scale, daylight, and permeability at key locations - see *Plan A3.3*.

This Plan is part of the North Bayshore 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 development review process, and future zoning permit applications.

Plan A4.3 MID-BLOCK BREAKS

Key

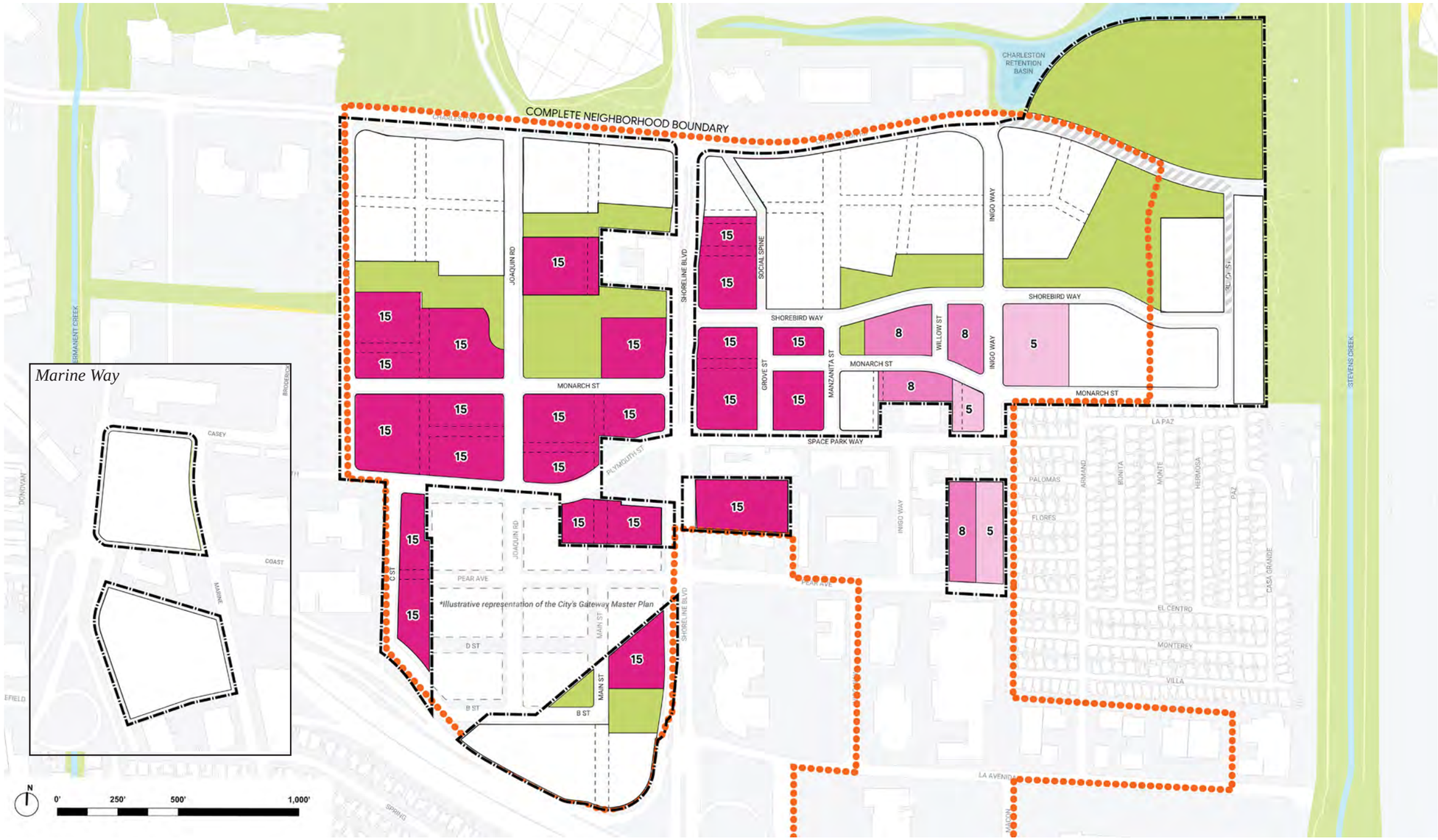
- TYPE I MID-BLOCK BREAK
- TYPE II MID-BLOCK BREAK
- INDICATIVE LOCATION OF MID-BLOCK BREAKS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- LIMITED ACCESS STREET
- PROJECT AREA

Note:

Mid-block breaks and private driveways will be provided within the zones shown on this Plan. Precise alignment, dimension, and design of mid-block breaks and passages will be determined as part of future PCP applications.

This Plan is part of the North Bayshore 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 development review process, and future zoning permit applications.

Plan A4.4 MAXIMUM RESIDENTIAL BUILDING HEIGHTS



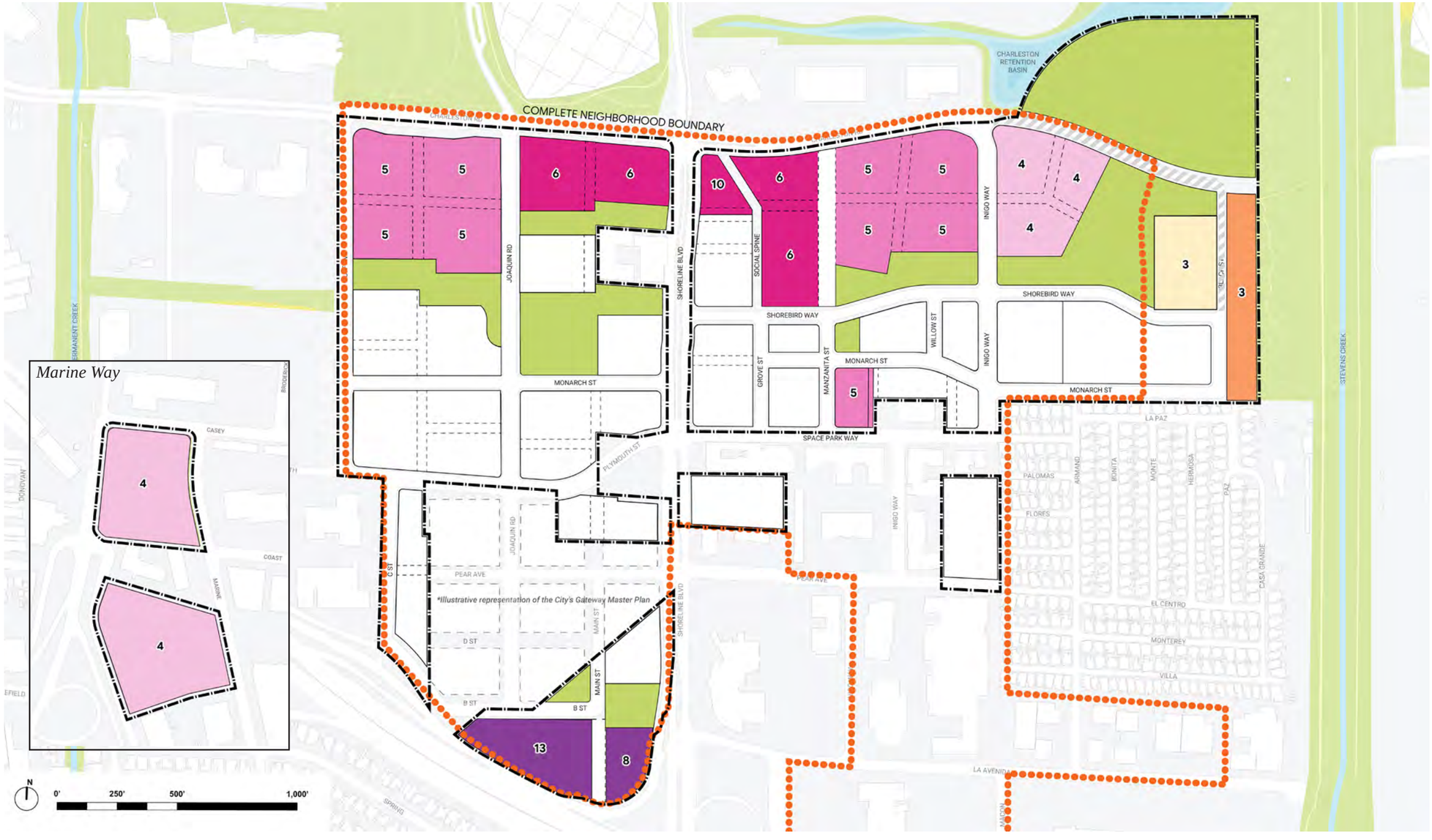
Key

- MAX HEIGHT 160'
- MAX HEIGHT 95'
- MAX HEIGHT 55'
- XX MAX BUILDING STORIES
- INDICATIVE LOCATION OF MID-BLOCK BREAKS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- LIMITED ACCESS STREET
- PROJECT AREA
- NBPP COMPLETE NEIGHBORHOODS BOUNDARY

Note:

This Plan is part of the North Bayshore 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 development review process, and future zoning permit applications.

Plan A4.5 MAXIMUM NON-RESIDENTIAL BUILDING HEIGHTS



Key

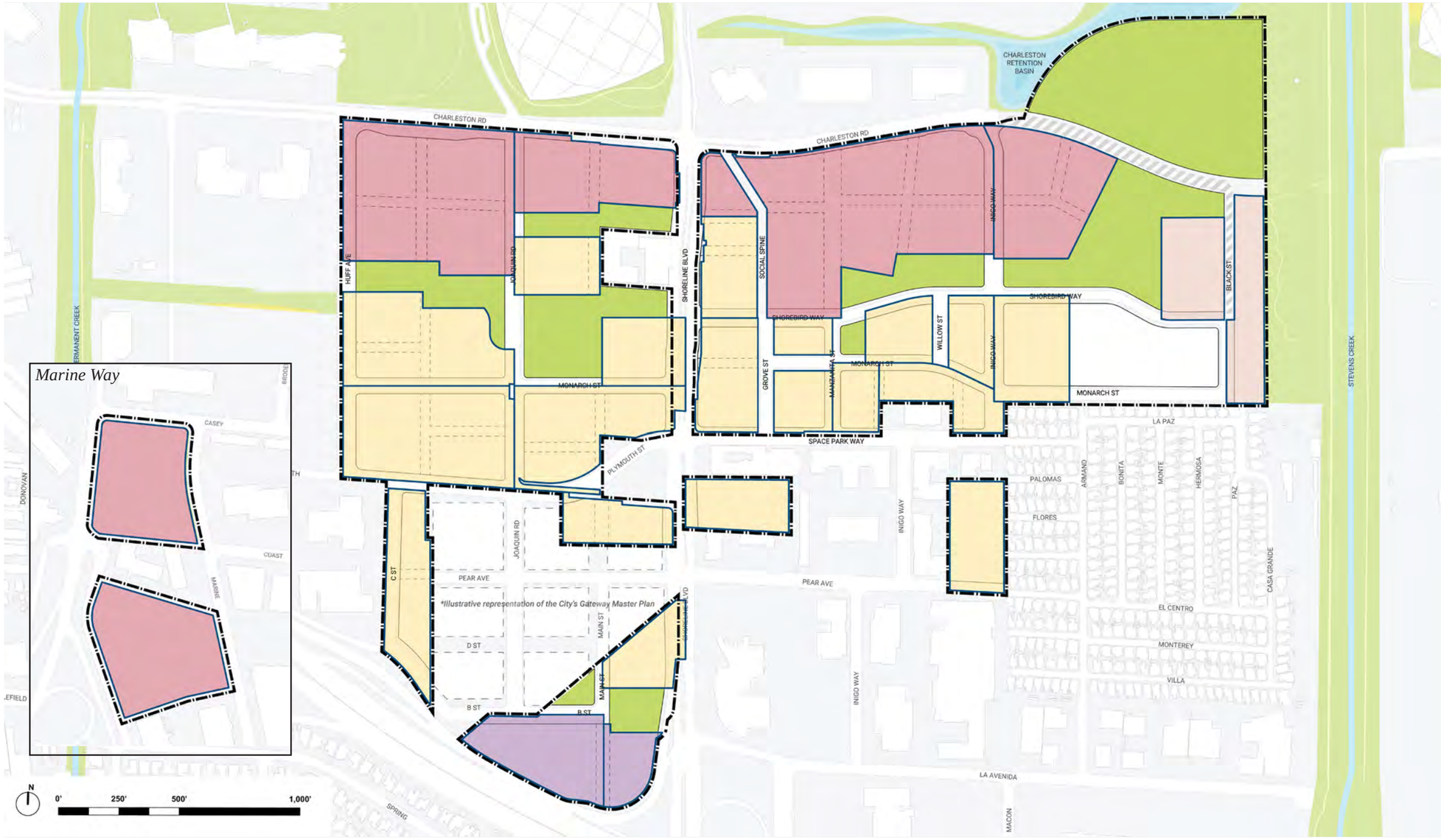
- MAX HEIGHT 140'
- MAX HEIGHT 110'
- MAX HEIGHT 95'
- MAX HEIGHT 80'
- MAX HEIGHT 45'
- EXISTING BUILDING TO BE RETAINED
- XX MAX BUILDING STORIES
- INDICATIVE LOCATION OF MID-BLOCK BREAKS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- LIMITED ACCESS STREET
- PROJECT AREA
- NBPP COMPLETE NEIGHBORHOODS BOUNDARY

Note:

The maximum building height for non-residential uses JS-PR-1 is 140 ft with exemplary design and Council approval, otherwise the maximum non-residential height is 110 ft.

This Plan is part of the North Bayshore 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 development review process, and future zoning permit applications.

Plan A4.6 BUILDING COVERAGE



Key

- ALL CHARACTER RESIDENTIAL AREA BUILDING COVERAGE (MAX 70%)
- GATEWAY NON-RESIDENTIAL BUILDING COVERAGE (MAX 80%)
- CORE & GENERAL NON-RESIDENTIAL BUILDING COVERAGE (MAX 70%)
- OUTSIDE NBPP COMPLETE BOUNDARY BUILDING COVERAGE (MAX 55%)
- GROSS BLOCK BOUNDARY (BUILDINGS)
- INDICATIVE LOCATION OF MID-BLOCK BREAKS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- LIMITED ACCESS STREET
- PROJECT AREA

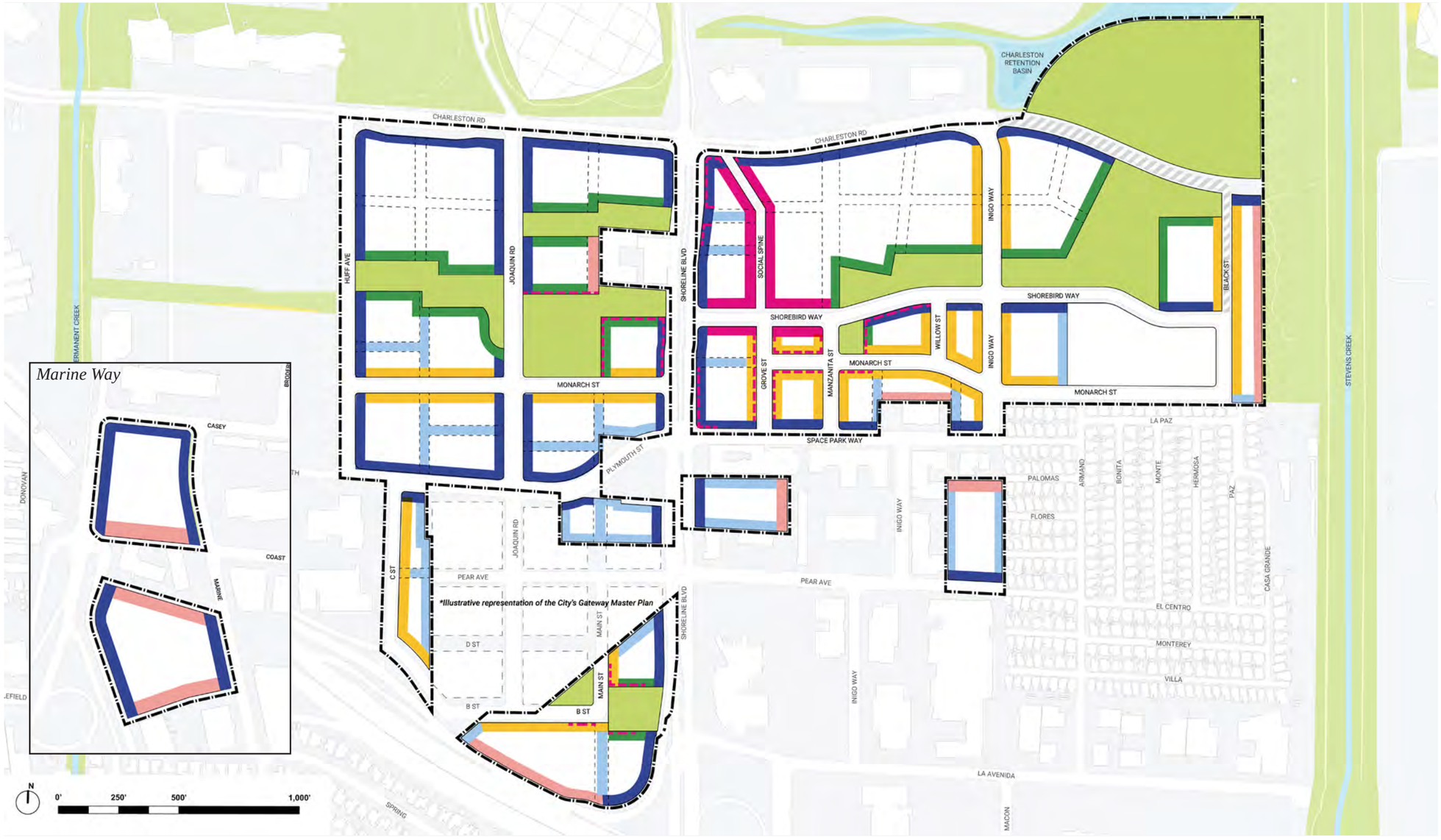
Note:

Gross Block Boundaries are subdivisions of the existing property prior to ROW vacations and dedications.

Per NBPP 3.3.3 Standard 4, Building Coverage is calculated against Gross Block Area to account for non-developed portions of the applicant's existing property.

This Plan is part of the North Bayshore 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 development review process, and future zoning permit applications.

Plan A4.7 SETBACKS



Key

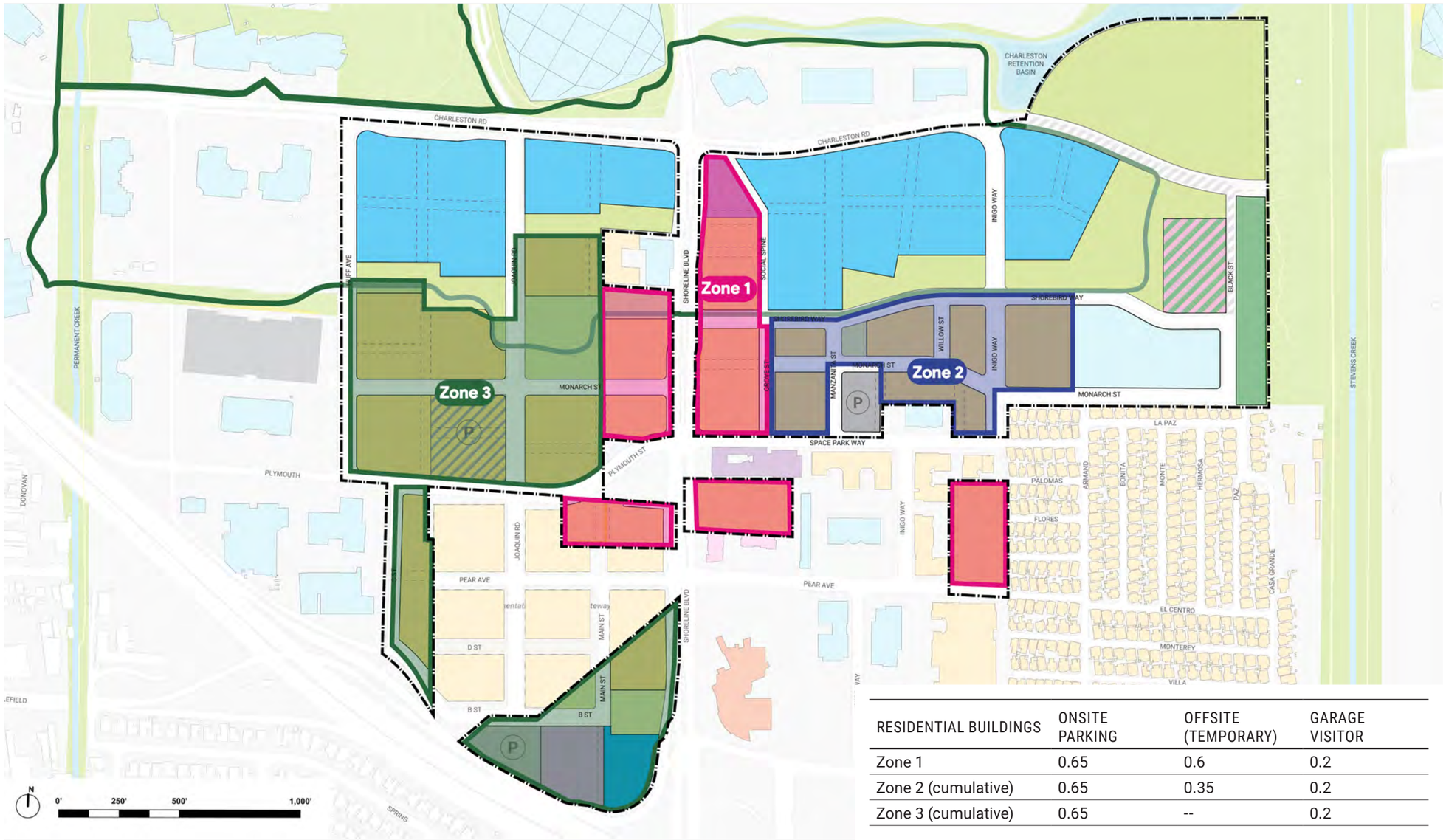
- MIN 10' SETBACK [FRONTING OPEN SPACES]
- NO SETBACK / PRIORITY ACTIVE USE FRONTAGE [URBAN]
- MIN 6' FRONT SETBACK [NEW STREETS]
- MIN 10' FRONT SETBACK [EXISTING STREETS]
- MIN 10' SIDE SETBACK
- MIN 15' REAR SETBACK
- SECONDARY ACTIVE USE FRONTAGE (INDICATIVE)
- INDICATIVE LOCATION OF MID-BLOCK BREAKS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- LIMITED ACCESS STREET
- PROJECT AREA

Note:

All development blocks fronting existing streets will provide a 10 ft setback. New streets will provide a 6 ft setback so as to create a variety of urban conditions. No setback required for buildings which provide ground floor active use in order to retain an intimate scale and character. These setbacks supersede the front setbacks in NBPP tables 7, 8 and 9. Buildings will be allowed to exceed the maximum setbacks to maintain minimum building coverage and for special conditions including preservation of existing trees, private utility routing, or to maintain existing street walls. Where mid-block breaks overlap side or rear setbacks, the larger of the two will determine the total building setback.

