

1500 N. Shoreline
Project Consistency Comments

On July 28, 2023, the following comments were provided to the applicant of 1500 N. Shoreline regarding the proposed project plans and materials submitted to staff. Although these items are not required to be addressed for the project application to be complete, they provide information to the applicant on which aspects of the project are inconsistent with City standards, regulations, and policies.

1. The formal application will require a Planned Community Permit, Development Review Permit, Heritage Tree Removal Permit, and Tentative Map application. Additionally, since the proposed project is not fully consistent with the NBPP and the Master Plan, the project may apply State Density Bonus Law provisions that provide a mechanism for modifications to the development standards and requirements of the NBPP and the Master Plan as concessions or waivers. However, each of the development standards needs to be listed as either a concession or waivers and it should be indicated in a table how the proposed development standards compare to or differ from the required development standards of the NBPP and Gateway Master Plan.
2. **Inconsistencies with the North Bayshore Precise Plan and Gateway Master Plan development standards** – The project does not comply with the following development standards (**in bold text**) in the “Proposed” column with respect to the North Bayshore Precise Plan and Gateway Master Plan:

North Bayshore Precise Plan

Standard	Requirement	Proposed (Bold text indicates non-consistency with requirements)
Floor Area Ratio	Base maximum FAR is 1.0 and Tier II maximum FAR is 4.50 with non-residential area equal to or less than 2.35.	4.261, with non-residential area equal to 0.17 FAR is consistent with the Tier II FAR standards.
Roof-top Equipment Screening & Setbacks	At least 30-feet from roof edge and rooftop screens may extend 4 feet above maximum building height	Insufficient information provided to determine roof-top equipment screening and setbacks.

Standard	Requirement	Proposed (Bold text indicates non-consistency with requirements)
Setbacks	<p><u>Retail/Commercial Building Placement:</u> Front Setback</p> <ul style="list-style-type: none"> • Maximum 15' for Gateway Boulevard • Maximum 15' for Neighborhood, Service, Access and Greenways <p>Side Setback (Interior)</p> <ul style="list-style-type: none"> • Minimum 10' <p>Rear Setback (Interior)</p> <ul style="list-style-type: none"> • Minimum 15' <p><u>Residential Building Placement:</u> Front Setback</p> <ul style="list-style-type: none"> • Maximum 15' <p>Side Setback (Interior)</p> <ul style="list-style-type: none"> • Minimum 10' <p>Rear Setback (Interior)</p> <ul style="list-style-type: none"> • Minimum 15' 	<p>Insufficient information provided to determine setbacks.</p> <p><u>Retail/Commercial</u> Front (streets): B-1, B-2, B-5 and B-8, 27'+ Side Setbacks & Rear Setbacks within buildings</p> <p><u>Fitness Club: B-7</u> Front (streets): 27' Rear: 38'</p> <p><u>Residential:</u> Buildings front on streets, except for rear of B-4 and B-6) Front along N. Shoreline (B-3, B-4): 37+ (measured from back of walk) Front (streets): 14'+ Side/Rear (Interior): B4 is 0'</p>
Blocks	Maximum 400'	<p>Insufficient information provided to determine block dimensions.</p> <p>Not all building and block dimensions are shown on the Site Plan.</p>
Build-to-areas	<p><u>Gateway Boulevard/Transit Boulevard/Neighborhood Street:</u> Non-residential: 70% of frontage Residential: 60% of frontage</p>	<p>Insufficient information provided to determine build-to-areas.</p>

Standard	Requirement	Proposed (Bold text indicates non-consistency with requirements)
	<u>Access Street:</u> Non-residential: 50% of frontage Residential: 60% of frontage Non-residential: 70% of frontage Residential: 60%	
Signage	<ul style="list-style-type: none"> • Sign Program required to be submitted for review and approval by the Zoning Administrator. • Please refer to the requirement for a Master Sign Program. • Sign shall be consistent with this section of the code. 	<ul style="list-style-type: none"> • Insufficient information provided to determine signage consistency. • Master Sign Program has not been submitted. • Application provided proposal for 20' x 60' digital media screen for athletic club building (B-7 Signage: The proposed 20' x 60' active media sign/billboard is not allowed by City Code, as any sign visible from any section of a freeway is prohibited in accordance with Section 3.18.2 of the Mountain View City Code.
Height Limit	Maximum Non-Residential Building Height: <ul style="list-style-type: none"> • 8 stories, 140 feet • Must also meet Moffett Field Comprehensive Land Use Plan Height Limits 	Insufficient information provided to determine height limit. <ul style="list-style-type: none"> • 15 stories for residential with penthouse, 162 feet (however, it is not