This Plan is part of the North Bayshore 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 development review process, and future zoning permit applications.

Plan A4.8 INTERIM RESIDENTIAL PARKING RATIOS



RESIDENTIAL BUILDINGS	ONSITE PARKING	OFFSITE (TEMPORARY)	GARAGE VISITOR
Zone 1	0.65	0.6	0.2
Zone 2 (cumulative)	0.65	0.35	0.2
Zone 3 (cumulative)	0.65	--	0.2

Key

- ZONE 1
- ZONE 2
- ZONE 3
- OFFICE
- RESIDENTIAL
- HOTEL
- PUBLIC USE
- FLEX - PARKING, RESIDENTIAL
- FLEX - COMMUNITY USE, DISTRICT SYSTEMS
- PARKING
- DISTRICT CENTRAL PLANT
- GREEN LOOP
- INDICATIVE LOCATION OF MID-BLOCK BREAKS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- LIMITED ACCESS STREET
- PROJECT AREA

Note:

The location of parking zone boundaries is conceptual and reflective of land use phasing only.

This Plan is part of the North Bayshore 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 development review process, and future zoning permit applications.

A5. Amphitheater garage conformance framework

General Plan conformance

The City's General Plan designates Lot C as Institutional (Max FAR 1.25). This designation allows for a mix of public/quasi-public facilities, parks and open space.

At 0.9 FAR (1.0 FAR including existing buildings), the Master Plan's proposal for this site (as a parking garage) is consistent with this Institutional General Plan designation. The site is currently a City-owned surface parking lot that is leased to Live Nation, for the purposes of providing on-site parking for Shoreline Amphitheatre, and sub-leased to Google for office parking during business hours.

It is anticipated that Lot C will continue to be owned by the City of Mountain View and will be ground leased to Google to allow for Google's construction of a parking garage. The new garage, if constructed, would be used by Google for office parking during business hours with some concert parking during certain hours/events and some public parking outside of business hours and on the weekends.

The scale and size of the garage will be thoughtfully considered, and will be responsive to the surrounding area, including the natural habitat and the NBPP's Burrowing Owl HOZ. Due to the topography of the site, the garage will be largely hidden from pedestrians, bicyclists and motorists heading north along both Amphitheatre Parkway and N. Shoreline Boulevard.

Table A5.1 AMPHITHEATRE GARAGE ASSESSMENT FRAMEWORK

GENERAL PLAN	Institutional
ZONING MAP	PF: Public Facility
PRECISE PLAN	None applicable

Zoning conformance

The City's Zoning Code designates the Amphitheatre Garage site (SL-BR-1 as Public Facility zoning and such zoning is intended for development of educational and public service uses as well as special approved uses on City land. For the purpose of this zoning designation, the proposed parking garage falls within the following permitted use: "uses and facilities, whether constructed publicly or privately, developed on city-owned land and intended for a purpose found by the city to be in the public interest."

Intensifying the parking use (from a surface parking lot to a parking garage) in this location serves two public interests:

- A mechanism to optimize the delivery of housing in North Bayshore; and
- In relation to optimizing housing, the North Bayshore Precise Plan seeks to facilitate the delivery of 9,850 new homes in a region with undisputed pent up housing demand. Creating this parking garage to serve office parking demand generated from the Precise Plan area frees up land in the Precise Plan area, which would otherwise be occupied with office parking, for housing development.

The proposed parking garage is also consistent with the Public Facility development standards listed in *Table A5.2*.

Precise Plan conformance

The Amphitheatre Garage (SA-P-1) is located outside of the boundaries of the Precise Plan and is not subject to the NBPP's development standards and guidelines. The Amphitheatre Garage will nonetheless comply with applicable mitigation measures identified in the SEIR, which include certain NBPP development standards and guidelines associated with the Burrowing Owl HOZ, bird safe design and lighting standards.

Table A5.2 PUBLIC FACILITY DEVELOPMENT STANDARDS

ZONING ORDINANCE	MASTER PLAN PROPOSAL
Setback: front, rear and side yards must be at least equal to the height of the building, but in no case less than twenty (20) feet.	The design of the garage will be subject to a future Design Review Permit, but it is envisaged the design will comply with setback requirements.
Lot Coverage: buildings or structures shall not cover more than thirty-five (35) percent of the total lot.	The proposal complies. Based on the proposed building footprint, lot coverage is estimated at ±15 percent of the APN parcel.
Open green area: open green area shall occupy no less than fifty-five (55) percent of the lot.	The balance of the site is open space and hardscape area, and not less than fifty-five (55) percent of the lot

A6. POPA conformance framework

The Master Plan identifies ±11.3 acres of open space that, and as set forth in section 5.1.2.3 of the *Development Agreement*, the Applicant may either grant to the City as parkland, or deliver to the City as POPA. If the Applicant elects to deliver any of the open space as a POPA(s), the Applicant shall receive the maximum parkland dedication credit as set forth in section 5.1.2.3 of the *Development Agreement*.

Table A6.1 POPA ASSESSMENT FRAMEWORK

ELIGIBILITY CRITERIA[1]	GREENWAY PARKS	JOAQUIN GROVE	JOAQUIN TERRACE	THE PORTAL	SHOREBIRD WILDS
GENERAL REQUIREMENTS					
A minimum size of 0.4 acres or, if the residential development is located within a precise plan or master plan with identified open space, the minimum size of the identified open space in the precise plan or master plan.	*Figure 5* of the NBPP illustrates a conceptual 'central public open space' in Joaquin, and a neighborhood park in each Complete Neighborhood. Joaquin Commons, a dedicated park, satisfies the requirements for the central open space in Joaquin. Joaquin Terraces and Greenway Parks satisfy the requirement for Neighborhood Park in Joaquin and Shorebird Complete Neighborhoods. It is anticipated that if a Neighborhood Park is delivered in the Pear Complete Neighborhood, it will be delivered by a different project applicant and would not be required for the Master Plan's compliance with applicable park requirements..				
	Yes 2.5 acres The Greenway Parks satisfy the requirement for a Neighborhood Park in Shorebird Complete Neighborhood, being at least 0.5 acres in size.	Yes 1.4 acres	Yes 2.2 acres Joaquin Terrace satisfies the requirement for a Neighborhood Park in Joaquin Complete Neighborhood, being at least 0.5 acres in size.	Yes 0.7 acres	Yes 4.5 acres
The space shall conform with the provisions of the parks, open space and community facilities chapter of the general plan and provisions of the parks and open space plan.	GENERAL PLAN The Master Plan Area is located within the General Plan's North Bayshore Change Area. The General Plan envisages that "a network of well-distributed plaza, greens and public spaces enhanced North Bayshore's vast open space while stewarding the area's sensitive species and habitats", and that "development should include open space amenities, plazas and parks, that are accessible to the surrounding transit, bicycle and pedestrian networks". The Master Plan will create a robust network of connected parks and open spaces throughout the Master Plan Area, linking to existing natural assets along Stevens and Permanente Creeks, Shoreline Regional Park, Charleston Retention Basin, and Charleston Park. The Green Loop will provide a largely off-street pedestrian and bicycle connection between all of these open spaces. Residents, employees, and visitors will experience a public realm that will include vibrant urban plazas, active neighborhood parks, passive recreation areas, and natural open spaces that gradually transition to natural areas - see Parks & Open Space Design Objectives, included as *Appendix E of the Implementation Plan*. PARKS AND OPEN SPACE PLAN The City's 2014 *Parks and Open Space Plan* has not been updated since the Precise Plan was amended in 2017 to include the Complete Neighborhoods and permit residential development. The Master Plan Area is located within the North Bayshore Planning Area, which currently exceeds the 3ac/1,000 person target of the City's plan due to Shoreline Regional Park. Accordingly the City's *Park and Open Space Plan* does not make any recommendations that directly correlate to the Precise Plan. That said, the Master Plan achieves the intent of Precise Plan parks and open space objectives.				
The POPA open space shall be located with frontage of a public street(s) or with a prominent and highly visible entrance and, in all cases, have minimum dimensions of one hundred (100) feet on all sides.	Yes The Greenway Parks have a combined street frontage of 797 ft to Shorebird Way, and 257 ft to Inigo Way.	Yes Joaquin Grove has a street frontage of 100 ft to Joaquin Road and 100 ft to N. Shoreline Boulevard.	Yes Joaquin Terrace has a street frontage of 306 ft to Joaquin Road; and 135 ft to Huff Avenue.	Yes The Portal has a street frontage of 110 ft to N. Shoreline Boulevard.	Yes Shorebird Wilds has a street frontage of 467 ft to Shorebird Way and 466 ft to Charleston Avenue.

1 Section 41.11 City of Mountain View Code of Ordinance

ELIGIBILITY CRITERIA[1]	GREENWAY PARKS	JOAQUIN GROVE	JOAQUIN TERRACE	THE PORTAL	SHOREBIRD WILDS
The POPA open space complies with the city's guidelines for hydration stations and restroom buildings in city parks.	Yes Can be conditioned on approval of the Master Plan.	Yes Can be conditioned on approval of the Master Plan.	Yes Can be conditioned on approval of the Master Plan.	Yes Can be conditioned on approval of the Master Plan.	Yes Can be conditioned on approval of the Master Plan.
The POPA open space will include a sign(s) with notification of the area as public open space and posted hours, name and contact information for maintenance. The sign shall be reviewed and approved through a sign permit pursuant to Chapter 36 of the City Code.	Yes Can be conditioned on approval of the Master Plan.	Yes Can be conditioned on approval of the Master Plan.	Yes Can be conditioned on approval of the Master Plan.	Yes Can be conditioned on approval of the Master Plan.	Yes Can be conditioned on approval of the Master Plan.
REQUIRED ELEMENTS					
The entirety of the POPA open space shall consist of any combination of elements, but not less than one (1) element, meeting the minimum requirements as defined in Table 41.11. The selected elements must be supported by the required analyses as set forth in subsection d.2.(b), Process.	Each POPA will include at least one required programmatic element. See Parks & Open Space Design Objectives, included as *Appendix E of the Implementation Plan*, for programmatic concept plans for each POPA.				
ALTERNATE PROPOSAL					
An alternate proposal is a unique, high-quality open space proposal that may not otherwise be achieved through the general requirements in subsection (a).	Not applicable				
An applicant may be eligible for a POPA open space credit if greater than one (1) acre of single, contiguous land is provided and the POPA open space: Serves a diverse park user population; and Provides design benefits greater than the general requirements set forth in subsection (a).	Not applicable.				

Plan A6.2 PARKS AND OPEN SPACE

KEY

- DEDICATED PARK LAND
- OPEN SPACE (EITHER DEDICATED PARK LAND OR POPA)
- GREEN LOOP
- INDICATIVE LOCATION OF MID-BLOCK BREAKS
- CONCEPTUAL DEVELOPMENT BLOCKS
- LIMITED ACCESS STREET
- PROJECT AREA

Note:

It is at the Applicant's future discretion to deliver parks and POPAs rather than dedicate land to the City.

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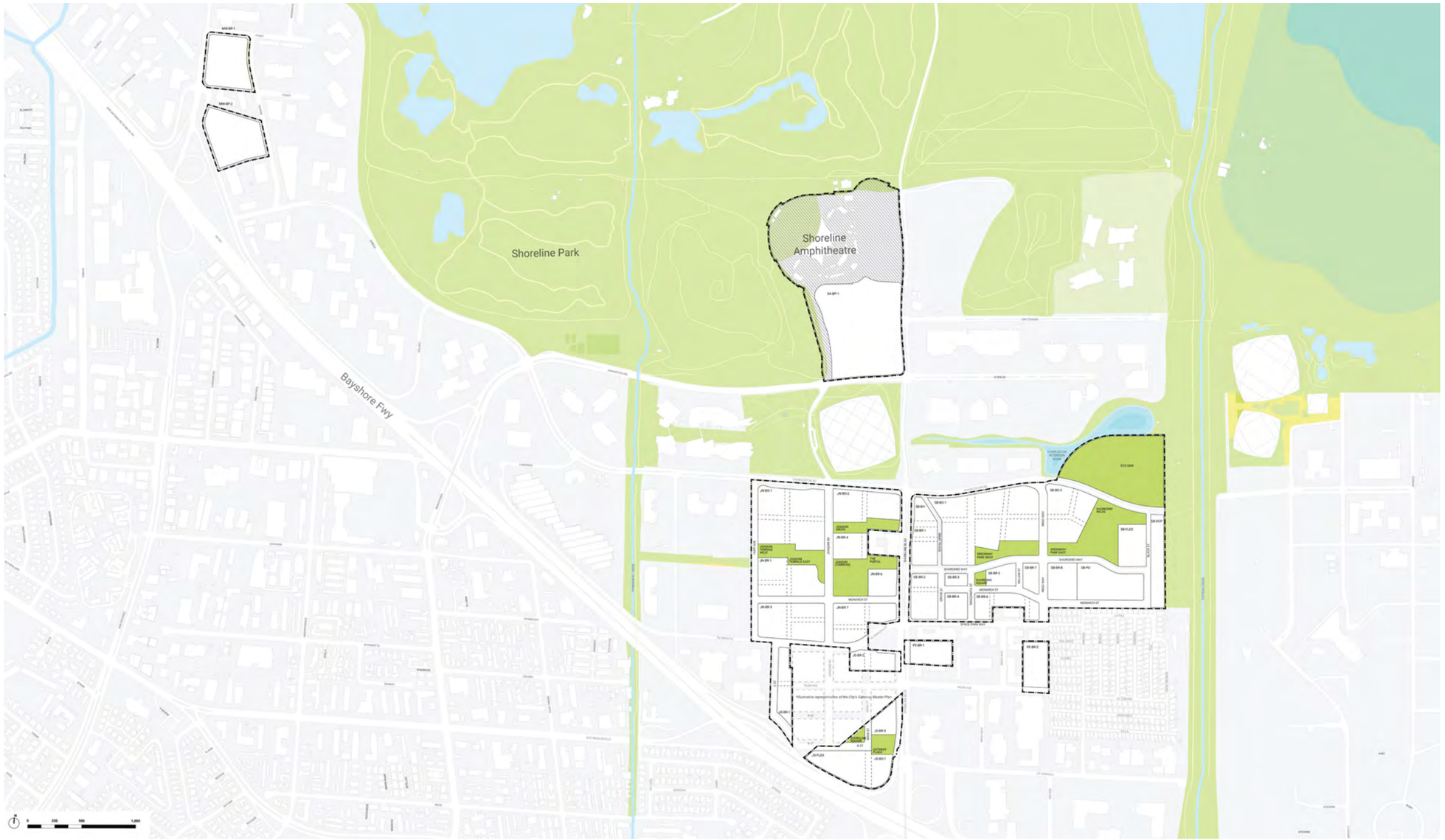
Appendix B
Development blocks

04.2023

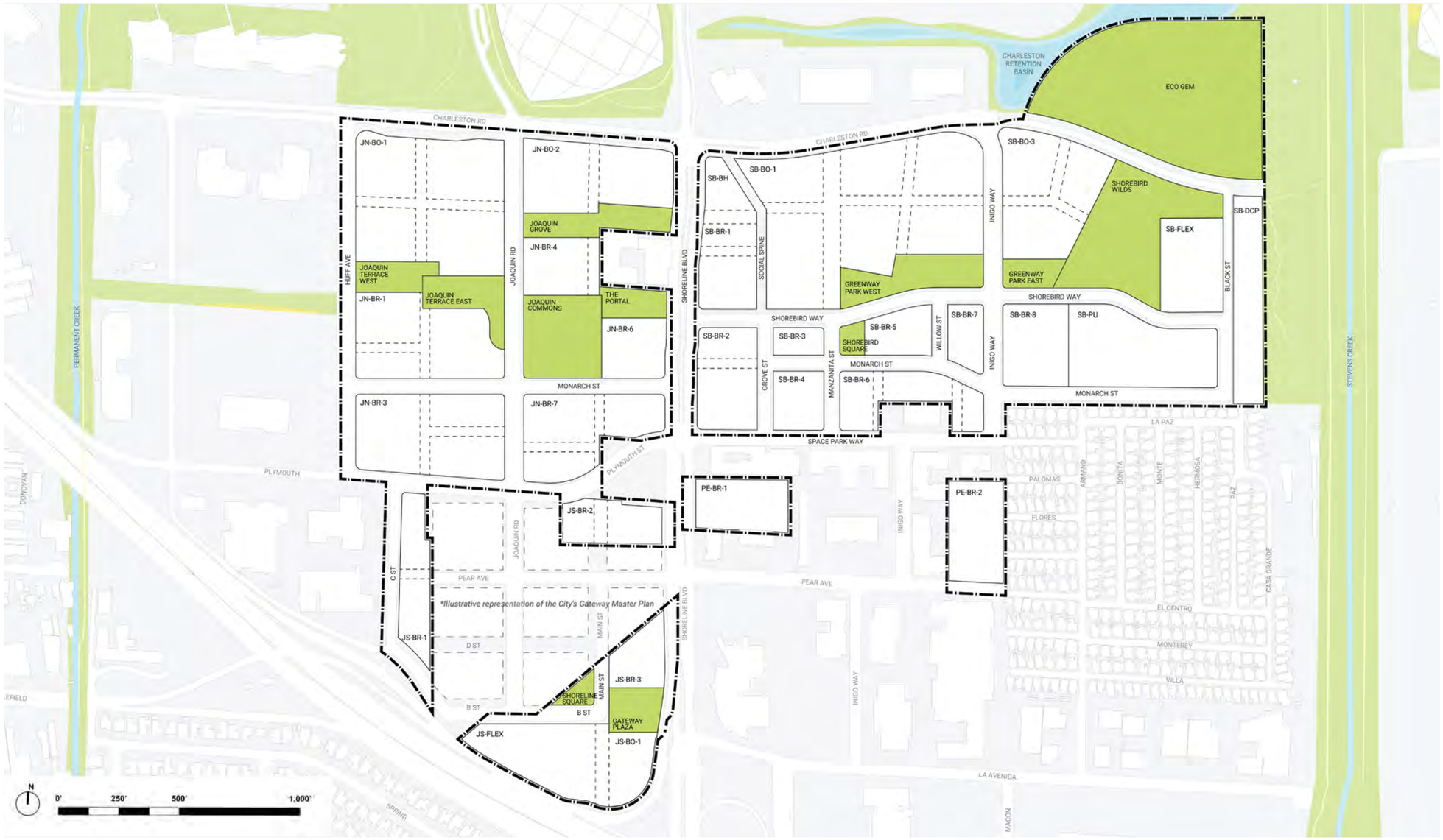
Plan B.1 BLOCK REFERENCE



Key

- XX-X-# BLOCK NUMBER
- INDICATIVE LOCATION OF MID-BLOCK BREAKS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- AREA NOT SUBJECT TO REDEVELOPMENT
- PROJECT AREA

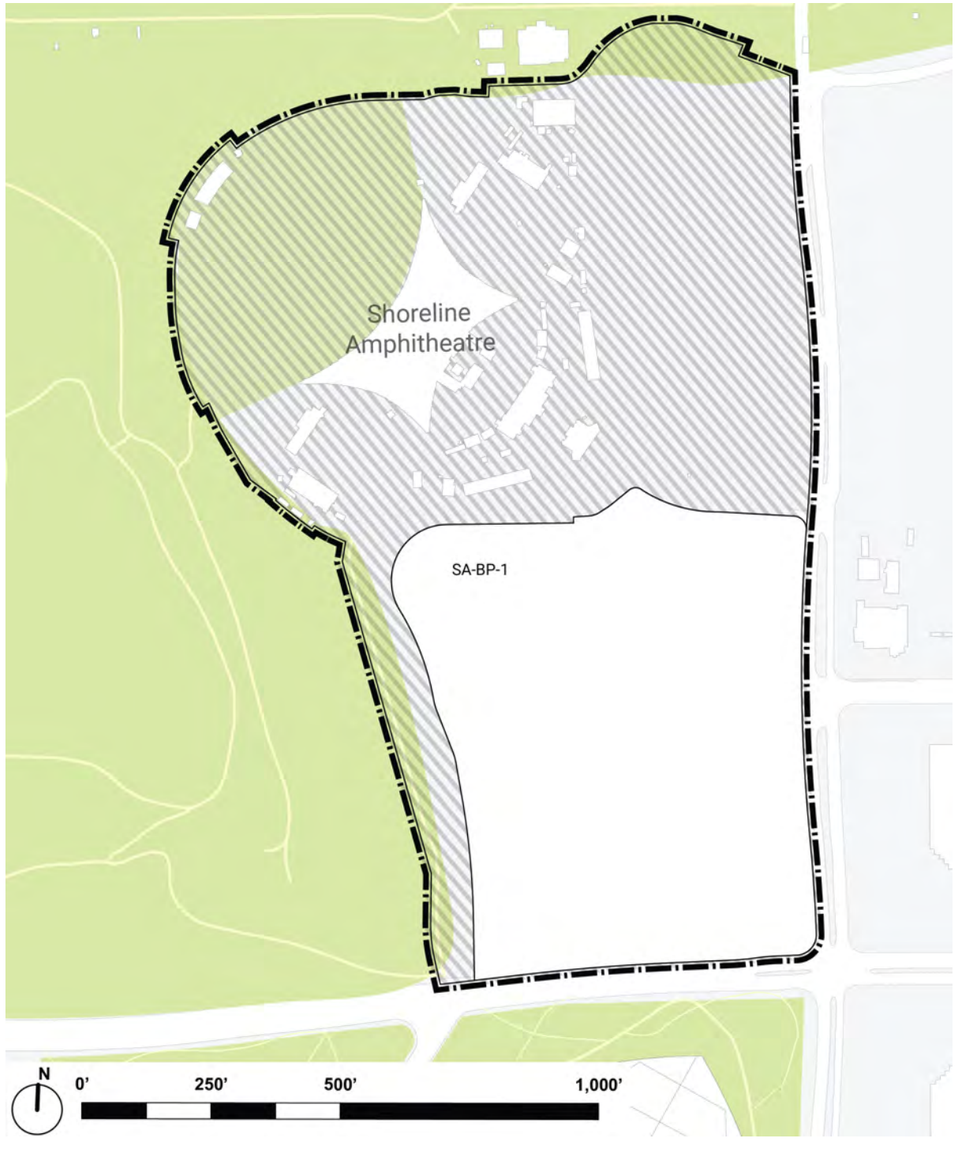
Plan B.2 BLOCK REFERENCE (CORE PROJECT AREA)



Key

- XX-X-# BLOCK NUMBER
- INDICATIVE LOCATION OF MID-BLOCK BREAKS
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- PROJECT AREA