Standard	Requirement	Proposed (Bold text indicates non-consistency with requirements)
	<ul style="list-style-type: none"> • Rooftop features may exceed the maximum building height up to 6 feet. <p>Maximum Residential Building Height:</p> <ul style="list-style-type: none"> • 15 stories, 160 feet <p>Show that the 182' building height above MSL can be met by the Santa Clara County Comprehensive Land Use Commission requirements.</p>	<p>known if it is taken from top of planned curb).</p> <ul style="list-style-type: none"> • Need to show if and how the Santa Clara County ALUC and Moffett Field CLUP requirements are met.
High-Rise Residential Massing	<p>High-rise buildings greater than 95' shall meet the following:</p> <ul style="list-style-type: none"> • No facades greater than 190' in length • No floor plate greater than 16,000 sf in area 	Insufficient information provided to determine the high-rise residential massing.
High-Rise Residential Building Spacing	<p>High-rise buildings greater than 95' shall be spaced no less than 175 feet apart, measure by a 175 feet circular offset from the building outermost points.</p>	Insufficient information provided to determine high-rise residential building spacing.
View and Shadow Studies	<p>Buildings greater than 95' shall submit view and shadow studies, including but not limited to, 3D massing models, digital simulations, or other methods.</p>	<p>Insufficient information provided to study views and shadows.</p> <ul style="list-style-type: none"> • Information not provided in accordance with NBPP. The View and Shadow Studies need to indicate those parts of the buildings that are greater than 95 feet. • Solar studies provided on Sheets A0.80 and A.81 are not adequate because it does not

Standard	Requirement	Proposed (Bold text indicates non-consistency with requirements)
		show the dimensions of the shadows casting over buildings.
Bird Safe Design	All new construction shall adhere to the Bird Safe Design Standards.	Insufficient information provided on bird safe design
Personal Storage	164 cubic feet per residential unit in an accessible common area. Bike storage facilities shall not count towards personal storage requirements.	Insufficient information provided on personal storage requirement. <ul style="list-style-type: none"> • Project provides 3.29 sf per unit. It is not clear if bike storage is separate from the storage area calculation.
Residential Open Space	Minimum 80 square feet per residential unit. Setbacks are not considered usable open space unless there is minimum depth of 25 feet.	<ul style="list-style-type: none"> • Gateway Parkway (25,593 sf) provides residential open space area. • Open Space map should exclude any non-usable space less than a depth of 25 feet, including setback areas • Project does not provide the calculations between Open Space Landscaping vs. Hardscape
Lot Coverage	<ul style="list-style-type: none"> • Maximum residential building coverage: 70% • Maximum Non-Residential building coverage: 80% 	Insufficient information provided to indicate how Lot Coverage listed was calculated for the project site and per building site.

Standard	Requirement	Proposed (Bold text indicates non-consistency with requirements)
Parking	<ul style="list-style-type: none"> • Parking structures shall meet the build-to-area of the Gateway Character Area. • Retail/Commercial Parking Maximums: Equivalent to the Institute of Transportation Engineers Parking Generation manual peak period parking demand for the most comparable land use as determined by the Zoning Administrator. The peak period may occur during the a.m. peak period or the p.m. peak period depending on the land use. • Residential Parking Maximums: 1BR: 0.50 spaces/unit; 2BR/3BR: 1.0 spaces/unit. • Car sharing and Carpool parking requirements per NBPP. • Parking stall striping is required to be double striped identified by four (4) inch wide stripes of paint on each side with a separated by 10 inches between each double striped area with a parking stall width of 8.5 feet by 18 feet as shown in Figure 36.32-2 of the Zoning Ordinance. 	<p>Insufficient information provided on parking.</p> <ul style="list-style-type: none"> • Parking structures are wrapped within buildings, except for B-8 and does not meet the build-to-area requirement. • Parking sufficiency will need to be determined by the ITE parking general manual. • Provide a table showing a comparison between the allowable vs. provided parking per building site per bedroom type. • No Car sharing or Carpool parking information provided. • Floor plans do not show parking to be double-striped in accordance with the parking stall striping requirements.
Bicycle Parking	<p><u>Short Term:</u></p> <ul style="list-style-type: none"> • Retail/Commercial: 1 space per 5,000 sf or a minimum of 2 spaces, whichever is greater. • Residential: 1 space per 10 units <p><u>Long Term:</u></p>	<p>Insufficient information provided on bicycle parking.</p> <ul style="list-style-type: none"> • Proposed number of short term and long-term bicycle parking is inconsistent with the requirements.

Standard	Requirement	Proposed (Bold text indicates non-consistency with requirements)
	<ul style="list-style-type: none"> • Retail/Commercial: 1 space per 5,000 sf or a minimum of 2 spaces, whichever is greater. • Residential: 1 space per unit 	<ul style="list-style-type: none"> • Residential: Project proposes only 1,000 long term residential bicycle spaces and 150 short term bicycle spaces. • Commercial: Project proposes only 31 bicycle spaces.
Bicycle Parking Facilities	All new buildings or structures greater than 1,000 square feet shall provide bicycle storage facilities.	Insufficient information provided on bicycle parking facilities.
Land Uses	<ul style="list-style-type: none"> • Multi-family Residential (P) • Indoor recreation and fitness centers (P) • Outdoor commercial recreation (Prohibited) • Retail (P or PUP depending upon use) • Restaurant (P or PUP, depending upon liquor type and/or entertainment) 	<ul style="list-style-type: none"> • Multi-family Residential • Fitness center (Indoor) • Fitness center (outdoor use) • Retail • Restaurant

Gateway Master Plan

Standard	Requirement	Proposed (Bold text indicates non-consistency with requirements)
Urban Design Diagram	Central Open Space/Plaza proposed, Ground Floor Retail extension along Pear Avenue and north/south cross street on project site,	<p>Insufficient information provided on the urban design diagram.</p> <ul style="list-style-type: none"> Proposed plan does not show central open space/plaza and ground floor retail extension along Pear Avenue and cross street.
Sub-District Map/Land Use Locations	<ul style="list-style-type: none"> Map shows Mixed-Use area to the east along N. Shoreline Blvd. and Plymouth Street, Residential on the northwest corner west of Joaquin Road, and Entertainment Mixed-Use area to the south on the project site. This parcel is required to provide a minimum of 25,000 sf for ground floor retail and one hotel. 	<p>Insufficient information provided on the sub-district map/land use locations.</p> <ul style="list-style-type: none"> Proposed plan shows residential within the Mixed-Use area and the Entertainment Mixed-Use Area, as project is primarily residential. Project provides 20,000 sf of retail. No hotel is proposed.
Block Structure	400' foot maximum block length	<p>Insufficient information provided to determine block structure consistency.</p> <p>Not all building and block dimensions are shown on Site Plan.</p>
Open Space	<ul style="list-style-type: none"> Open Space Plan shows a central open space areas at the south, and to the north along Pear Ave. and Joaquin Rd., and a linear open space along Joaquin Rd. 	<p>Insufficient information provided to determine open space consistency.</p> <ul style="list-style-type: none"> No central open space areas are

Standard	Requirement	Proposed (Bold text indicates non-consistency with requirements)
	<ul style="list-style-type: none"> Central Open Space area should have a minimum of 30,000 sf Neighborhood Park should be located in Blocks 7 and 10 and be at least 20,000 sf 	<p>provided at the intersection of Joaquin Rd. and Pear Ave.</p> <ul style="list-style-type: none"> Central Open Space area is 25,000 sf. Neighborhood Park is not provided.
Key Frontages	<ul style="list-style-type: none"> Retail frontages along Pear Avenue west of N. Shoreline Avenue and continuing down the north/south cross street. Shoreline Boulevard frontages to provide active spaces along the street, shall be set back a minimum 15' from the western edge of the Shoreline Blvd. sidewalk and include a row of trees with a minimum average of one tree per every 30 feet. Key corners shall provide a tower element, distinctive corner building element, chamfered or rounded corner and/or publicly accessible plaza or restaurant. 	<p>Insufficient information provided on key frontages.</p> <ul style="list-style-type: none"> Retail frontages are not located in designated areas per the Master Plan. Active spaces not provided along N. Shoreline Blvd. Key corner architectural design or plaza not provided on key corners per NBPP.
Building Massing	<p>Reduce the massing with buildings 65' height or greater by providing:</p> <ul style="list-style-type: none"> Interior Courtyard Floor area less than 75% of ground floor area Stepped back facades above 65' for a minimum 60% dimension of all street facing facades 	<p>Insufficient information provided to determine building massing.</p> <ul style="list-style-type: none"> Massing plan with buildings greater than 65 feet is not shown and how one of the massing requirements are met.
Landscaping	A minimum 20% of Landscape/Open Area is required for each parcel	Insufficient information provided on landscaping.

Standard	Requirement	Proposed (Bold text indicates non-consistency with requirements)
		Landscape plans indicate open space areas that do not meet the criteria for usable open space.
Paving Area	Paving shall not exceed 10% of the total parcel	Insufficient information provided to determine paving areas
Parking	District Parking requires a shared parking plan	Insufficient information provided to determine district parking consistency.
Streets	The Gateway Master Plan indicates that Joaquin Rd is a public street that connects southward to the NBMP. Further, streets are public streets.	Insufficient information provided to determine street typology consistency. <ul style="list-style-type: none"> • Joaquin Rd is shown to terminate where open space park is proposed and does not provide vehicle connection through project site to the south. • All streets are shown as private.