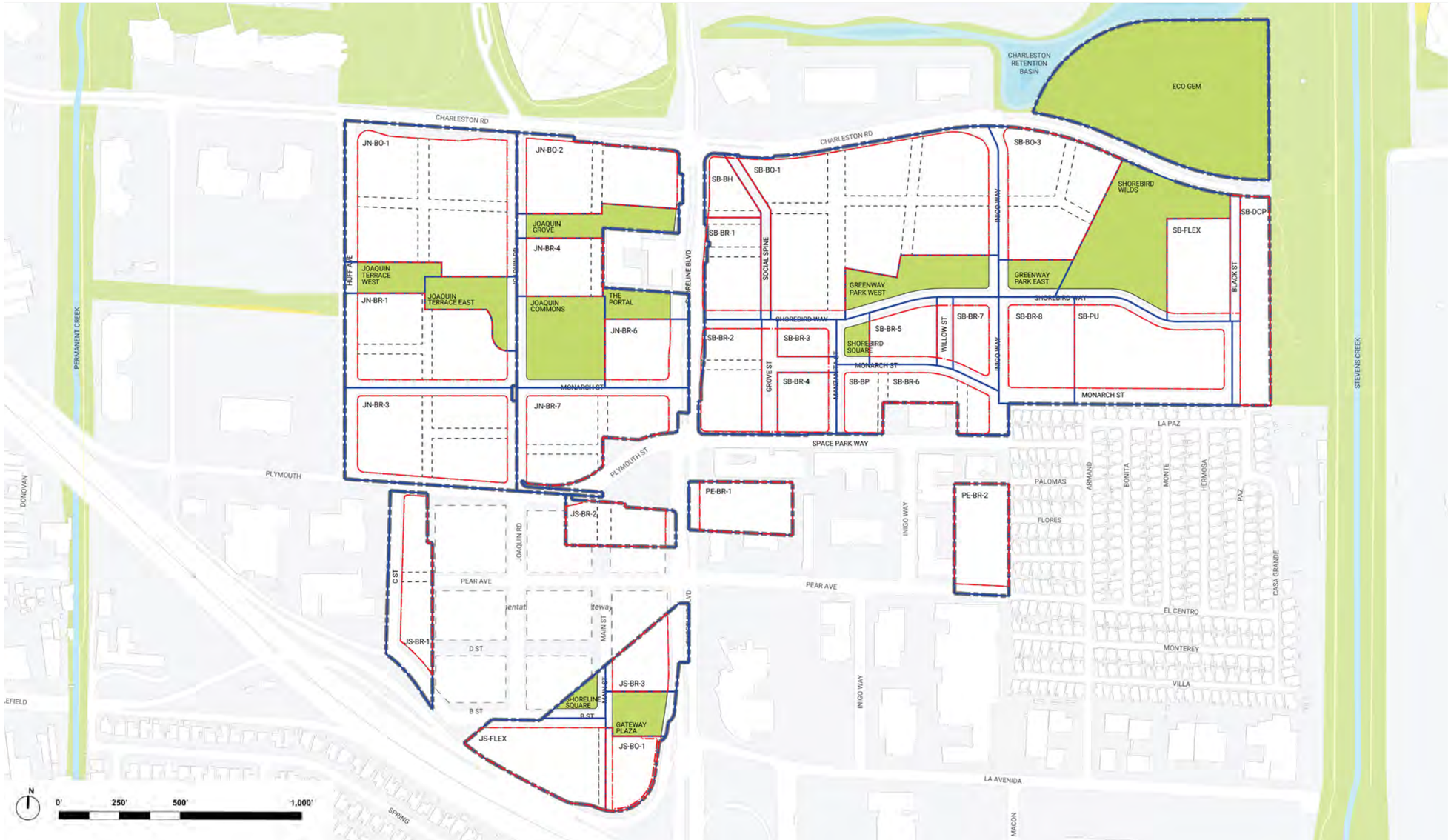
Plan B.3 BLOCK REFERENCE (MARINE WAY + AMPHITHEATRE)



Key

- XX-X-# BLOCK NUMBER
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- AREA NOT SUBJECT TO REDEVELOPMENT
- PROJECT AREA

Plan B.4 GROSS AND DEVELOPMENT BLOCK PLAN



Key

- XX-X-# BLOCK NUMBER
- INDICATIVE LOCATION OF MID-BLOCK BREAKS
- DEVELOPMENT BLOCK BOUNDARY
- GROSS BLOCK BOUNDARY
- OPEN SPACE
- EXISTING PROPERTY BOUNDARY

Gross Block Boundaries are subdivisions of the existing property prior to ROW vacations and dedications.

Per NBPP 3.3.3 Standard 4, Building Coverage is calculated against Gross Block Area to account for non-developed portions of the applicant's existing property.

Plan B.5 GROSS AND DEVELOPMENT BLOCK PLAN (MARINE WAY + AMPHITHEATRE)

Key

- XX-X-# BLOCK NUMBER
- DEVELOPMENT BLOCK BOUNDARY
- GROSS BLOCK BOUNDARY
- OPEN SPACE
- EXISTING PROPERTY BOUNDARY
- AREA NOT SUBJECT TO REDEVELOPMENT

Gross Block Boundaries are subdivisions of the existing property prior to ROW vacations and dedications.

Per NBPP 3.3.3 Standard 4, Building Coverage is calculated against Gross Block Area to account for non-developed portions of the applicant's existing property.

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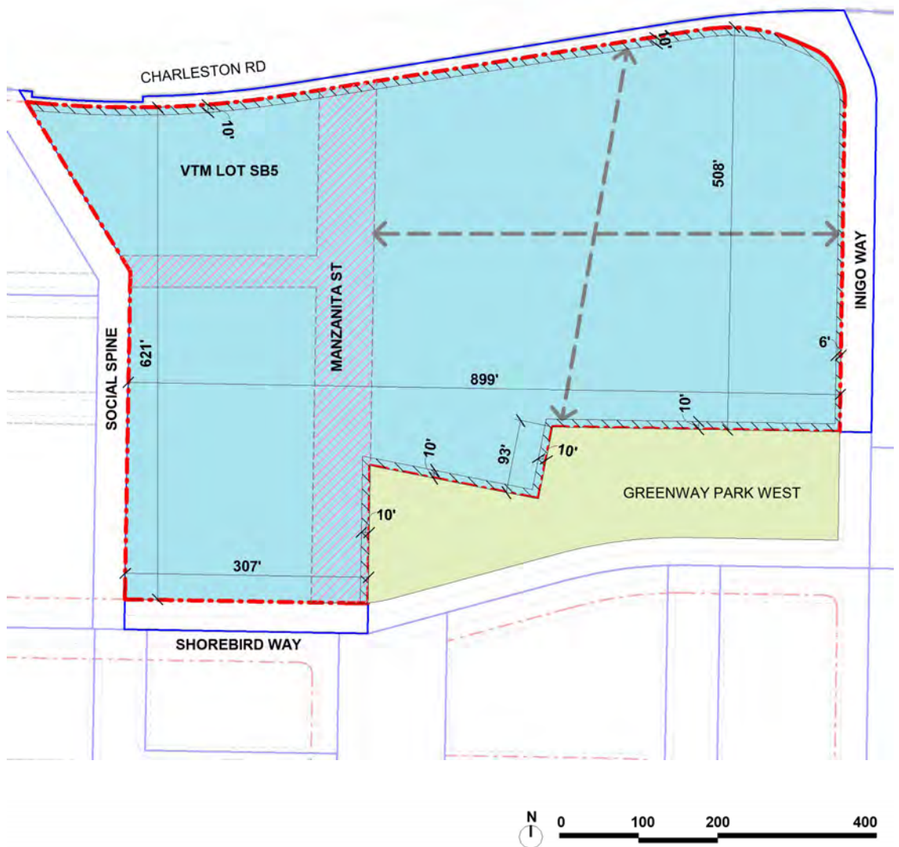
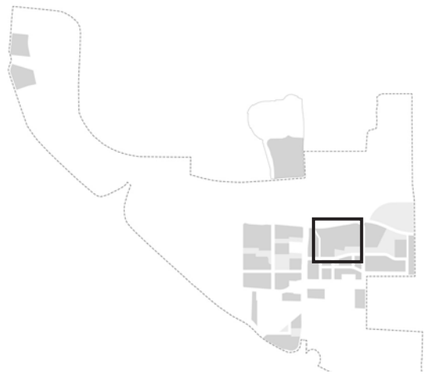
Office Block #SB-BO-1

SB-BO-1	
Gross Block Area	555,231 sf
New Street (New Street Easement)	23,010 sf
Expanded Existing Street (New Street Easement)	25,370 sf
Development Block Area	506,851 sf
NBPP Maximum Building Coverage (70%)*	388,662 sf
NBPP Maximum Pavement Area (10%)**	50,685 sf
NBPP Minimum Open Space (20%)**	101,370 sf
Block Within HOZ	Yes
Office GSF	1,249,415 sf
Active Uses GSF	33,711 sf
Office Parking Stalls	257 stalls
Active Uses Parking Stalls	136 stalls
Above Ground Parking GSF	176,890 sf
Above Ground Parking Stalls	393 stalls
Below Ground Parking GSF****	653,483 sf
Below Ground Parking Stalls****	800 stalls

LOT SB5	
VTM Lot Area	506,851 sf





Key

- GROSS BLOCK BOUNDARY
- DEVELOPMENT BLOCK BOUNDARY
- OFFICE AREA
- MIN. BUILDING SETBACK
- OPEN SPACE
- INDICATIVE LOCATION OF TYPE I MID-BLOCK BREAK***
- INDICATIVE LOCATION OF TYPE II MID-BLOCK BREAK***
- EXISTING PROPERTY BOUNDARY

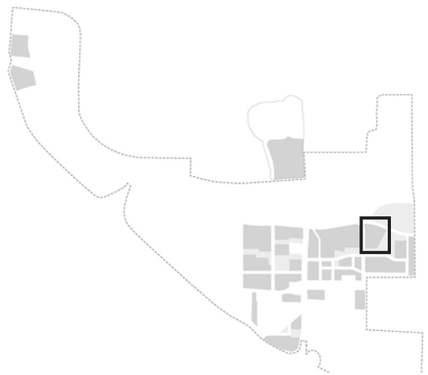
*Calculated against Gross Block Area prior to ROW easements, dedications and vacations per NBPP 3.3.3 Standard 4
**Calculated against Development Block Area
***Where mid-block breaks overlap side or rear setbacks, the larger of the two will determine the total building setback. No additional setbacks are required at edges of mid-block breaks. Location and widths of mid-block breaks to be confirmed during PCP applications
**** Below ground parking represents an alternative to the above ground baseline. To be confirmed as part of subsequent zoning permits

Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Office Block #SB-BO-3

SB-BO-3	
Gross Block Area	216,297 sf
New Street (New Street Easement)	21,808 sf
Expanded Existing Street (New Street Easement)	1,102 sf
Development Block Area	193,387 sf
NBPP Maximum Building Coverage (70%)*	151,408 sf
NBPP Maximum Pavement Area (10%)**	19,339 sf
NBPP Minimum Open Space (20%)**	38,677 sf
Block Within HOZ	Yes
Office GSF	390,179 sf
Office Parking Stalls	73 stalls
Above Ground Parking GSF	32,483 sf
Above Ground Parking Stalls	73 stalls

LOT SB7	
VTM Lot Area	193,387 sf



Key

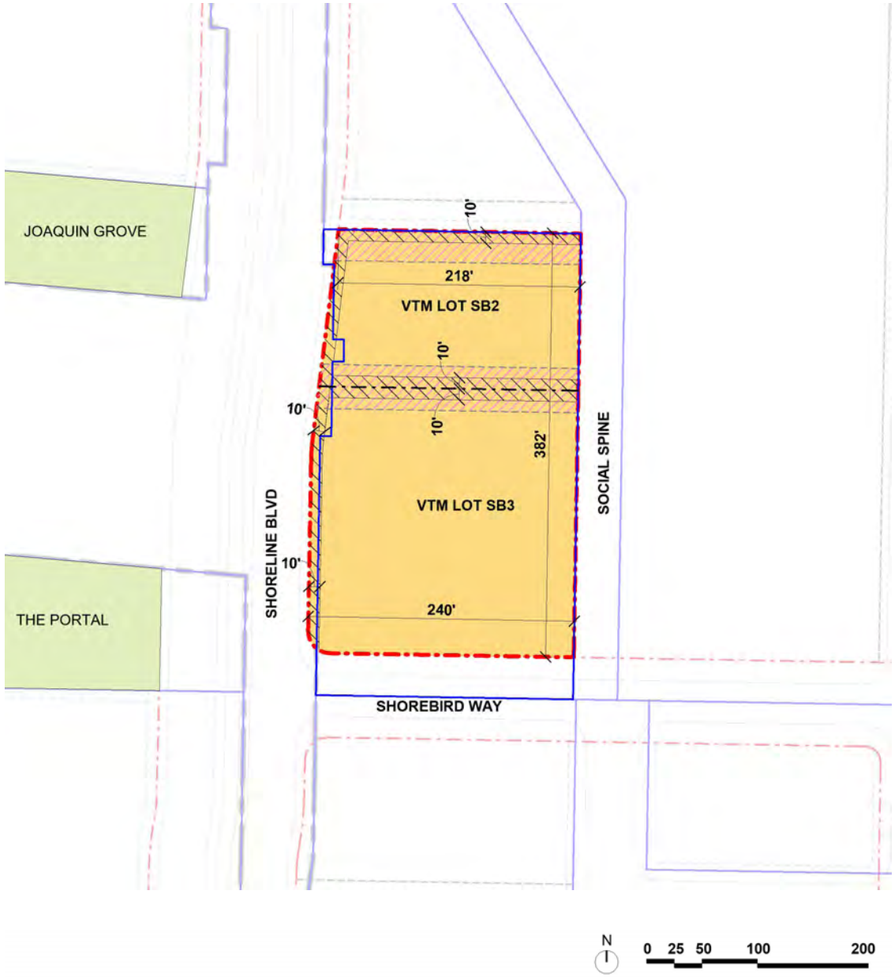
- GROSS BLOCK BOUNDARY
- DEVELOPMENT BLOCK BOUNDARY
- OFFICE AREA
- MIN. BUILDING SETBACK
- OPEN SPACE
- INDICATIVE LOCATION OF TYPE II MID-BLOCK BREAK***
- EXISTING PROPERTY BOUNDARY

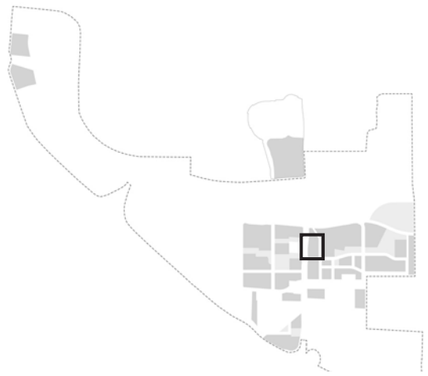
*Calculated against Gross Block Area prior to ROW easements, dedications and vacations per NBPP 3.3.3 Standard 4
**Calculated against Development Block Area
***Where mid-block breaks overlap side or rear setbacks, the larger of the two will determine the total building setback. No additional setbacks are required at edges of mid-block breaks. Location and widths of mid-block breaks to be confirmed during PCP applications

Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Residential Block #SB-BR-1

SB-BR-1	
Gross Block Area	95,699 sf
Expanded Existing Street (New Street Easement)	9,205 sf
ROW Vacation	2,930 sf
Development Block Area	89,424 sf
NBPP Maximum Building Coverage (70%)*	66,989 sf
NBPP Maximum Pavement Area (10%)**	8,942 sf
NBPP Minimum Open Space (25%)**	22,356 sf
Block Within HOZ	No
Residential GSF	360,342 sf
Residential DUs	366 DUs
Active Uses GSF	27,192 sf
Residential Parking Stalls	257 stalls
Active Uses Parking Stalls	80 stalls
Above Ground Parking GSF	139,000 sf
Above Ground Parking Stalls	337 stalls
LOT SB2	
VTM Lot Area	32,056 sf
LOT SB3	
VTM Lot Area	57,368 sf





Key

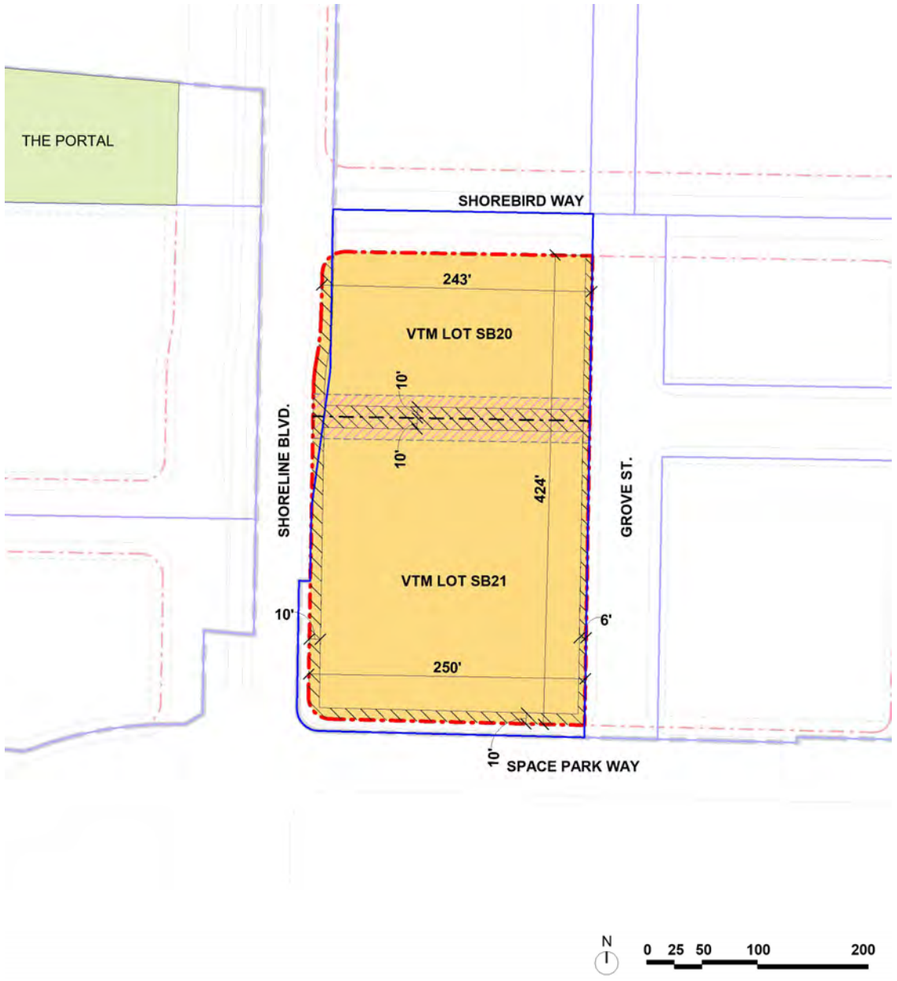
- GROSS BLOCK BOUNDARY
- DEVELOPMENT BLOCK BOUNDARY
- RESIDENTIAL AREA
- MIN. BUILDING SETBACK
- OPEN SPACE
- INDICATIVE LOCATION OF TYPE I MID-BLOCK BREAK***
- EXISTING PROPERTY BOUNDARY
- VTM LOT BOUNDARY

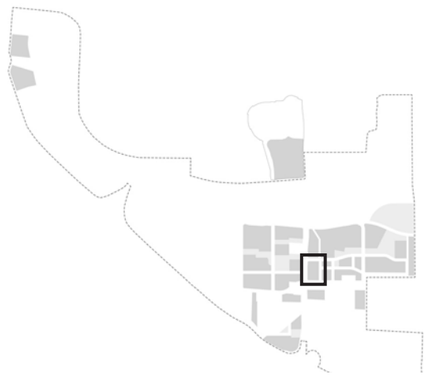
*Calculated against Gross Block Area prior to ROW easements, dedications and vacations per NBPP 3.3.3 Standard 4
**Calculated against Development Block Area
***Where mid-block breaks overlap side or rear setbacks, the larger of the two will determine the total building setback. No additional setbacks are required at edges of mid-block breaks. Location and widths of mid-block breaks to be confirmed during PCP applications

Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Residential Block #SB-BR-2

SB-BR-2	
Gross Block Area	116,030 sf
Expanded Existing Street (New Street Easement)	13,069 sf
ROW Vacation	1,895 sf
Development Block Area	104,856 sf
NBPP Maximum Building Coverage (70%)*	81,221 sf
NBPP Maximum Pavement Area (10%)**	10,486 sf
NBPP Minimum Open Space (25%)**	26,214 sf
Block Within HOZ	No
Residential GSF	486,000 sf
Residential DUs	428 DUs
Active Uses GSF	39,707 sf
Residential Parking Stalls	233 stalls
Above Ground Parking GSF	98,000 sf
Above Ground Parking Stalls	233 stalls
LOT SB20	
VTM Lot Area	36,544 sf
LOT SB21	
VTM Lot Area	68,312 sf





Key

- GROSS BLOCK BOUNDARY
- DEVELOPMENT BLOCK BOUNDARY
- RESIDENTIAL AREA
- MIN. BUILDING SETBACK
- OPEN SPACE
- INDICATIVE LOCATION OF TYPE I MID-BLOCK BREAK***
- EXISTING PROPERTY BOUNDARY
- VTM LOT BOUNDARY

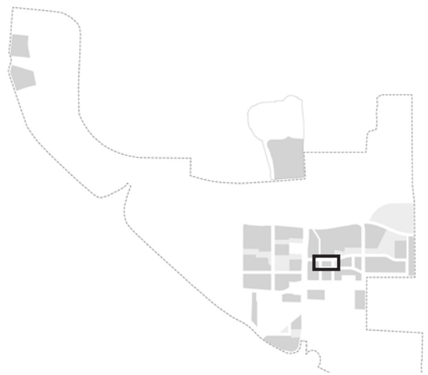
*Calculated against Gross Block Area prior to ROW easements, dedications and vacations per NBPP 3.3.3 Standard 4
**Calculated against Development Block Area
***Where mid-block breaks overlap side or rear setbacks, the larger of the two will determine the total building setback. No additional setbacks are required at edges of mid-block breaks. Location and widths of mid-block breaks to be confirmed during PCP applications

Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Residential Block #SB-BR-3

SB-BR-3	
Gross Block Area	36,972 sf
New Street (New Street Easement)	3,819 sf
Expanded Existing Street (New Street Easement)	9,214 sf
Development Block Area	23,939 sf
NBPP Maximum Building Coverage (70%)*	25,881 sf
NBPP Maximum Pavement Area (10%)**	2,394 sf
NBPP Minimum Open Space (25%)**	5,985 sf
Block Within HOZ	No
Residential GSF	202,000 sf
Residential DUs	211 DUs
Active Uses GSF	18,552 sf

LOT SB19	
VTM Lot Area	23,939 sf



Key

- GROSS BLOCK BOUNDARY
- DEVELOPMENT BLOCK BOUNDARY
- RESIDENTIAL AREA
- MIN. BUILDING SETBACK
- OPEN SPACE
- EXISTING PROPERTY BOUNDARY

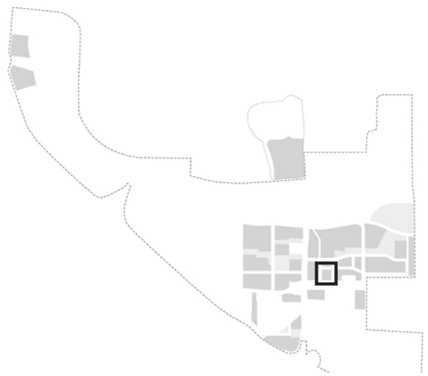
*Calculated against Gross Block Area prior to ROW easements, dedications and vacations per NBPP 3.3.3 Standard 4
**Calculated against Development Block Area

Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Residential Block #SB-BR-4

SB-BR-4	
Gross Block Area	61,535 sf
New Street (New Street Easement)	8,154 sf
Expanded Existing Street (New Street Easement)	2,085 sf
Development Block Area	51,296 sf
NBPP Maximum Building Coverage (70%)*	43,075 sf
NBPP Maximum Pavement Area (10%)**	5,130 sf
NBPP Minimum Open Space (25%)**	12,824 sf
Block Within HOZ	No
Residential GSF	296,000 sf
Residential DUs	297 DUs
Active Uses GSF	12,825 sf
Residential Parking Stalls	224 stalls
Above Ground Parking GSF	77,000 sf
Above Ground Parking Stalls	224 stalls

LOT SB23	
VTM Lot Area	51,296 sf



Key

- GROSS BLOCK BOUNDARY
- DEVELOPMENT BLOCK BOUNDARY
- RESIDENTIAL AREA
- MIN. BUILDING SETBACK
- OPEN SPACE
- EXISTING PROPERTY BOUNDARY

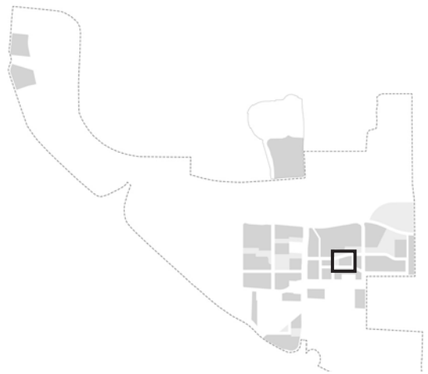
*Calculated against Gross Block Area prior to ROW easements, dedications and vacations per NBPP 3.3.3 Standard 4
**Calculated against Development Block Area

Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Residential Block #SB-BR-5

SB-BR-5	
Gross Block Area	69,957 sf
New Street (New Street Easement)	9,176 sf
Expanded Existing Street (New Street Easement)	10,018 sf
Development Block Area	50,763 sf
NBPP Maximum Building Coverage (70%)*	48,970 sf
NBPP Maximum Pavement Area (10%)**	5,076 sf
NBPP Minimum Open Space (25%)**	12,691 sf
Block Within HOZ	No
Residential GSF	183,000 sf
Residential DUs	176 DUs
Active Uses GSF	16,732 sf
Residential Parking Stalls	162 stalls
Above Ground Parking GSF	68,000 sf
Above Ground Parking Stalls	162 stalls

LOT SB17	
VTM Lot Area	50,763 sf



Key

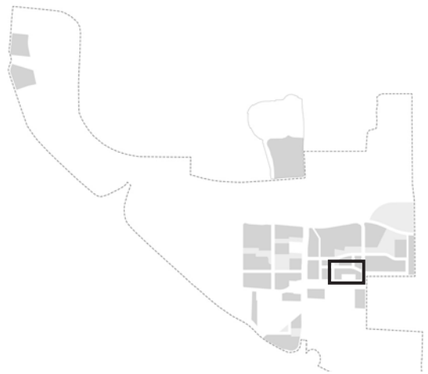
- GROSS BLOCK BOUNDARY
- DEVELOPMENT BLOCK BOUNDARY
- RESIDENTIAL AREA
- MIN. BUILDING SETBACK
- OPEN SPACE
- EXISTING PROPERTY BOUNDARY

*Calculated against Gross Block Area prior to ROW easements, dedications and vacations per NBPP 3.3.3 Standard 4
**Calculated against Development Block Area

Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Residential Block #SB-BR-6

SB-BR-6	
Gross Block Area	144,454 sf
New Street (New Street Easement)	41,926 sf
Expanded Existing Street (New Street Easement)	2,406 sf
Development Block Area	100,122 sf
NBPP Maximum Building Coverage (70%)*	101,118 sf
NBPP Maximum Pavement Area (10%)**	10,012 sf
NBPP Minimum Open Space (25%)**	25,031 sf
Block Within HOZ	No
Residential GSF	223,000 sf
Residential DUs	220 DUs
Active Uses GSF	4,550 sf
Residential Parking Stalls	155 stalls
Active Uses Parking Stalls	600 stalls
Above Ground Parking GSF	185,000 sf
Above Ground Parking Stalls	755 stalls
LOT SB24	
VTM Lot Area	39,094 sf
LOT SB25	
VTM Lot Area	61,028 sf



Key

- GROSS BLOCK BOUNDARY
- DEVELOPMENT BLOCK BOUNDARY
- RESIDENTIAL AREA
- PARKING AREA
- MIN. BUILDING SETBACK
- OPEN SPACE
- INDICATIVE LOCATION OF TYPE I MID-BLOCK BREAK***
- EXISTING PROPERTY BOUNDARY
- VTM LOT BOUNDARY

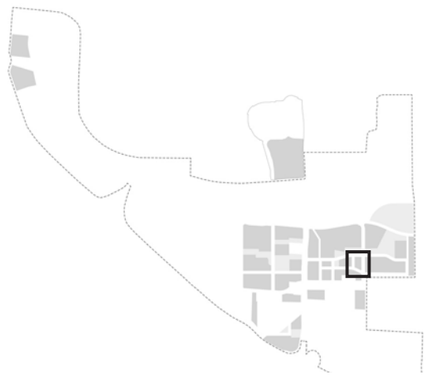
*Calculated against Gross Block Area prior to ROW easements, dedications and vacations per NBPP 3.3.3 Standard 4
**Calculated against Development Block Area
***Where mid-block breaks overlap side or rear setbacks, the larger of the two will determine the total building setback. No additional setbacks are required at edges of mid-block breaks. Location and widths of mid-block breaks to be confirmed during PCP applications

Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Residential Block #SB-BR-7

SB-BR-7	
Gross Block Area	64,565 sf
New Street (New Street Easement)	19,325 sf
Expanded Existing Street (New Street Easement)	6,563 sf
Development Block Area	38,677 sf
NBPP Maximum Building Coverage (70%)*	45,196 sf
NBPP Maximum Pavement Area (10%)**	3,868 sf
NBPP Minimum Open Space (25%)**	9,669 sf
Block Within HOZ	No
Residential GSF	161,000 sf
Residential DUs	172 DUs
Residential Parking Stalls	73 stalls
Above Ground Parking GSF	15,000 sf
Above Ground Parking Stalls	73 stalls

LOT SB15	
VTM Lot Area	38,677 sf



Key

- GROSS BLOCK BOUNDARY
- DEVELOPMENT BLOCK BOUNDARY
- RESIDENTIAL AREA
- MIN. BUILDING SETBACK
- EXISTING PROPERTY BOUNDARY

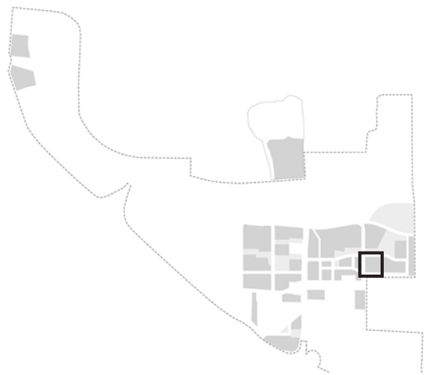
*Calculated against Gross Block Area prior to ROW easements, dedications and vacations per NBPP 3.3.3 Standard 4
**Calculated against Development Block Area

Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Residential Block #SB-BR-8

SB-BR-8	
Gross Block Area	137,355 sf
New Street (New Street Easement)	34,224 sf
Expanded Existing Street (New Street Easement)	10,496 sf
Development Block Area	92,635 sf
NBPP Maximum Building Coverage (70%)*	96,149 sf
NBPP Maximum Pavement Area (10%)**	9,264 sf
NBPP Minimum Open Space (25%)**	23,159 sf
Block Within HOZ	No
Residential GSF	241,000 sf
Residential DUs	215 DUs
Residential Parking Stalls	280 stalls
Above Ground Parking GSF	117,000 sf
Above Ground Parking Stalls	280 stalls

LOT SB14	
VTM Lot Area	92,635 sf



Key

- GROSS BLOCK BOUNDARY
- DEVELOPMENT BLOCK BOUNDARY
- RESIDENTIAL AREA
- MIN. BUILDING SETBACK
- EXISTING PROPERTY BOUNDARY

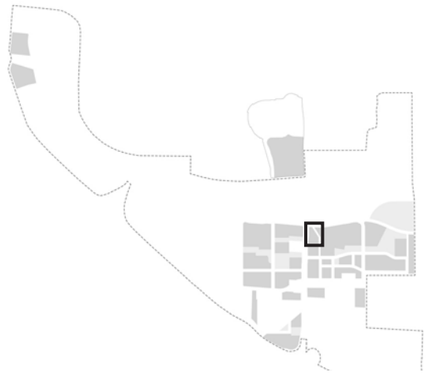
*Calculated against Gross Block Area prior to ROW easements, dedications and vacations per NBPP 3.3.3 Standard 4
**Calculated against Development Block Area

Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Hotel Block #SB-BH

SB-BH	
Gross Block Area	41,962 sf
Expanded Existing Street (New Street Easement)	5,700 sf
Development Block Area	36,262 sf
NBPP Maximum Building Coverage (70%)*	29,373 sf
NBPP Maximum Pavement Area (10%)**	3,626 sf
NBPP Minimum Open Space (20%)**	7,252 sf
Block Within HOZ	No
Hotel GSF	160,000 sf
Hotel Keys	250 keys
Active Uses GSF	16,731 sf

LOT SB1	
VTM Lot Area	36,262 sf



Key

- GROSS BLOCK BOUNDARY
- DEVELOPMENT BLOCK BOUNDARY
- HOTEL AREA
- MIN. BUILDING SETBACK
- INDICATIVE LOCATION OF TYPE I MID-BLOCK BREAK***
- EXISTING PROPERTY BOUNDARY

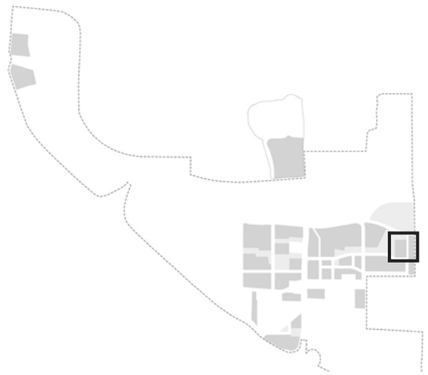
*Calculated against Gross Block Area prior to ROW easements, dedications and vacations per NBPP 3.3.3 Standard 4
**Calculated against Development Block Area
***Where mid-block breaks overlap side or rear setbacks, the larger of the two will determine the total building setback. No additional setbacks are required at edges of mid-block breaks. Location and widths of mid-block breaks to be confirmed during PCP applications

Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Flex Block #SB-FLEX

SB-FLEX	
Gross Block Area	117,716 sf
New Street (New Street Easement)	9,076 sf
Development Block Area	108,640 sf
Block Within HOZ	Yes
Community GSF	55,000 sf
Disctrict Central Plant GSF	35,000 sf

LOT SB10	
VTM Lot Area	108,640 sf



Key

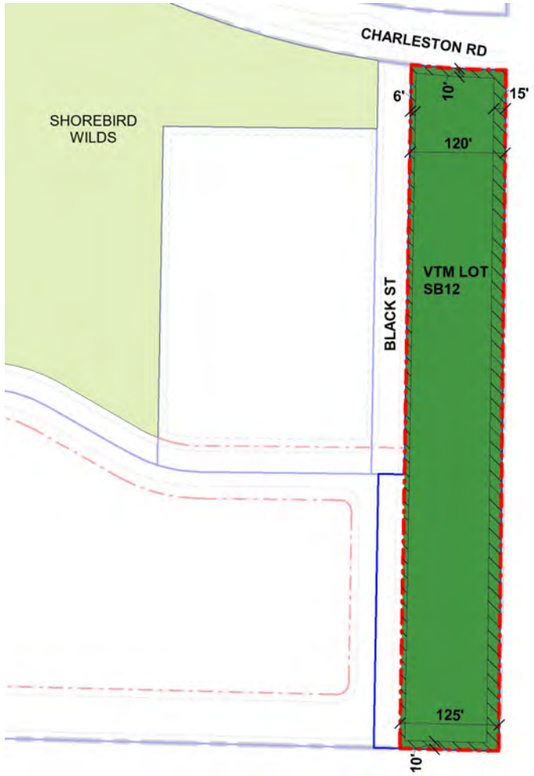
- GROSS BLOCK BOUNDARY
- DEVELOPMENT BLOCK BOUNDARY
- FLEX - COMMUNITY USE, DISTRICT SYSTEMS
- MIN. BUILDING SETBACK
- OPEN SPACE
- EXISTING PROPERTY BOUNDARY

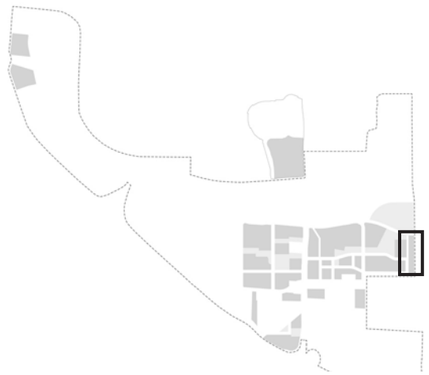
*Calculated against Gross Block Area prior to ROW easements, dedications and vacations per NBPP 3.3.3 Standard 4
**Calculated against Development Block Area

Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

District Plant Block #SB-DCP

SB-DCP	
Gross Block Area	116,725 sf
New Street (New Street Easement)	11,412 sf
Development Block Area	105,313 sf
NBPP Maximum Building Coverage (55%)*	64,199 sf
NBPP Maximum Pavement Area (40%)**	42,125 sf
NBPP Minimum Open Space (25%)**	26,328 sf
Block Within HOZ	Yes
Disctrict Central Plant GSF	95,000 sf
LOT SB12	
VTM Lot Area	105,313 sf





Key

- GROSS BLOCK BOUNDARY
- DEVELOPMENT BLOCK BOUNDARY
- DISTRICT CENTRAL PLANT AREA
- MIN. BUILDING SETBACK
- OPEN SPACE
- EXISTING PROPERTY BOUNDARY

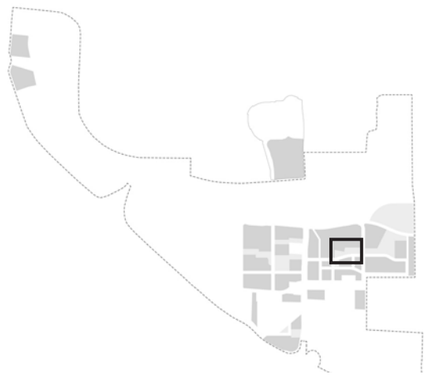
*Calculated against Gross Block Area prior to ROW easements, dedications and vacations per NBPP 3.3.3 Standard 4
**Calculated against Development Block Area

Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Greenway Park West

GREENWAY PARK WEST	
Gross Block Area	107,998 sf
New Street (New Street Easement)	5,543 sf
Expanded Existing Street (New Street Easement)	22,548 sf
Open Space (Either Dedicated Park Land or POPA)	79,907 sf
Active Uses GSF	2,000 sf

LOT SB6	
VTM Lot Area	79,907 sf



Key

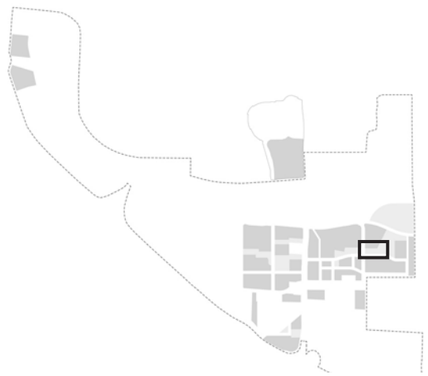
- GROSS BLOCK BOUNDARY
- OPEN SPACE
- EXISTING PROPERTY BOUNDARY

Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Greenway Park East

GREENWAY PARK EAST	
Gross Block Area	41,104 sf
New Street (New Street Easement)	4,794 sf
Expanded Existing Street (New Street Easement)	8,035 sf
Open Space (Either Dedicated Park Land or POPA)	28,275 sf
Active Uses GSF	1,000 sf

LOT SB8	
VTM Lot Area	28,275 sf



Key

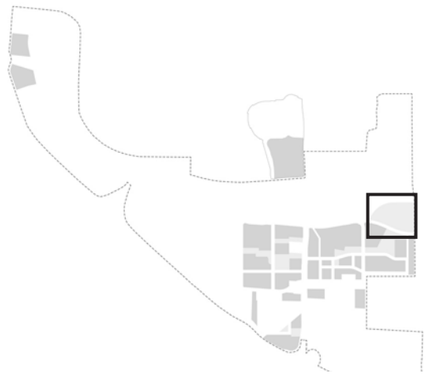
- GROSS BLOCK BOUNDARY
- OPEN SPACE
- EXISTING PROPERTY BOUNDARY

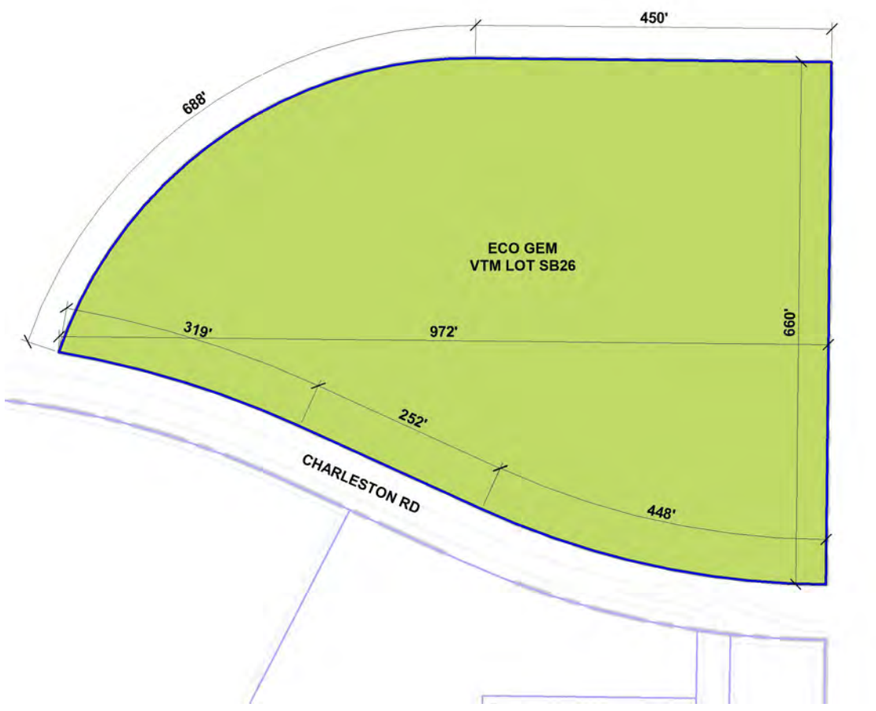
Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Eco Gem

ECO GEM	
Gross Block Area	468,552 sf
Dedicated Park Land	468,552 sf

LOT SB26	
VTM Lot Area	468,552 sf





Key

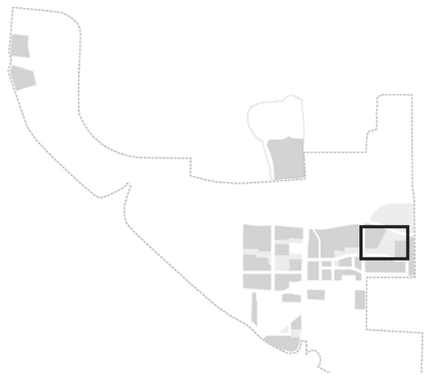
- GROSS BLOCK BOUNDARY
- OPEN SPACE
- EXISTING PROPERTY BOUNDARY

Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Shorebird Wilds

SHOREBIRD WILDS	
Gross Block Area	210,409 sf
New Street (New Street Easement)	3,458 sf
Expanded Existing Street (New Street Easement)	12,136 sf
Open Space (Either Dedicated Park Land or POPA)	194,815 sf

LOT SB9	
VTM Lot Area	194,815 sf



Key

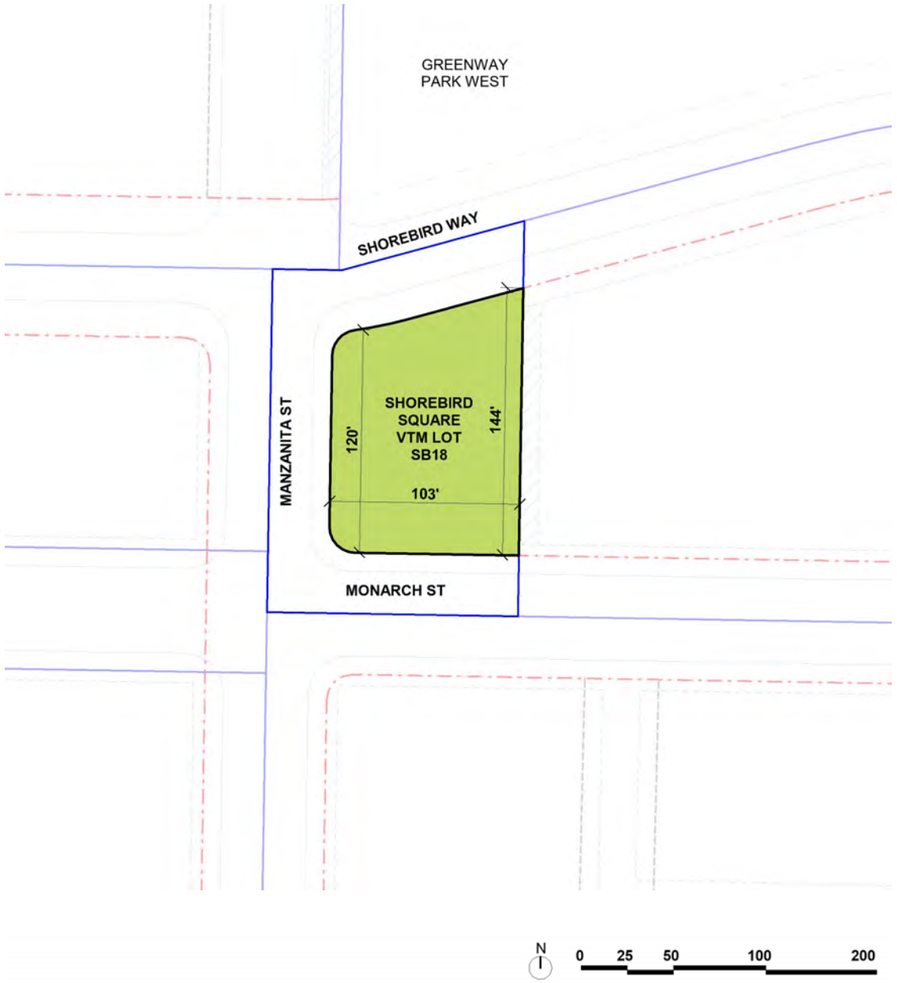
- GROSS BLOCK BOUNDARY
- OPEN SPACE
- EXISTING PROPERTY BOUNDARY

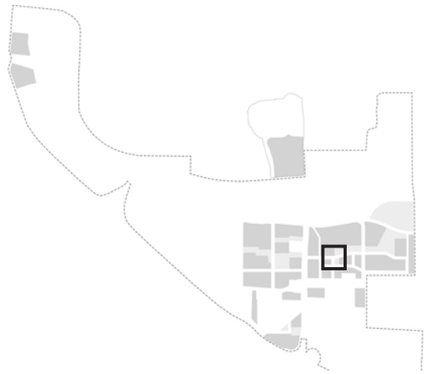
Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Shorebird Square

SHOREBIRD SQUARE	
Gross Block Area	26,618 sf
New Street (New Street Easement)	8,445 sf
Expanded Existing Street (New Street Easement)	4,849 sf
Dedicated Park Land	13,324 sf

LOT SB18	
VTM Lot Area	13,324 sf





Key

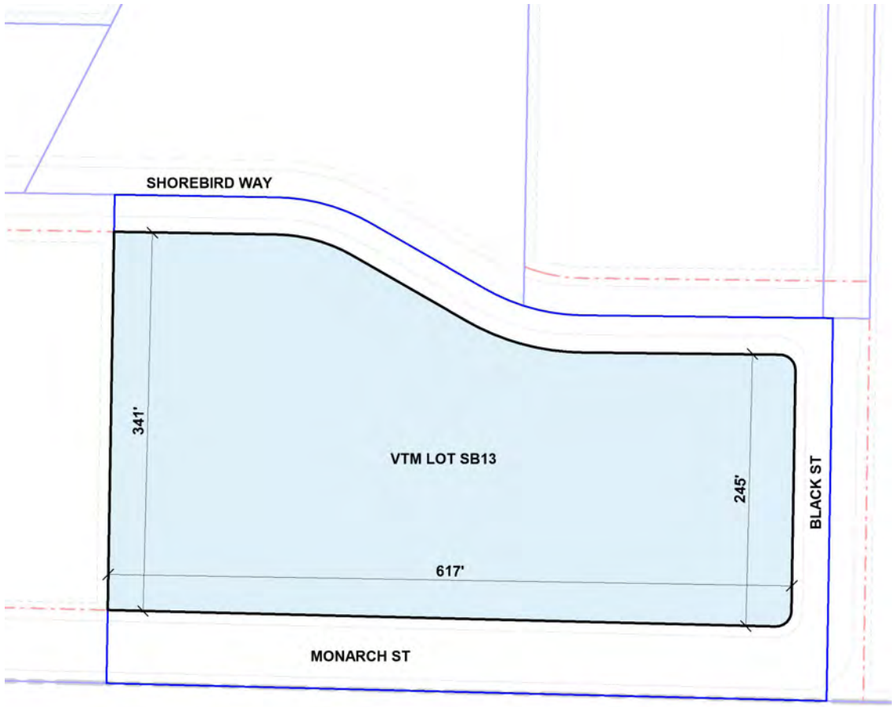
- GROSS BLOCK BOUNDARY
- OPEN SPACE
- EXISTING PROPERTY BOUNDARY

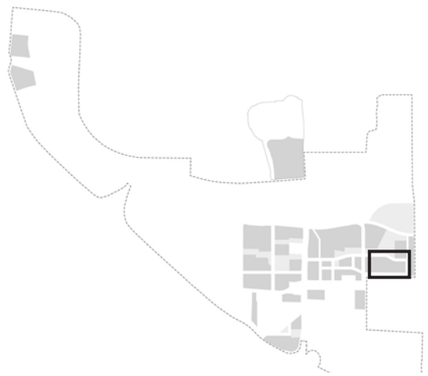
Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

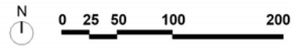
SB-PU

SB-PU	
Gross Block Area	251,072 sf
New Street (New Street Easement)	66,313 sf
Expanded Existing Street (New Street Easement)	7,270 sf
Public Use	177,489 sf

LOT SB13	
VTM Lot Area	177,489 sf







Key

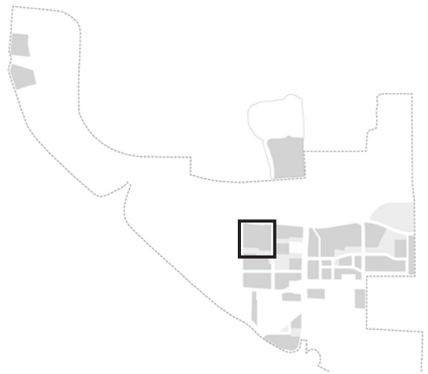
- GROSS BLOCK BOUNDARY
- PUBLIC USE
- EXISTING PROPERTY BOUNDARY

Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Office Block #JN-BO-1

JN-BO-1	
Gross Block Area	414,828 sf
Expanded Existing Street (New Street Easement)	83,310 sf
Development Block Area	331,518 sf
NBPP Maximum Building Coverage (70%)*	290,380 sf
NBPP Maximum Pavement Area (10%)**	33,152 sf
NBPP Minimum Open Space (20%)**	66,304 sf
Block Within HOZ	No
Office GSF	754,709 sf
Office Parking Stalls	141 stalls
Above Ground Parking GSF	72,478 sf
Above Ground Parking Stalls	141 stalls

LOT JN1	
VTM Lot Area	331,518 sf



Key

- GROSS BLOCK BOUNDARY
- DEVELOPMENT BLOCK BOUNDARY
- OFFICE AREA
- MIN. BUILDING SETBACK
- OPEN SPACE
- INDICATIVE LOCATION OF TYPE II MID-BLOCK BREAK***
- EXISTING PROPERTY BOUNDARY

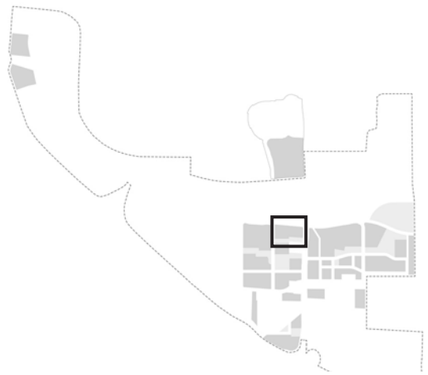
*Calculated against Gross Block Area prior to ROW easements, dedications and vacations per NBPP 3.3.3 Standard 4
**Calculated against Development Block Area
***Where mid-block breaks overlap side or rear setbacks, the larger of the two will determine the total building setback. No additional setbacks are required at edges of mid-block breaks. Location and widths of mid-block breaks to be confirmed during PCP applications

Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Office Block #JN-BO-2

JN-BO-2	
Gross Block Area	189,121 sf
Expanded Existing Street (New Street Easement)	21,699 sf
Development Block Area	167,422 sf
NBPP Maximum Building Coverage (70%)*	132,385 sf
NBPP Maximum Pavement Area (10%)**	16,742 sf
NBPP Minimum Open Space (20%)**	33,484 sf
Block Within HOZ	No
Office GSF	473,628 sf
Office Parking Stalls	87 stalls
Above Ground Parking GSF	46,497 sf
Above Ground Parking Stalls	87 stalls

LOT JN10	
VTM Lot Area	167,422 sf



Key

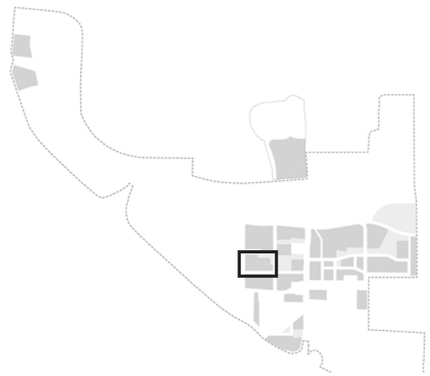
- GROSS BLOCK BOUNDARY
- DEVELOPMENT BLOCK BOUNDARY
- OFFICE AREA
- MIN. BUILDING SETBACK
- OPEN SPACE
- INDICATIVE LOCATION OF TYPE II MID-BLOCK BREAK***
- EXISTING PROPERTY BOUNDARY

*Calculated against Gross Block Area prior to ROW easements, dedications and vacations per NBPP 3.3.3 Standard 4
**Calculated against Development Block Area
***Where mid-block breaks overlap side or rear setbacks, the larger of the two will determine the total building setback. No additional setbacks are required at edges of mid-block breaks. Location and widths of mid-block breaks to be confirmed during PCP applications

Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Residential Block #JN-BR-1

JN-BR-1	
Gross Block Area	233,395 sf
New Street (New Street Easement)	20,424 sf
Expanded Existing Street (New Street Easement)	26,467 sf
Development Block Area	186,504 sf
NBPP Maximum Building Coverage (70%)*	163,377 sf
NBPP Maximum Pavement Area (10%)**	18,650 sf
NBPP Minimum Open Space (25%)**	46,626 sf
Block Within HOZ	No
Residential GSF	970,000 sf
Residential DUs	922 DUs
Residential Parking Stalls	688 stalls
Above Ground Parking GSF	186,000 sf
Above Ground Parking Stalls	688 stalls
LOT JN4	
VTM Lot Area	85,122 sf
LOT JN5	
VTM Lot Area	65,271 sf
LOT JN6	
VTM Lot Area	36,111 sf



Key

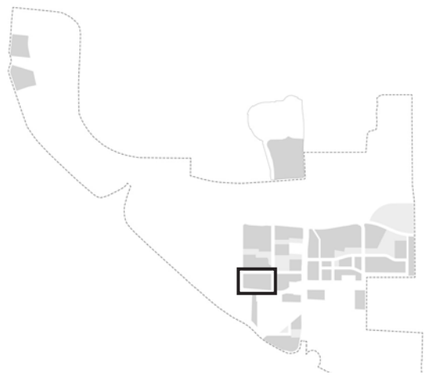
- GROSS BLOCK BOUNDARY
- DEVELOPMENT BLOCK BOUNDARY
- RESIDENTIAL AREA
- MIN. BUILDING SETBACK
- OPEN SPACE
- INDICATIVE LOCATION OF TYPE I MID-BLOCK BREAK***
- EXISTING PROPERTY BOUNDARY
- VTM LOT BOUNDARY

*Calculated against Gross Block Area prior to ROW easements, dedications and vacations per NBPP 3.3.3 Standard 4
**Calculated against Development Block Area
***Where mid-block breaks overlap side or rear setbacks, the larger of the two will determine the total building setback. No additional setbacks are required at edges of mid-block breaks. Location and widths of mid-block breaks to be confirmed during PCP applications

Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Residential Block #JN-BR-3 - Option 1

JN-BR-3 OPTION 1	
Gross Block Area	281,459 sf
New Street (New Street Easement)	20,406 sf
Expanded Existing Street (New Street Easement)	55,118 sf
Development Block Area	205,935 sf
NBPP Maximum Building Coverage (70%)*	197,021 sf
NBPP Maximum Pavement Area (10%)**	20,594 sf
NBPP Minimum Open Space (25%)**	51,484 sf
Block Within HOZ	No
Residential GSF	953,000 sf
Residential DUs	881 DUs
Residential Parking Stalls	711 stalls
Active Uses Parking Stalls	348 stalls
Above Ground Parking GSF	164,253 sf
Above Ground Parking Stalls	1,059 stalls
LOT JN7	
VTM Lot Area	92,162 sf
LOT JN8	
VTM Lot Area	50,689 sf
LOT JN9	
VTM Lot Area	63,084 sf



Key

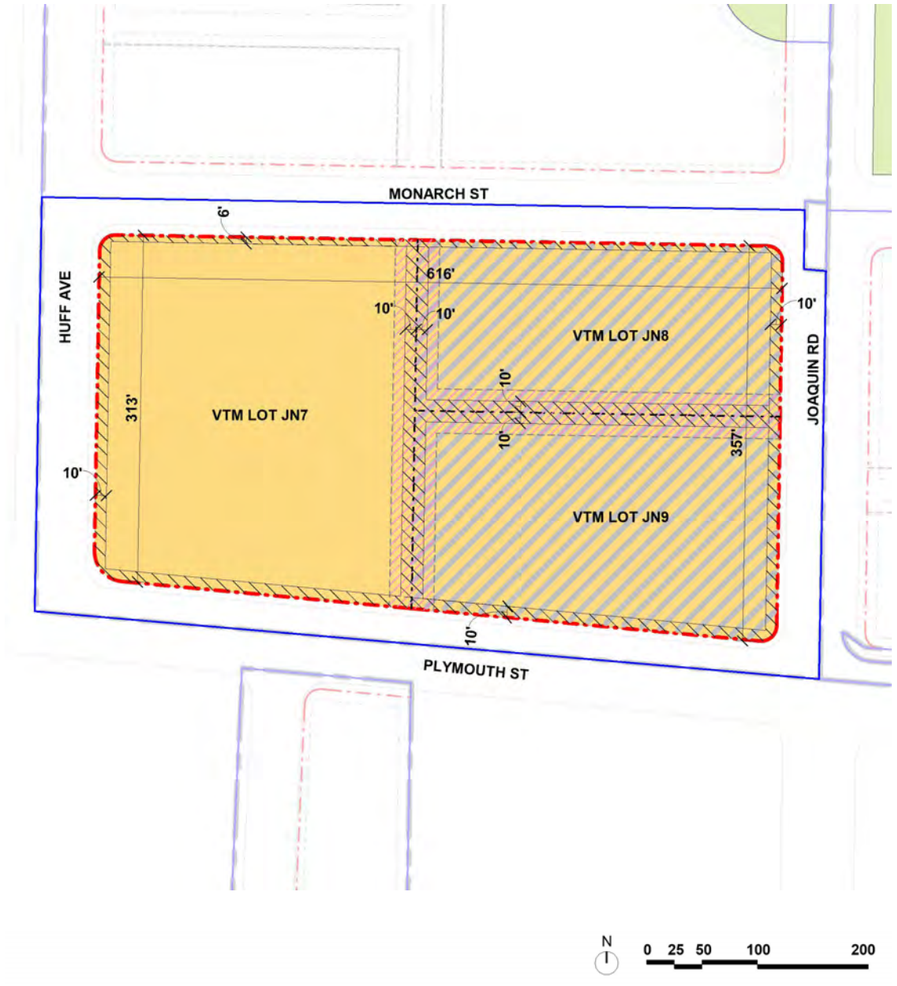
- GROSS BLOCK BOUNDARY
- DEVELOPMENT BLOCK BOUNDARY
- FLEX - PARKING, RESIDENTIAL
- BUILDING SETBACK
- OPEN SPACE
- INDICATIVE LOCATION OF TYPE I MID-BLOCK BREAK***
- EXISTING PROPERTY BOUNDARY
- VTM LOT BOUNDARY

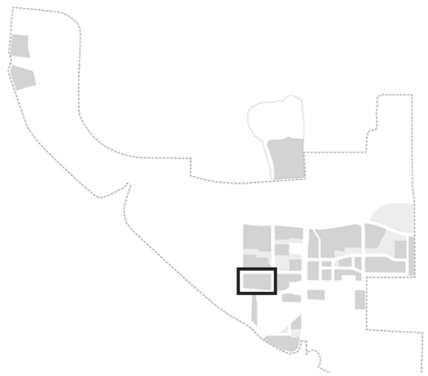
*Calculated against Gross Block Area prior to ROW easements, dedications and vacations per NBPP 3.3.3 Standard 4
**Calculated against Development Block Area
***Where mid-block breaks overlap side or rear setbacks, the larger of the two will determine the total building setback. No additional setbacks are required at edges of mid-block breaks. Location and widths of mid-block breaks to be confirmed during PCP applications

Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Residential Block #JN-BR-3 - Option 2

JN-BR-3 OPTION 2	
Gross Block Area	281,459 sf
New Street (New Street Easement)	20,406 sf
Expanded Existing Street (New Street Easement)	55,118 sf
Development Block Area	205,935 sf
NBPP Maximum Building Coverage (70%)*	197,021 sf
NBPP Maximum Pavement Area (10%)**	20,594 sf
NBPP Minimum Open Space (25%)**	51,484 sf
Block Within HOZ	No
Residential GSF	738,000 sf
Residential DUs	686 DUs
Residential Parking Stalls	559 stalls
Active Uses Parking Stalls	500 stalls
Above Ground Parking GSF	404,215 sf
Above Ground Parking Stalls	1,059 stalls
LOT JN7	
VTM Lot Area	92,162 sf
LOT JN8	
VTM Lot Area	50,689 sf
LOT JN9	
VTM Lot Area	63,084 sf





Key

- GROSS BLOCK BOUNDARY
- DEVELOPMENT BLOCK BOUNDARY
- FLEX - PARKING, RESIDENTIAL
- BUILDING SETBACK
- OPEN SPACE
- INDICATIVE LOCATION OF TYPE I MID-BLOCK BREAK***
- EXISTING PROPERTY BOUNDARY
- VTM LOT BOUNDARY

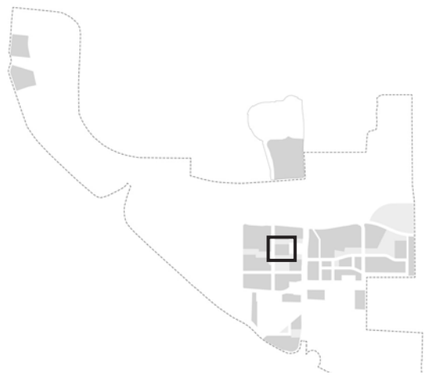
*Calculated against Gross Block Area prior to ROW easements, dedications and vacations per NBPP 3.3.3 Standard 4
**Calculated against Development Block Area
***Where mid-block breaks overlap side or rear setbacks, the larger of the two will determine the total building setback. No additional setbacks are required at edges of mid-block breaks. Location and widths of mid-block breaks to be confirmed during PCP applications

Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Residential Block #JN-BR-4

JN-BR-4	
Gross Block Area	84,801 sf
Expanded Existing Street (New Street Easement)	9,576 sf
Development Block Area	75,225 sf
NBPP Maximum Building Coverage (70%)*	59,361 sf
NBPP Maximum Pavement Area (10%)**	7,523 sf
NBPP Minimum Open Space (25%)**	18,806 sf
Block Within HOZ	No
Residential GSF	367,000 sf
Residential DUs	375 DUs
Active Uses GSF	7,748 sf
Residential Parking Stalls	220 stalls
Above Ground Parking GSF	74,000 sf
Above Ground Parking Stalls	220 stalls

LOT JN12	
VTM Lot Area	75,225 sf



Key

- GROSS BLOCK BOUNDARY
- DEVELOPMENT BLOCK BOUNDARY
- RESIDENTIAL AREA
- MIN. BUILDING SETBACK
- OPEN SPACE
- INDICATIVE LOCATION OF TYPE I MID-BLOCK BREAK***
- EXISTING PROPERTY BOUNDARY

*Calculated against Gross Block Area prior to ROW easements, dedications and vacations per NBPP 3.3.3 Standard 4
**Calculated against Development Block Area
***Where mid-block breaks overlap side or rear setbacks, the larger of the two will determine the total building setback. No additional setbacks are required at edges of mid-block breaks. Location and widths of mid-block breaks to be confirmed during PCP applications

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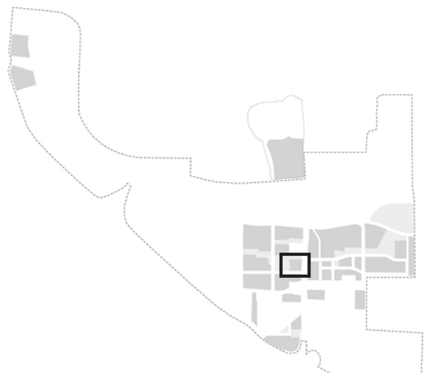
Residential Block #JN-BR-6

JN-BR-6	
Gross Block Area	97,605 sf
New Street (New Street Easement)	8,748 sf
Expanded Existing Street (New Street Easement)	22,652 sf
Development Block Area	66,205 sf
NBPP Maximum Building Coverage (70%)*	68,324 sf
NBPP Maximum Pavement Area (10%)**	6,621 sf
NBPP Minimum Open Space (25%)**	16,551 sf
Block Within HOZ	No

Residential GSF	380,000 sf
Residential DUs	391 DUs
Active Uses GSF	20,655 sf
Residential Parking Stalls	182 stalls
Above Ground Parking GSF	76,000 sf
Above Ground Parking Stalls	182 stalls

LOT JN15	
VTM Lot Area	66,205 sf



Key

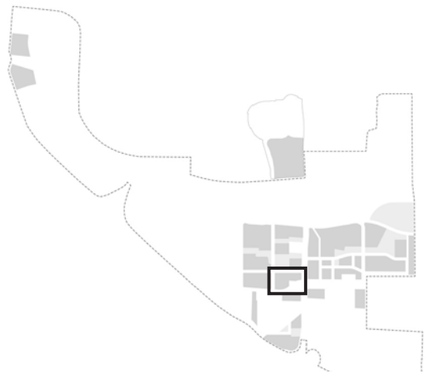
- GROSS BLOCK BOUNDARY
- DEVELOPMENT BLOCK BOUNDARY
- RESIDENTIAL AREA
- MIN. BUILDING SETBACK
- OPEN SPACE
- EXISTING PROPERTY BOUNDARY

*Calculated against Gross Block Area prior to ROW easements, dedications and vacations per NBPP 3.3.3 Standard 4
**Calculated against Development Block Area

Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Residential Block #JN-BR-7

JN-BR-7	
Gross Block Area	210,232 sf
New Street (New Street Easement)	19,439 sf
Expanded Existing Street (New Street Easement)	35,066 sf
Development Block Area	155,727 sf
NBPP Maximum Building Coverage (70%)*	147,162 sf
NBPP Maximum Pavement Area (10%)**	15,573 sf
NBPP Minimum Open Space (25%)**	38,932 sf
Block Within HOZ	No
Residential GSF	805,000 sf
Residential DUs	771 DUs
Active Uses GSF	6,597 sf
Residential Parking Stalls	560 stalls
Above Ground Parking GSF	210,000 sf
Above Ground Parking Stalls	560 stalls
LOT JN17	
VTM Lot Area	68,639 sf
LOT JN18	
VTM Lot Area	45,854 sf
LOT JN19	
VTM Lot Area	41,234 sf



Key

- GROSS BLOCK BOUNDARY
- DEVELOPMENT BLOCK BOUNDARY
- RESIDENTIAL AREA
- MIN. BUILDING SETBACK
- OPEN SPACE
- INDICATIVE LOCATION OF TYPE I MID-BLOCK BREAK***
- EXISTING PROPERTY BOUNDARY
- VTM LOT BOUNDARY

*Calculated against Gross Block Area prior to ROW easements, dedications and vacations per NBPP 3.3.3 Standard 4
**Calculated against Development Block Area
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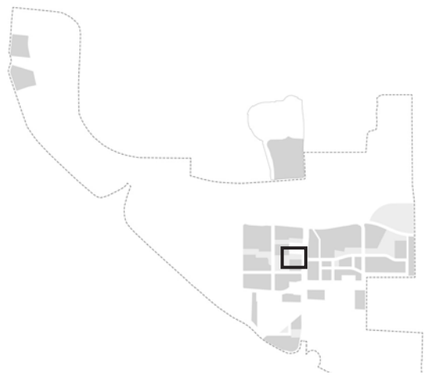
The Portal

THE PORTAL	
Gross Block Area	40,637 sf
Expanded Existing Street (New Street Easement)	8,159 sf
Open Space (Either Dedicated Park Land or POPA)	32,478 sf
Active Uses GSF	1,000 sf

LOT JN14	
VTM Lot Area	32,478 sf



Key

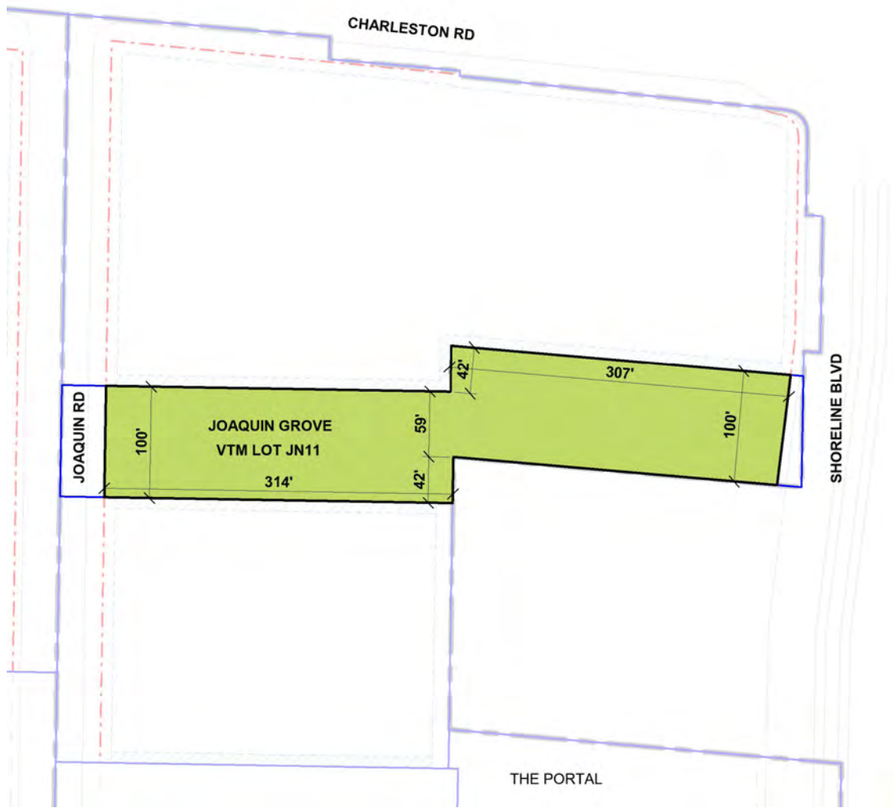
- GROSS BLOCK BOUNDARY
- OPEN SPACE
- EXISTING PROPERTY BOUNDARY

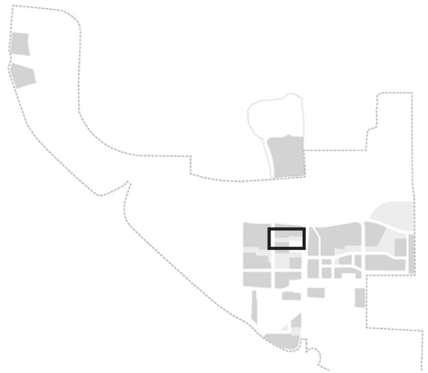
Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Joaquin Grove

JOAQUIN GROVE	
Gross Block Area	67,238 sf
Expanded Existing Street (New Street Easement)	5,680 sf
Open Space (Either Dedicated Park Land or POPA)	61,558 sf

LOT JN11	
VTM Lot Area	61,558 sf





Key

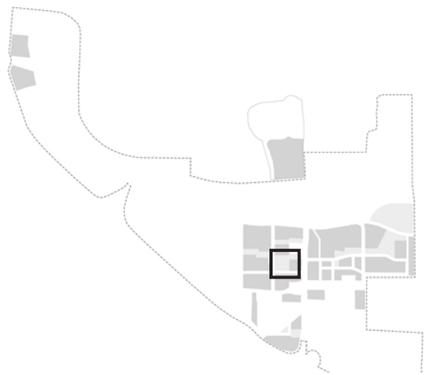
- GROSS BLOCK BOUNDARY
- OPEN SPACE
- EXISTING PROPERTY BOUNDARY

Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Joaquin Commons

JOAQUIN COMMONS	
Gross Block Area	136,929 sf
New Street (New Street Easement)	10,691 sf
Expanded Existing Street (New Street Easement)	15,213 sf
Dedicated Park Land	111,025 sf

LOT JN16	
VTM Lot Area	111,025 sf



Key

- GROSS BLOCK BOUNDARY
- OPEN SPACE
- EXISTING PROPERTY BOUNDARY

Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Joaquin Terrace East

JOAQUIN TERRACE EAST	
Gross Block Area	68,124 sf
Expanded Existing Street (New Street Easement)	12,172 sf
Open Space (Either Dedicated Park Land or POPA)	55,952 sf

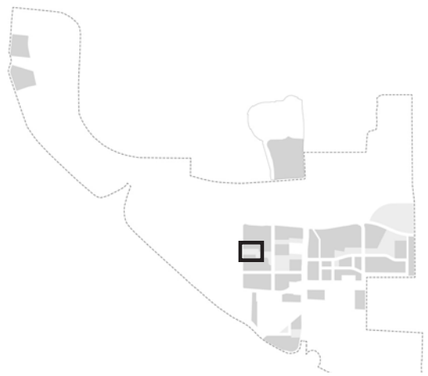
LOT JN3	
VTM Lot Area	55,952 sf

Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Joaquin Terrace West

JOAQUIN TERRACE WEST	
Gross Block Area	46,051 sf
Expanded Existing Street (New Street Easement)	6,795 sf
Open Space (Either Dedicated Park Land or POPA)	39,256 sf

LOT JN2	
VTM Lot Area	39,256 sf



Key

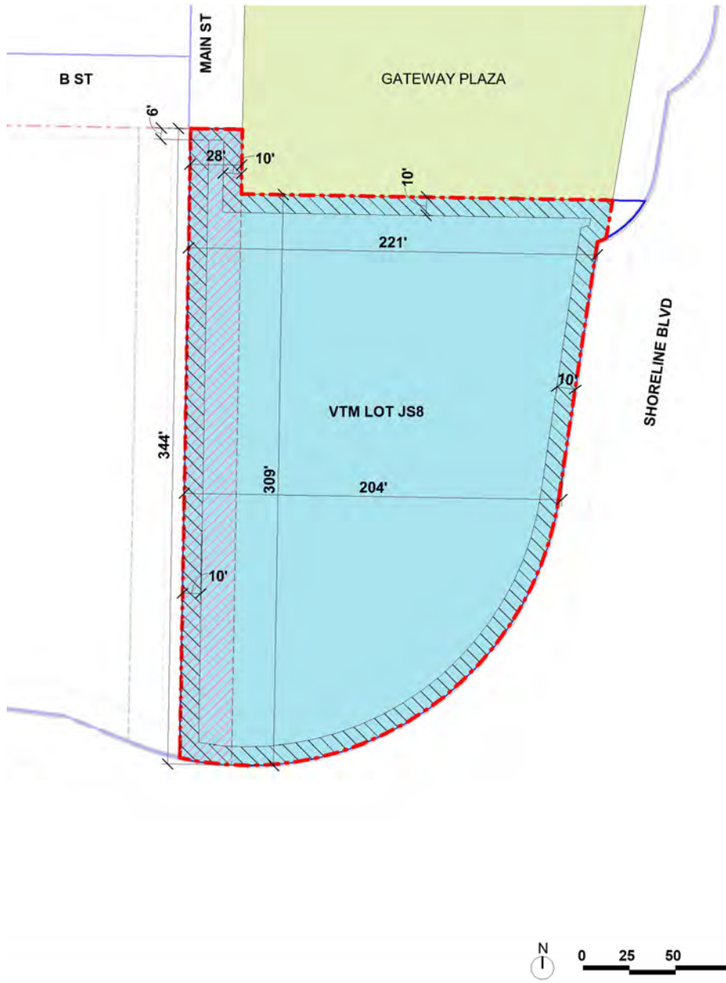
- GROSS BLOCK BOUNDARY
- OPEN SPACE
- EXISTING PROPERTY BOUNDARY

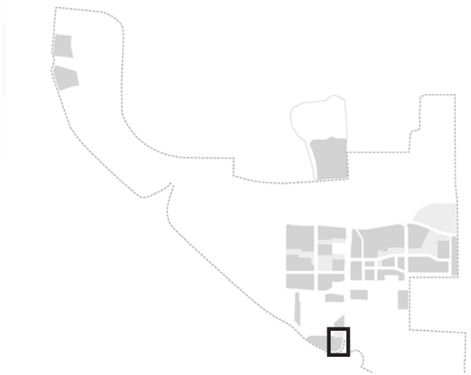
Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Office Block #JS-BO-1

JS-BO-1	
Gross Block Area	59,702 sf
Expanded Existing Street (New Street Easement)	223 sf
Development Block Area	59,479 sf
NBPP Maximum Building Coverage (80%)*	47,762 sf
NBPP Maximum Pavement Area (10%)**	5,948 sf
NBPP Minimum Open Space (20%)**	11,896 sf
Block Within HOZ	No
Office GSF	250,000 sf
Active Uses GSF	3,990 sf
Office Parking Stalls	50 stalls
Above Ground Parking GSF	25,000 sf
Above Ground Parking Stalls	50 stalls

LOT JS8	
VTM Lot Area	59,479 sf





Key

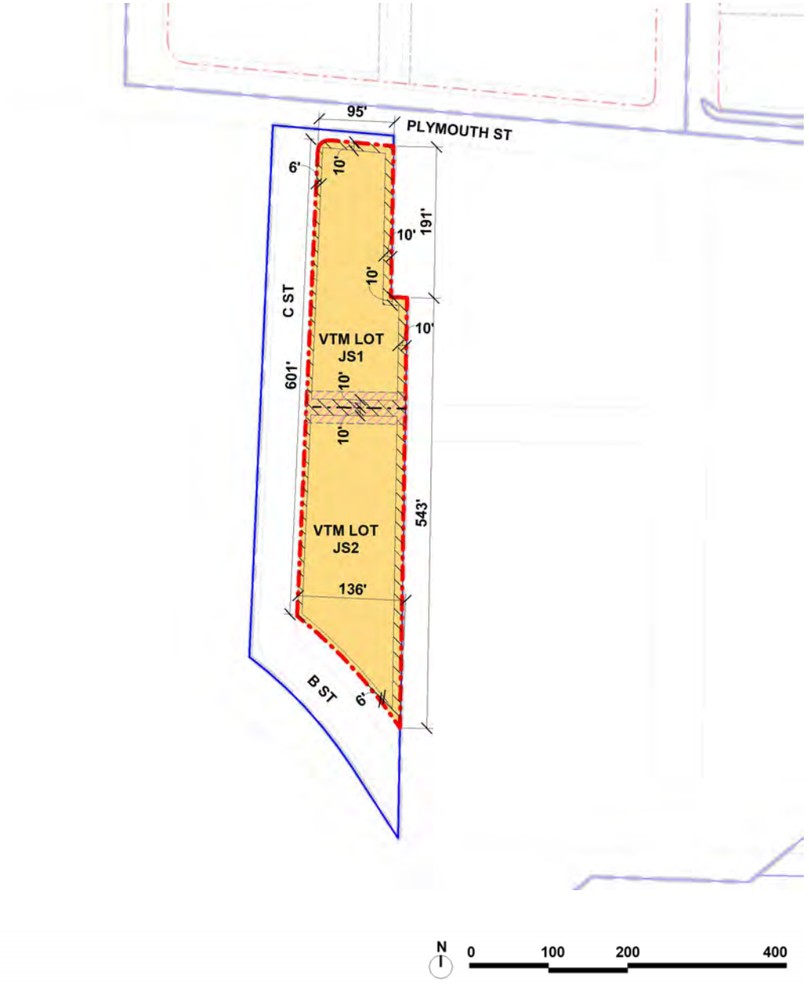
- GROSS BLOCK BOUNDARY
- DEVELOPMENT BLOCK BOUNDARY
- OFFICE AREA
- MIN. BUILDING SETBACK
- OPEN SPACE
- INDICATIVE LOCATION OF TYPE I MID-BLOCK BREAK***
- EXISTING PROPERTY BOUNDARY

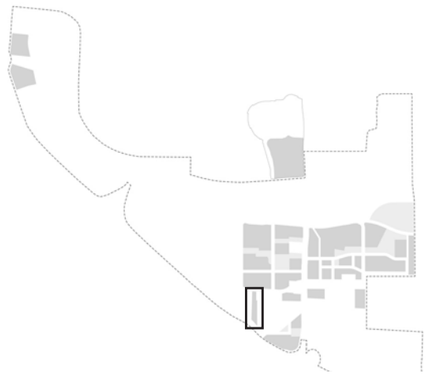
*Calculated against Gross Block Area prior to ROW easements, dedications and vacations per NBPP 3.3.3 Standard 4
**Calculated against Development Block Area
***Where mid-block breaks overlap side or rear setbacks, the larger of the two will determine the total building setback. No additional setbacks are required at edges of mid-block breaks. Location and widths of mid-block breaks to be confirmed during PCP applications

Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Residential Block #JS-BR-1

JS-BR-1	
Gross Block Area	136,094 sf
New Street (New Street Easement)	55,808 sf
Expanded Existing Street (New Street Easement)	1,953 sf
Development Block Area	78,333 sf
NBPP Maximum Building Coverage (70%)*	95,266 sf
NBPP Maximum Pavement Area (10%)**	7,833 sf
NBPP Minimum Open Space (25%)**	19,583 sf
Block Within HOZ	No
Residential GSF	426,000 sf
Residential DUs	409 DUs
Residential Parking Stalls	220 stalls
Above Ground Parking GSF	54,000 sf
Above Ground Parking Stalls	220 stalls
LOT JS1	
VTM Lot Area	36,223 sf
LOT JS2	
VTM Lot Area	42,110 sf





Key

- GROSS BLOCK BOUNDARY
- DEVELOPMENT BLOCK BOUNDARY
- RESIDENTIAL AREA
- MIN. BUILDING SETBACK
- INDICATIVE LOCATION OF TYPE I MID-BLOCK BREAK***
- EXISTING PROPERTY BOUNDARY
- VTM LOT BOUNDARY

*Calculated against Gross Block Area prior to ROW easements, dedications and vacations per NBPP 3.3.3 Standard 4
**Calculated against Development Block Area
***Where mid-block breaks overlap side or rear setbacks, the larger of the two will determine the total building setback. No additional setbacks are required at edges of mid-block breaks. Location and widths of mid-block breaks to be confirmed during PCP applications

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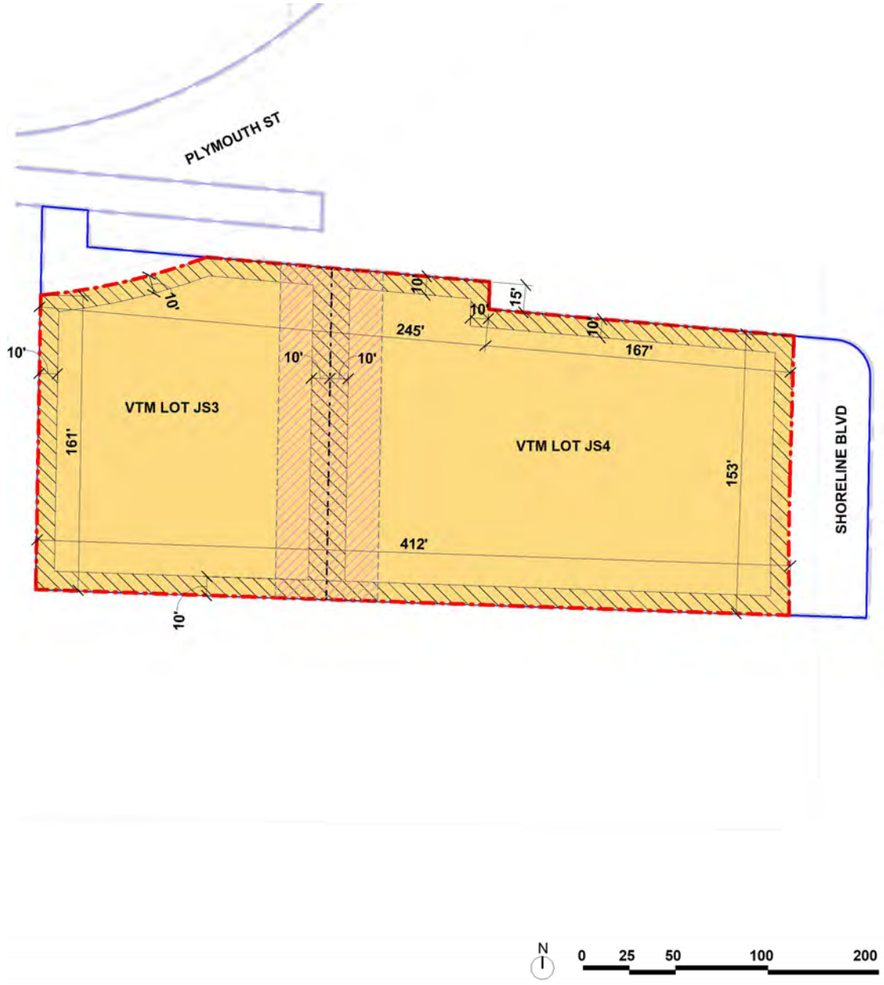
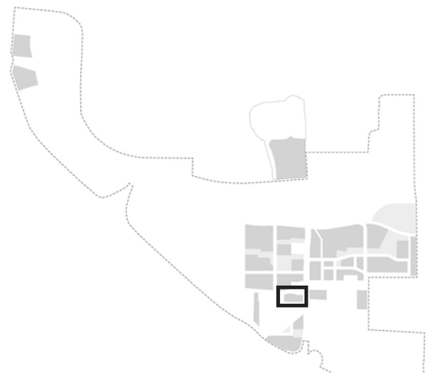
Residential Block #JS-BR-2

JS-BR-2	
Gross Block Area	77,869 sf
Expanded Existing Street (New Street Easement)	8,386 sf
Development Block Area	69,483 sf
NBPP Maximum Building Coverage (70%)*	54,508 sf
NBPP Maximum Pavement Area (10%)**	6,948 sf
NBPP Minimum Open Space (25%)**	17,371 sf
Block Within HOZ	No
Residential GSF	288,000 sf
Residential DUs	276 DUs
Residential Parking Stalls	161 stalls
Above Ground Parking GSF	47,000 sf
Above Ground Parking Stalls	161 stalls

LOT JS3	
VTM Lot Area	27,949 sf

LOT JS4	
VTM Lot Area	41,534 sf





Key

- GROSS BLOCK BOUNDARY
- DEVELOPMENT BLOCK BOUNDARY
- RESIDENTIAL AREA
- MIN. BUILDING SETBACK
- INDICATIVE LOCATION OF TYPE I MID-BLOCK BREAK***
- EXISTING PROPERTY BOUNDARY
- VTM LOT BOUNDARY

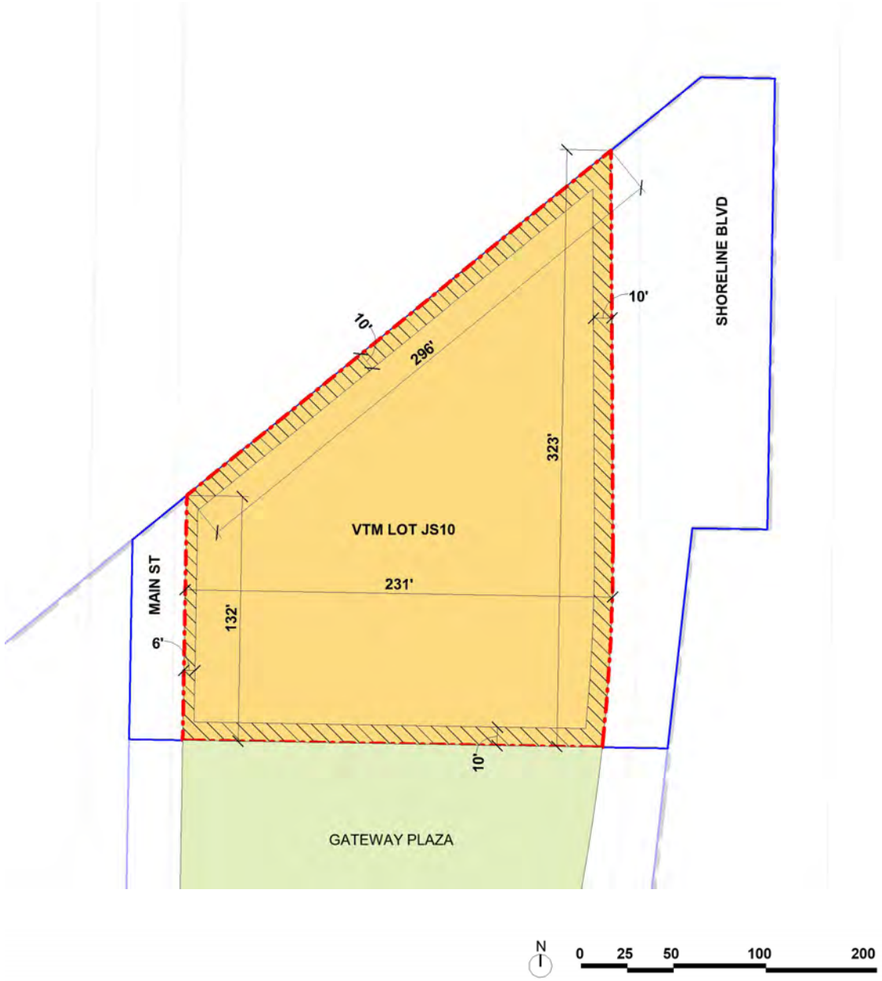
*Calculated against Gross Block Area prior to ROW easements, dedications and vacations per NBPP 3.3.3 Standard 4
**Calculated against Development Block Area
***Where mid-block breaks overlap side or rear setbacks, the larger of the two will determine the total building setback. No additional setbacks are required at edges of mid-block breaks. Location and widths of mid-block breaks to be confirmed during PCP applications

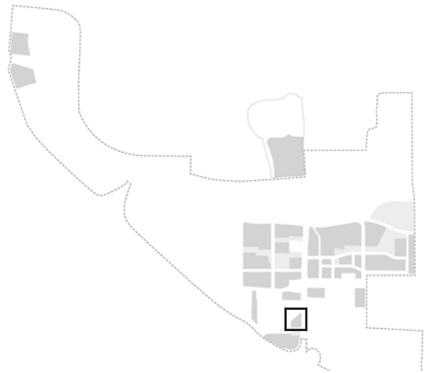
Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Residential Block #JS-BR-3

JS-BR-3	
Gross Block Area	80,582 sf
New Street (New Street Easement)	3,488 sf
Expanded Existing Street (New Street Easement)	24,611 sf
Development Block Area	52,483 sf
NBPP Maximum Building Coverage (70%)*	56,408 sf
NBPP Maximum Pavement Area (10%)**	5,248 sf
NBPP Minimum Open Space (25%)**	13,121 sf
Block Within HOZ	No
Residential GSF	327,000 sf
Residential DUs	318 DUs
Active Uses GSF	7,000 sf
Residential Parking Stalls	241 stalls
Above Ground Parking GSF	107,000 sf
Above Ground Parking Stalls	241 stalls

LOT JS10	
VTM Lot Area	52,483 sf





Key

- GROSS BLOCK BOUNDARY
- DEVELOPMENT BLOCK BOUNDARY
- RESIDENTIAL AREA
- MIN. BUILDING SETBACK
- OPEN SPACE
- EXISTING PROPERTY BOUNDARY

*Calculated against Gross Block Area prior to ROW easements, dedications and vacations per NBPP 3.3.3 Standard 4
**Calculated against Development Block Area

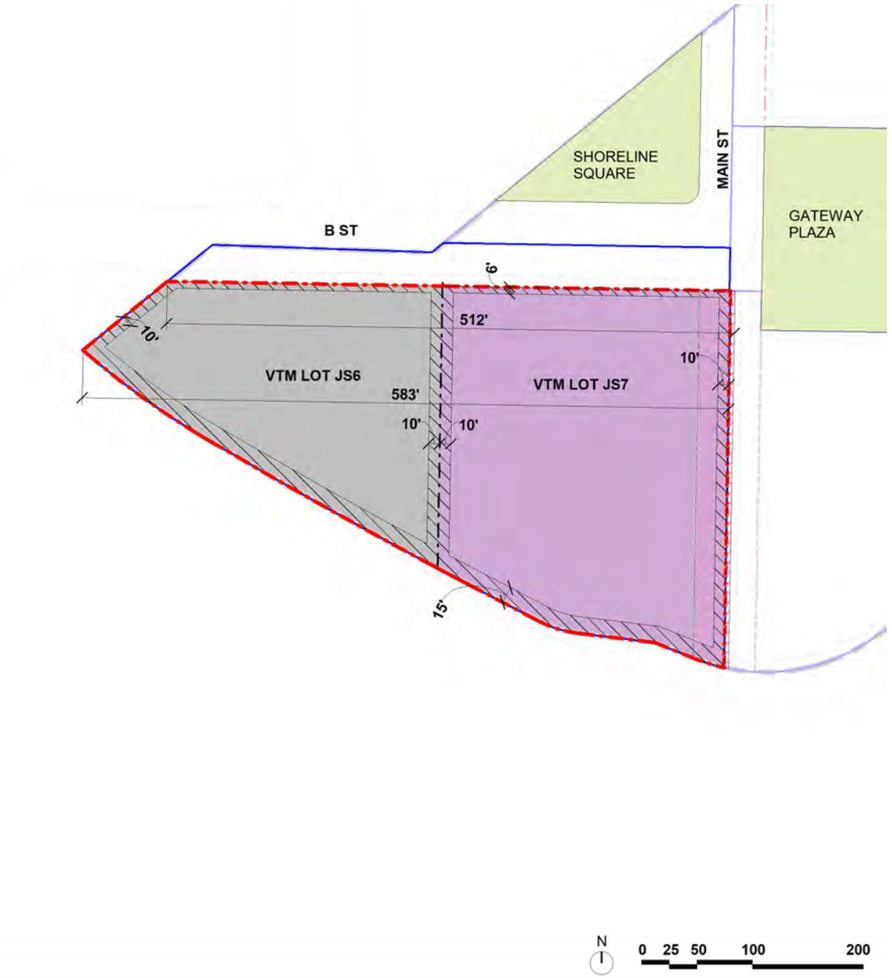
Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

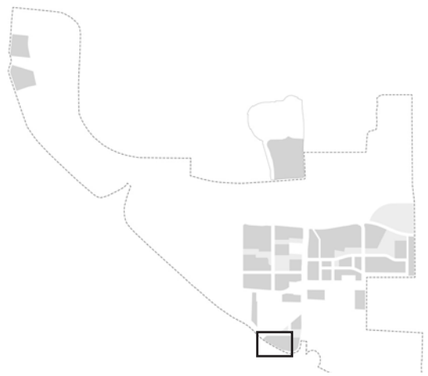
Hotel Block #JS-FLEX

JS-FLEX	
Gross Block Area	148,146 sf
New Street (New Street Easement)	17,465 sf
Development Block Area	130,681 sf
NBPP Maximum Building Coverage (80%)*	118,517 sf
NBPP Maximum Pavement Area (10%)**	13,068 sf
NBPP Minimum Open Space (20%)**	26,136 sf
Block Within HOZ	No
Hotel GSF	180,000 sf
Hotel Keys	275 keys
Active Uses GSF	4,000 sf
Office Parking Stalls	400 stalls
Active Uses Parking Stalls	300 stalls
Above Ground Parking GSF	332,579 sf
Above Ground Parking Stalls	700 stalls

LOT JS6	
VTM Lot Area	51,457 sf

LOT JS7	
VTM Lot Area	79,224 sf





Key

- GROSS BLOCK BOUNDARY
- DEVELOPMENT BLOCK BOUNDARY
- HOTEL AREA
- PARKING AREA
- MIN. BUILDING SETBACK
- OPEN SPACE
- INDICATIVE LOCATION OF TYPE I MID-BLOCK BREAK***
- EXISTING PROPERTY BOUNDARY
- VTM LOT BOUNDARY

*Calculated against Gross Block Area prior to ROW easements, dedications and vacations per NBPP 3.3.3 Standard 4
**Calculated against Development Block Area
***Where mid-block breaks overlap side or rear setbacks, the larger of the two will determine the total building setback. No additional setbacks are required at edges of mid-block breaks. Location and widths of mid-block breaks to be confirmed during PCP applications

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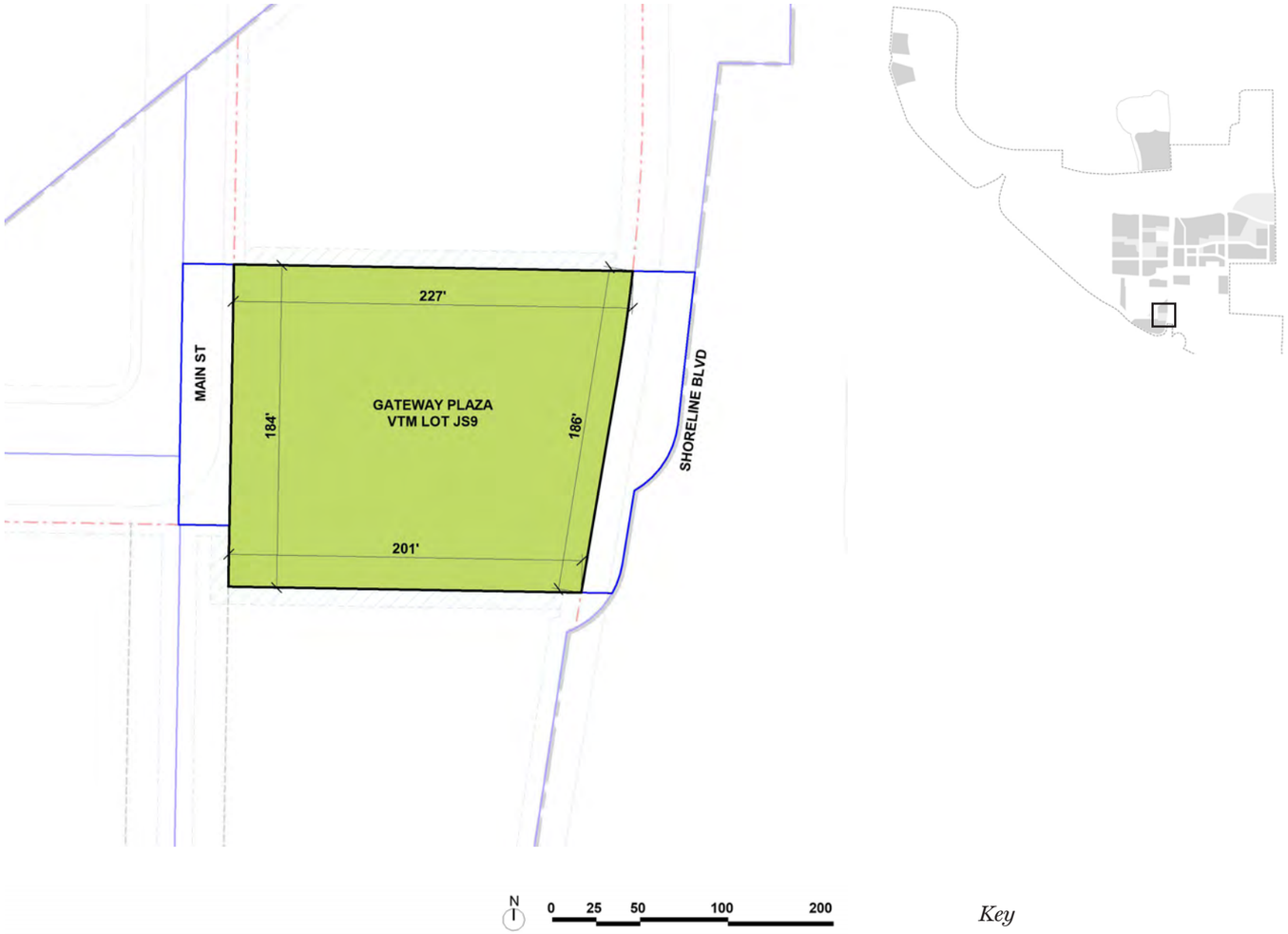
Gateway Plaza

GATEWAY PLAZA	
Gross Block Area	49,433 sf
New Street (New Street Easement)	4,317 sf
Expanded Existing Street (New Street Easement)	5,650 sf
Dedicated Park Land	39,466 sf

LOT JS9	
VTM Lot Area	39,466 sf



Key

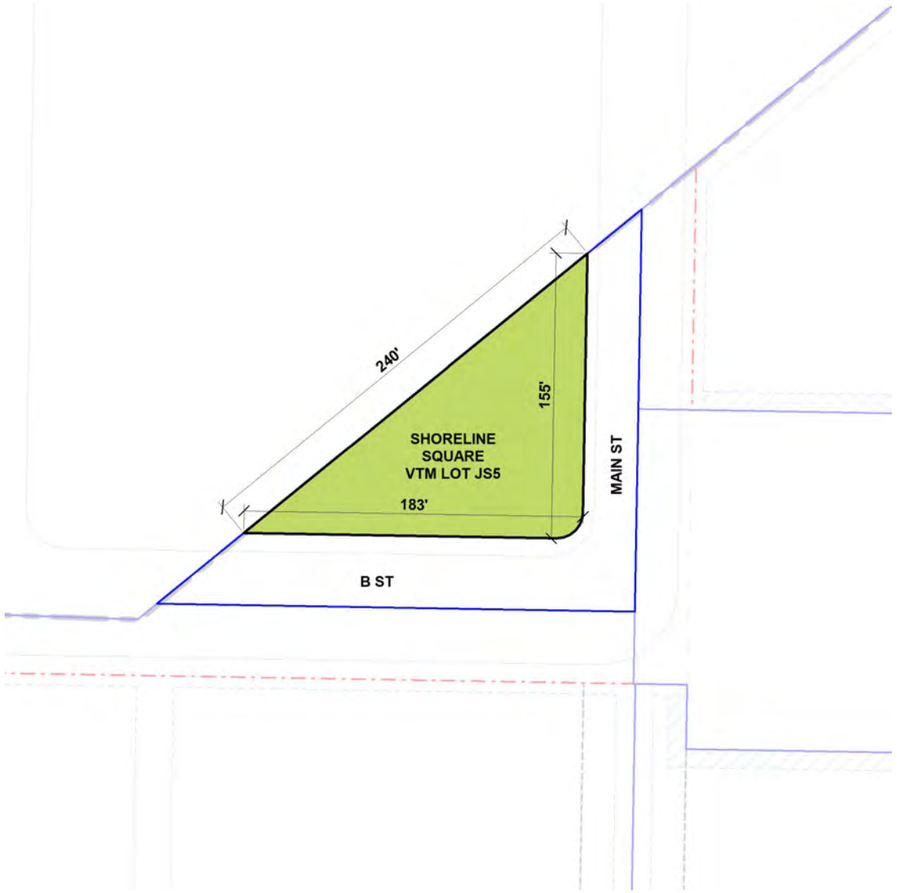
- GROSS BLOCK BOUNDARY
- OPEN SPACE
- EXISTING PROPERTY BOUNDARY

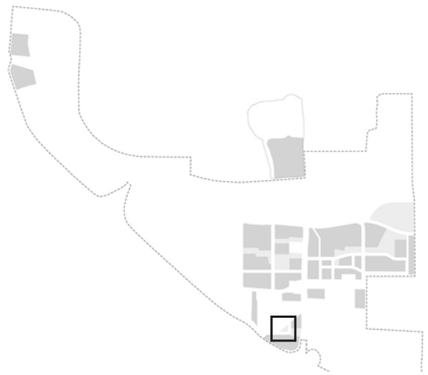
Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Shoreline Square

SHORELINE SQUARE	
Gross Block Area	28,191 sf
New Street (New Street Easement)	14,064 sf
Dedicated Park Land	14,127 sf

LOT JS5	
VTM Lot Area	14,127 sf





Key

- GROSS BLOCK BOUNDARY
- OPEN SPACE
- EXISTING PROPERTY BOUNDARY

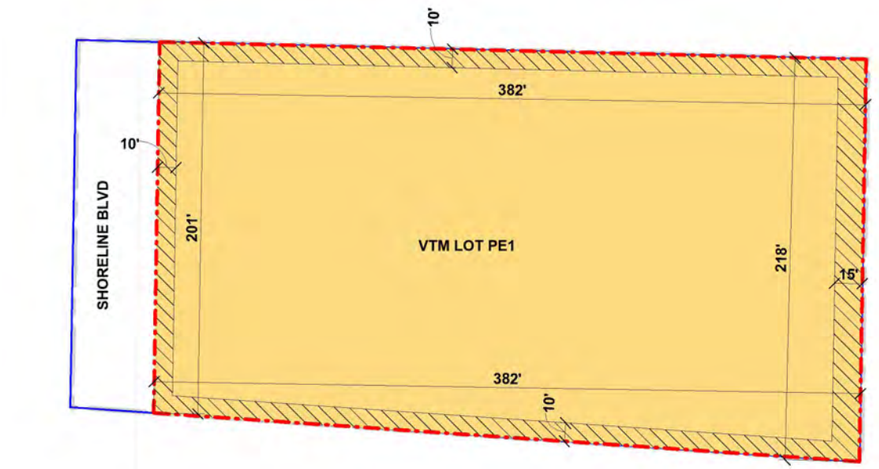
Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

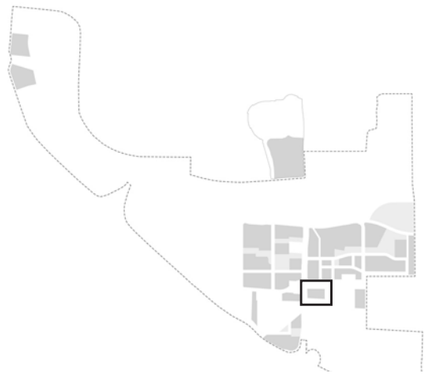
Residential Block #PE-BR-1

PE-BR-1	
Gross Block Area	89,064 sf
Expanded Existing Street (New Street Easement)	8,996 sf
Development Block Area	80,068 sf
NBPP Maximum Building Coverage (70%)*	62,345 sf
NBPP Maximum Pavement Area (10%)**	8,007 sf
NBPP Minimum Open Space (25%)**	20,017 sf
Block Within HOZ	No

Residential GSF	287,000 sf
Residential DUs	341 DUs
Active Uses GSF	10,000 sf
Residential Parking Stalls	184 stalls
Above Ground Parking GSF	77,000 sf
Above Ground Parking Stalls	184 stalls

LOT PE1	
VTM Lot Area	80,068 sf





Key

- GROSS BLOCK BOUNDARY
- DEVELOPMENT BLOCK BOUNDARY
- RESIDENTIAL AREA
- MIN. BUILDING SETBACK
- EXISTING PROPERTY BOUNDARY
- VTM LOT BOUNDARY

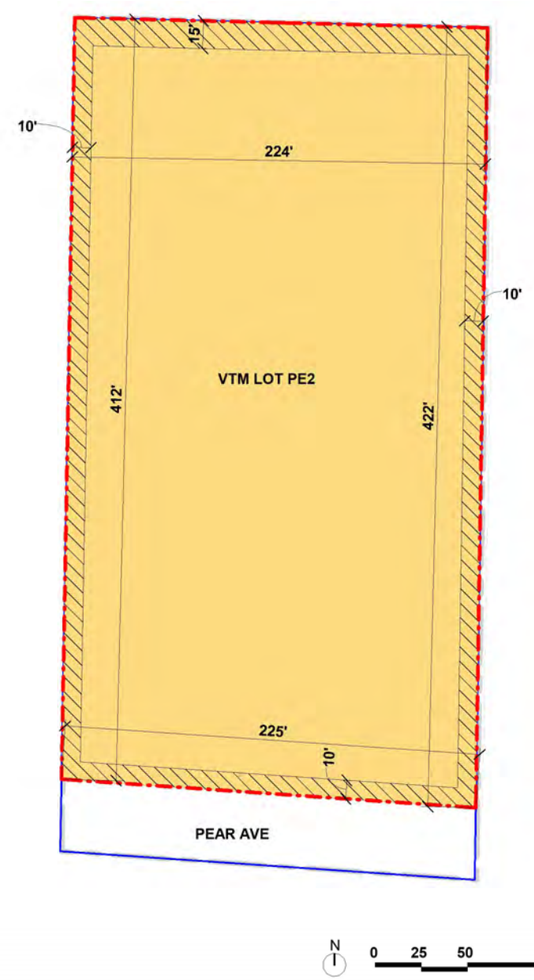
*Calculated against Gross Block Area prior to ROW easements, dedications and vacations per NBPP 3.3.3 Standard 4
**Calculated against Development Block Area

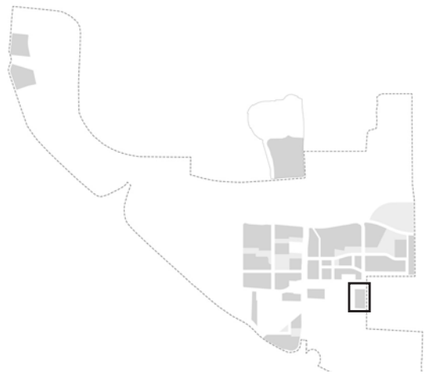
Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Residential Block #PE-BR-2

PE-BR-2	
Gross Block Area	102,225 sf
Expanded Existing Street (New Street Easement)	8,769 sf
Development Block Area	93,456 sf
NBPP Maximum Building Coverage (70%)*	71,557 sf
NBPP Maximum Pavement Area (10%)**	9,346 sf
NBPP Minimum Open Space (25%)**	23,364 sf
Block Within HOZ	No
Residential GSF	232,000 sf
Residential DUs	231 DUs
Residential Parking Stalls	151 stalls
Above Ground Parking GSF	63,000 sf
Above Ground Parking Stalls	151 stalls

LOT PE2	
VTM Lot Area	93,456 sf





Key

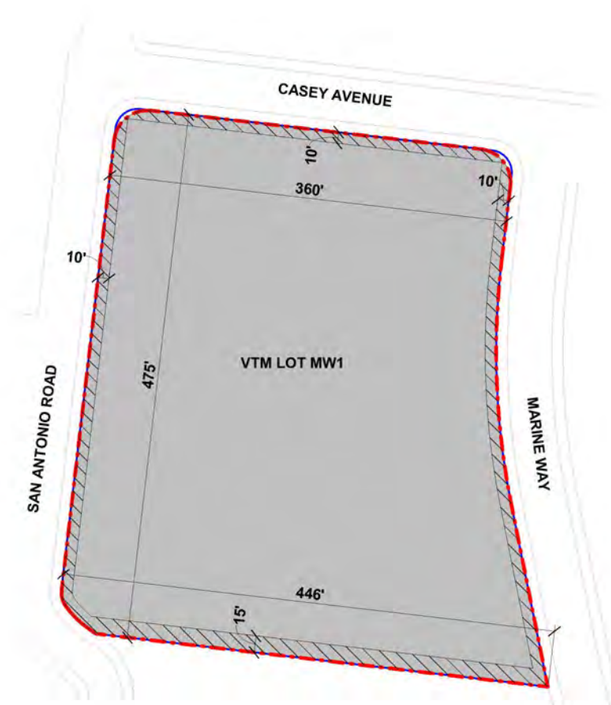
- GROSS BLOCK BOUNDARY
- DEVELOPMENT BLOCK BOUNDARY
- RESIDENTIAL AREA
- MIN. BUILDING SETBACK
- EXISTING PROPERTY BOUNDARY
- VTM LOT BOUNDARY

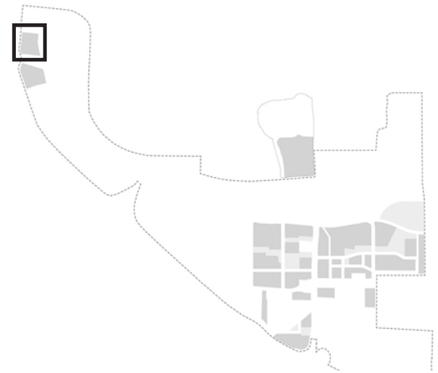
*Calculated against Gross Block Area prior to ROW easements, dedications and vacations per NBPP 3.3.3 Standard 4
**Calculated against Development Block Area

Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Parking Block #MW-BP-1

MW-BP-1	
Gross Block Area	182,278 sf
Expanded Existing Street (New Street Easement)	214 sf
Development Block Area	182,064 sf
NBPP Maximum Building Coverage (35%)*	63,797 sf
NBPP Maximum Pavement Area (55%)**	100,135 sf
NBPP Minimum Open Space (30%)**	54,619 sf
Block Within HOZ	No
Above Ground Parking GSF	477,411 sf
Above Ground Parking Stalls	416 stalls
LOT MW1	
VTM Lot Area	182,064 sf





Key

- GROSS BLOCK BOUNDARY
- DEVELOPMENT BLOCK BOUNDARY
- PARKING AREA
- MIN. BUILDING SETBACK
- EXISTING PROPERTY BOUNDARY

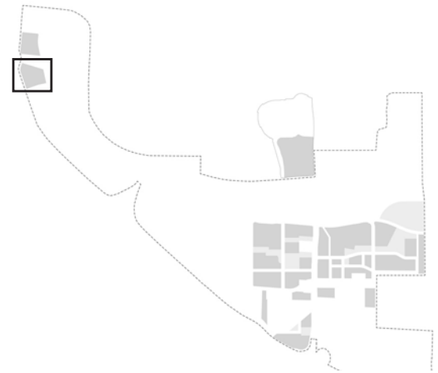
*Calculated against Gross Block Area prior to ROW easements, dedications and vacations per NBPP 3.3.3 Standard 4
**Calculated against Development Block Area

Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Parking Block #MW-BP-2

MW-BP-2	
Gross Block Area	213,101 sf
Development Block Area	213,101 sf
NBPP Maximum Building Coverage (35%)*	74,585 sf
NBPP Maximum Pavement Area (55%)**	117,205 sf
NBPP Minimum Open Space (30%)**	63,930 sf
Block Within HOZ	No
Above Ground Parking GSF	362,120 sf
Above Ground Parking Stalls	474 stalls

LOT MW2	
VTM Lot Area	213,101 sf



Key

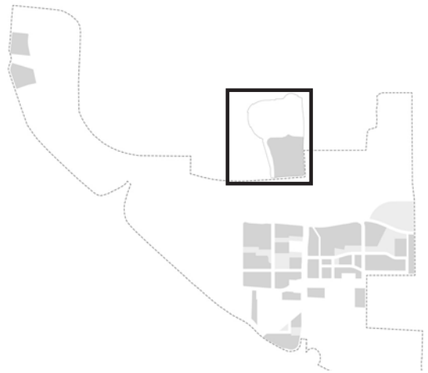
- GROSS BLOCK BOUNDARY
- DEVELOPMENT BLOCK BOUNDARY
- PARKING AREA
- MIN. BUILDING SETBACK
- EXISTING PROPERTY BOUNDARY

*Calculated against Gross Block Area prior to ROW easements, dedications and vacations per NBPP 3.3.3 Standard 4
**Calculated against Development Block Area

Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Parking Block #SA-BP-1

SA-BP-1	
Existing Property Area	1,676,304 sf
Development Block Area	615,417 sf
Block Within HOZ	Yes
Above Ground Parking GSF	1,516,800 sf
Above Ground Parking Stalls	4,584 stalls



N 0 100 200 400

Key

- DEVELOPMENT BLOCK BOUNDARY
- PARKING AREA
- MIN. BUILDING SETBACK
- EXISTING PROPERTY BOUNDARY

Diagrams show minimum constraints per NBPP. The master development team may overlay additional constraints on developments to achieve compliance with project goals.

Appendix C
Phasing plan

04.2023

C1. 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 3.5.1* 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, multiple phases can occur concurrently.

Shorebird will be delivered as the first Complete Neighborhood in three phases. 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.

Google will meet its affordable housing and parkland obligations as set forth in *Article 5*, and *Exhibits F & G* of the *Development Agreement*.

Table C1.1 LAND DEDICATIONS BY PHASE

PHASE	OPEN SPACE	AFFORDABLE HOUSING PARCEL
Phase 1	Eco Gem Greenway Park West The Portal	Parcel PE-BR-2 (VTM PE2) Parcel JS-BR-2 (VTM JS3, JS4)
Phase 2	Shorebird Square Shorebird Wilds	Parcel SB-BR-6 (VTM SB25)
Phase 3	Greenway Park East	--
Phase 4	Joaquin Grove	--
Phase 5	Joaquin Commons	--
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 C1.2 DEVELOPMENT PROGRAM BY PHASE

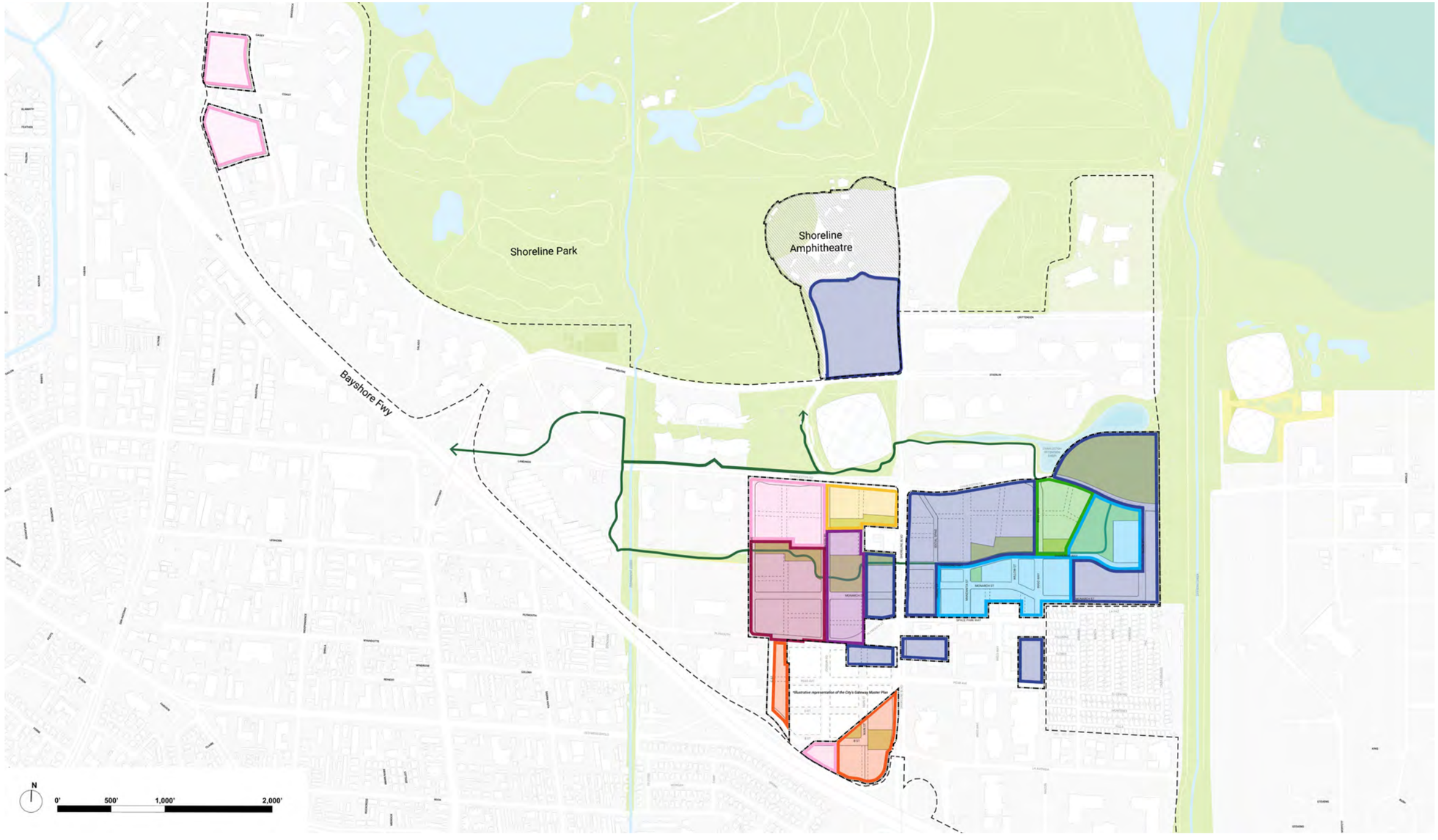
LAND USE	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
Residential units	**2,273 du**	**1,291 du**	**0 du**	**0 du**	**906 du**	**0 du**	**1,803 du**	**727 du**
• Residential	2,284,342 sf	1,306,000 sf	0 sf	0 sf	921,000 sf	0 sf	1,923,000 sf	753,000 sf
• Residential parking	554,000 sf	311,000 sf	0 sf	0 sf	230,000 sf	0 sf	460,000 sf	161,000 sf
• Residential parking stalls	1,168 stalls	894 stalls	0 stalls	0 stalls	780 stalls	0 stalls	1,399 stalls	461 stalls
Rebuilt office	1,039,754 sf	0 sf	188,489 sf	0 sf	0 sf	586,438 sf	0 sf	0 sf
New office	209,661 sf	0 sf	201,690 sf	473,628 sf	0 sf	168,271 sf	0 sf	250,000 sf
Total office	**1,249,415 sf**	**0 sf**	**390,179 sf**	**473,628 sf**	**0 sf**	**754,709 sf**	**0 sf**	**250,000 sf**
Rebuilt active uses	11,056 sf	0 sf	0 sf	0 sf	0 sf	0 sf	0 sf	0 sf
New active uses	143,238 sf	107,659 sf	1,000 sf	0 sf	11,047 sf	4,000 sf	0 sf	10,990 sf
Total active uses	**154,294 sf**	**107,659 sf**	**1,000 sf**	**0 sf**	**11,047 sf**	**4,000 sf**	**0 sf**	**10,990 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	**4,532,051 sf**	**1,724,659 sf**	**391,179 sf**	**473,628 sf**	**1,162,047 sf**	**758,709 sf**	**2,383,000 sf**	**1,354,990 sf**
Parks and open space	**±13.3 ac**	**±4.8 ac**	**±0.6 ac**	**±1.4 ac**	**±2.5 ac**	**±0.0 ac**	**±2.2 ac**	**±1.2 ac**

Notes:

1. The development program and square footage totals in *Table C1.2* 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 subsequent zoning 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 ±8.9m sf (inclusive of ±1.7m sf 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 zoning permit approvals.
3. 30,510 sf of Rebuilt Office will be transferred from 1220 & 1230 Pear Avenue, and whose demolition was independently analyzed for CEQA purposes as part of the PCP approval for a project proposed at 1255 Pear Avenue. Thus, these structures may be demolished before Master Plan approval.
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 exceptions (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 288,990 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 233,990 sf can be any combination of uses as per the definition of Active Use - see section 4.3 of the Master Plan.

PHASING

Plan C1.1 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
- CONCEPTUAL DEVELOPMENT BLOCKS
- OPEN SPACE
- LIMITED ACCESS STREET
- PROJECT AREA
- NBPP BOUNDARY
- AREA NOT SUBJECT TO REDEVELOPMENT

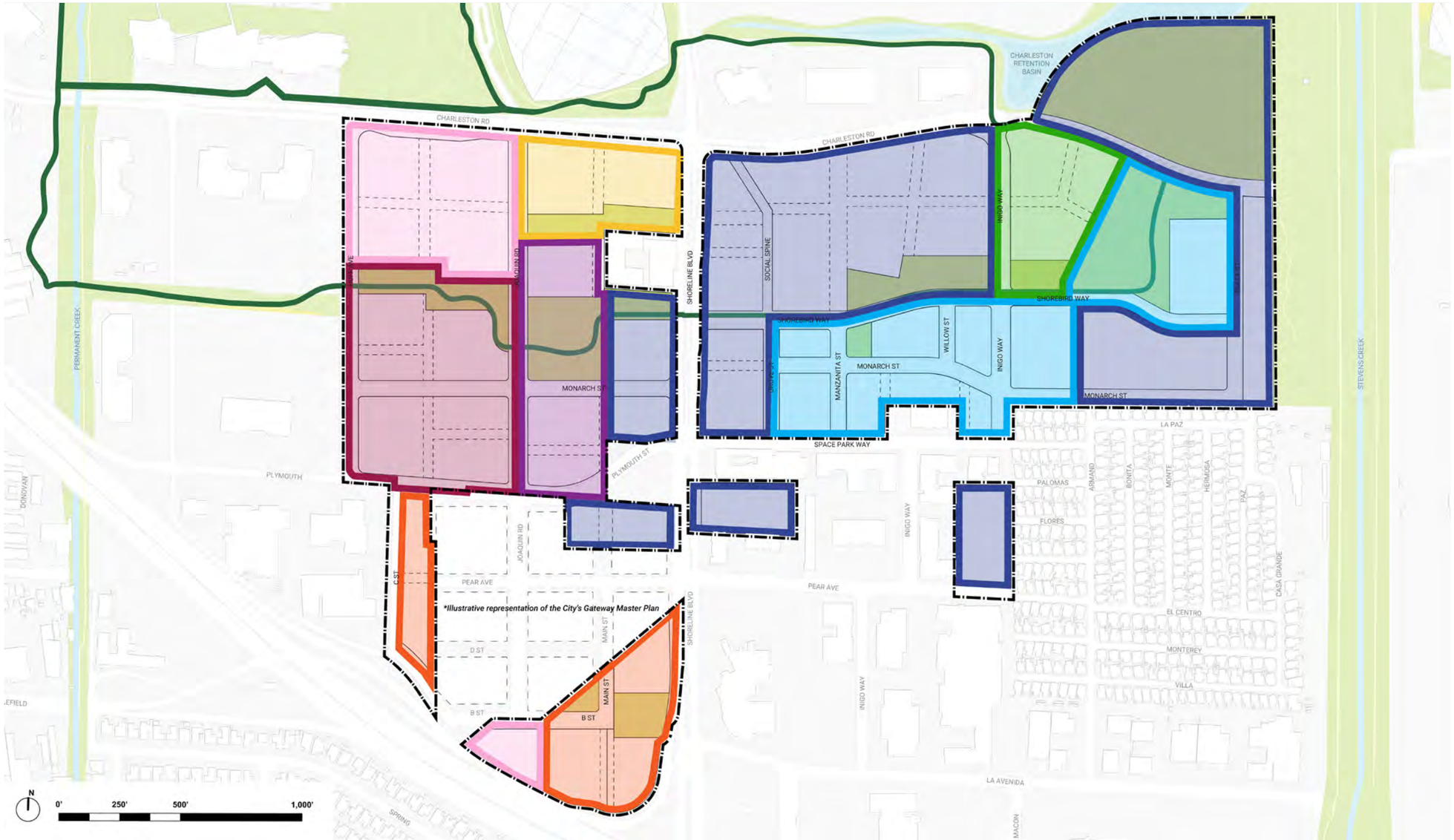
Note:

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 Development 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 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 development review process, and future zoning permit applications.

Plan C1.2 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
- 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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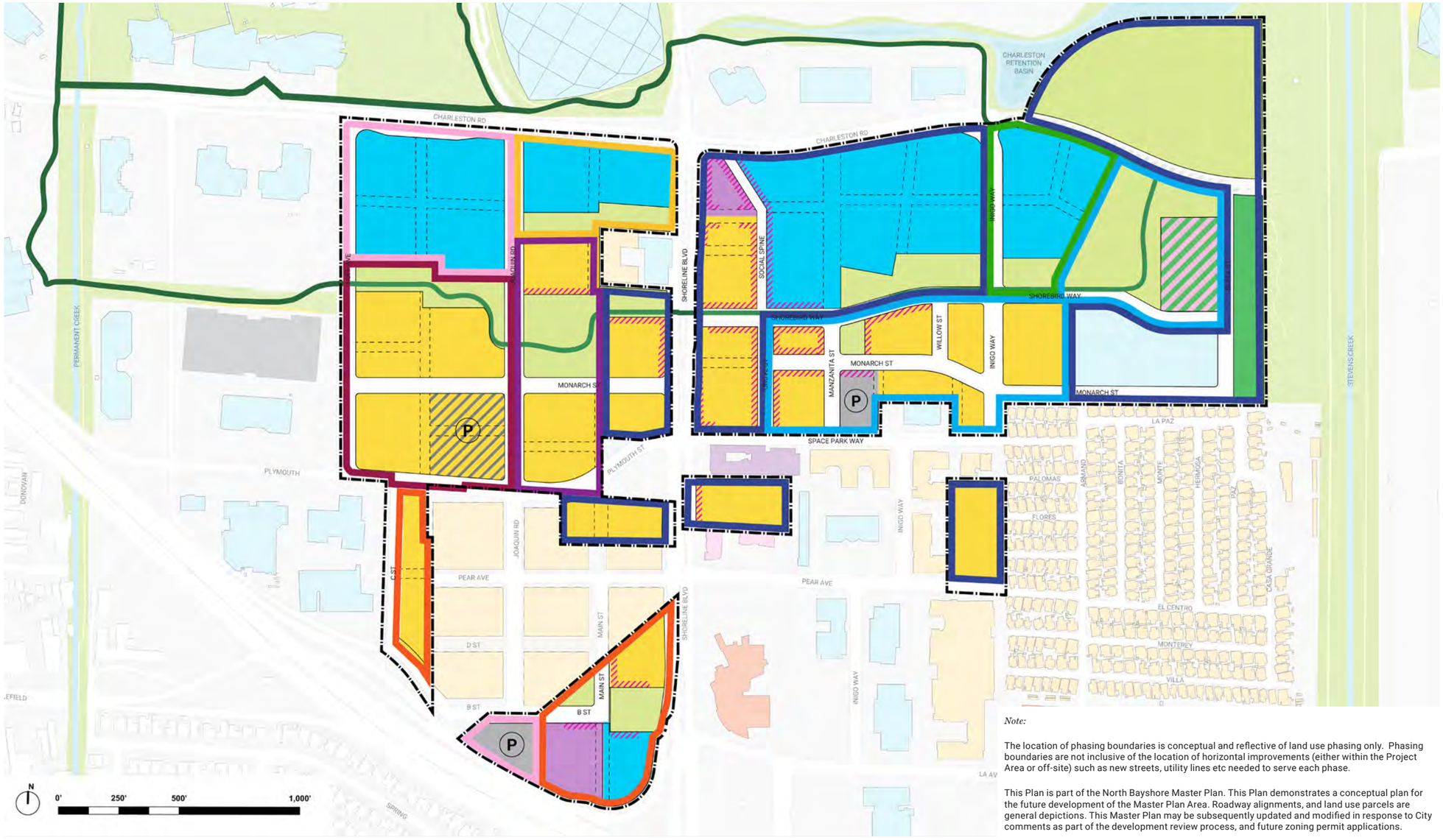
Plan C1.3 PHASING PLAN (CORE PROJECT AREA BY LAND USE)



Key

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

Note:

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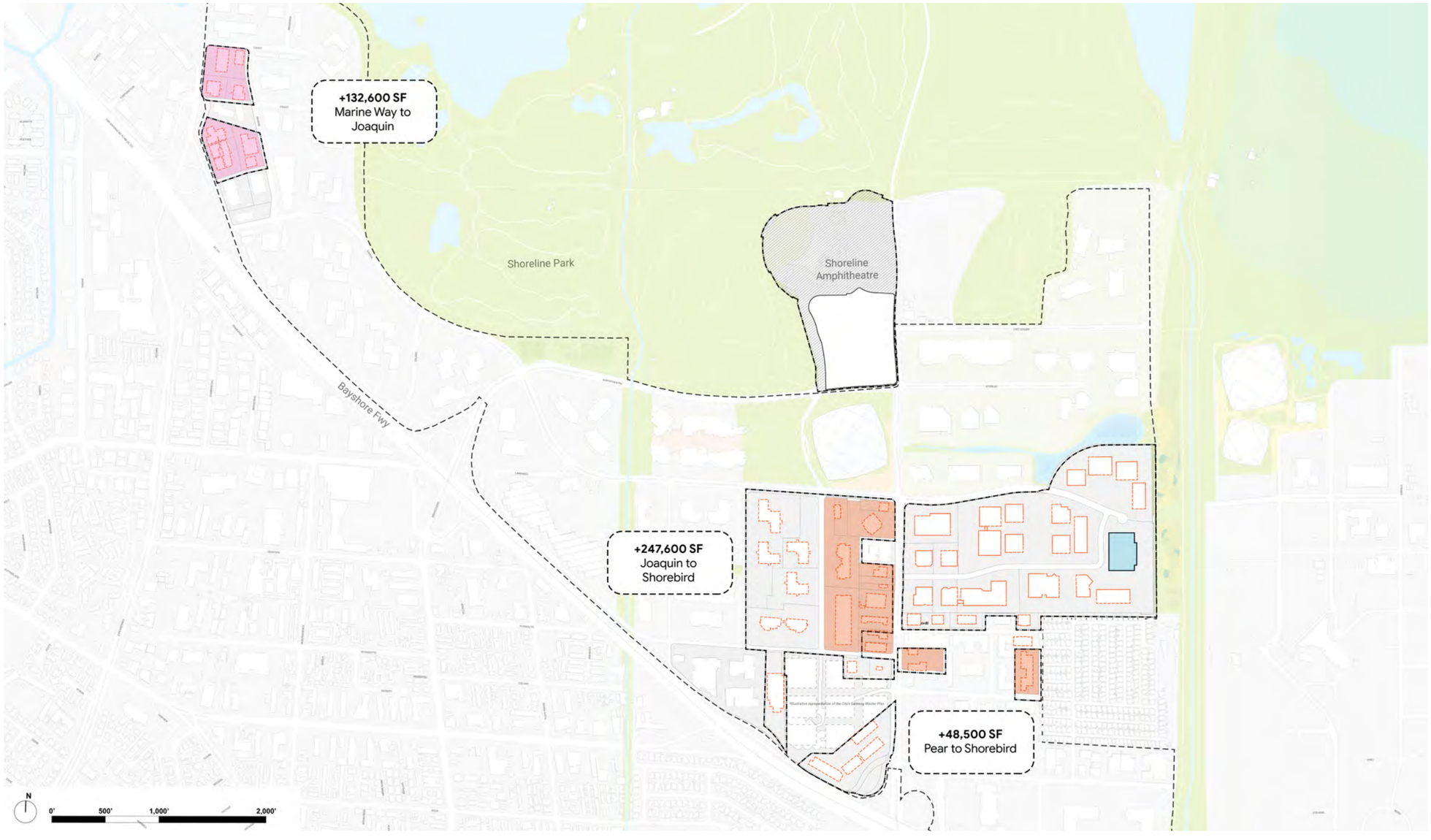
C2. Office relocation

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 sequence the relocation of employees from existing offices to the new offices without disrupting business operations. Once employees have been relocated, the existing office buildings can be demolished.

Plan C2.1 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:

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