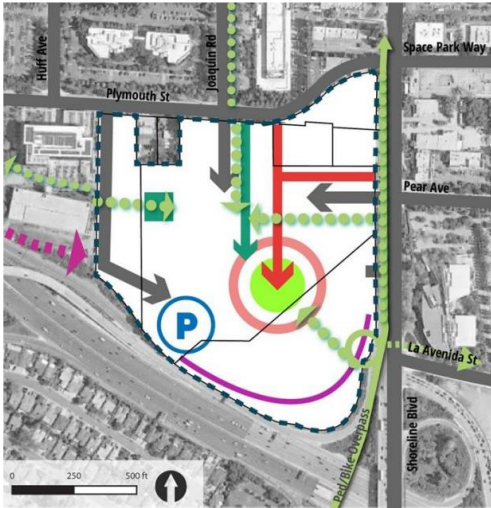
3. Open Space Location:

- a. The NBPP and Master Plan indicate a Central Open Space Plaza area within the project site that would provide for a primary publicly-accessible gathering place

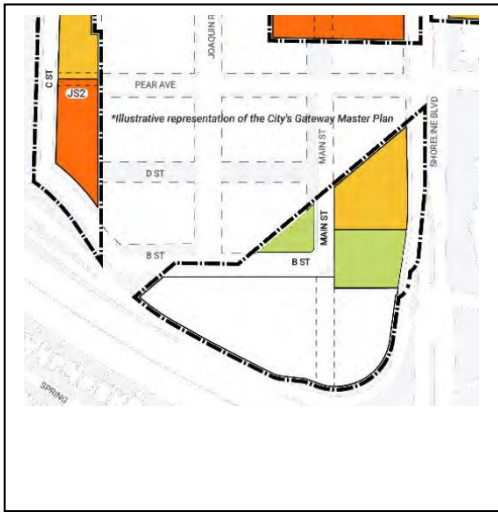
and “main street” gateway within the North Bayshore area. Additionally, the plans conceptually include a Neighborhood Park within the vicinity of the northwest corner of Pear Avenue and Joaquin Road which would connect with the recently-approved Central Open Space Plaza area on the adjacent North Bayshore Master Plan (NBMP) area south of the project site.

The proposed project varies from these plans in that: a centralized open space area (“Gateway Park/Dog Park”) is proposed south of the Pear Avenue and Joaquin Road intersection, but the southern portion of the open space designated as a “dog park” narrows considerably and makes a sharp turn to the east that terminates in a proposed street (Loop Street) as opposed to connecting the project open space to and integrating with the NBMP open space area (to the south). This concept differs from what was proposed for the SB330 Preliminary Application and the intent of the Centralized Open Space area envisioned by the NBPP and Master Plan, and implemented in the adjacent NBMP (see below).

Figure 2.A Urban Design Diagram



Gateway Master Plan Diagram



North Bayshore Master Plan (partial plan)

- b. Additionally, the following aspects of the proposed open space design and building layout are inconsistent with the open space planning in the NBPP and Master Plan:
 - The “dog park” concept is not included in either the NBPP or Master Plan, nor was it discussed during review of the Preliminary Application. This concept does not seem to blend in with the overall vision for a large Centralized Open Space area between this site and the adjacent NBMP open space, as the intention is to create a truly open space that is not fenced in or blocked off, as

typical of dog parks, and would be an area for community gatherings, events and active use areas. Staff suggests realigning the project open space to provide for a large central vertical open space with a more better aligned and wide-open space connecting to the NBMP open space area to the south.

- c. Building B-6 (as proposed) is connected to building B-7, forming a larger block that divides the proposed large Centralized Open Space area from the NBMP open space and creates a block scale along planned open space that runs counter to the development standard for pedestrian-scaled blocks of no more than 400 feet in length. It may be beneficial to split the B-6 and B-7 buildings and adjust the roadway layout to allow an open and more centralized direct connection to the NBMP open space area to the south.
 - d. Clarify exactly what type of softscape and hardscape the large central open space will include. It is not clear if the park will be primarily green space or if there are areas where hardscape is proposed. Please provide a detailed plan and description of the use of the park.
 - e. The “u-shaped” drive on the north side of the “Gateway Park” also creates a division between the open space area and the surrounding neighborhood, and prioritized vehicles in an open space area meant to be pedestrian- and bicycle-friendly. It is recommended to convert this area to open space area to maximize the open space for the project site and to promote the vision for the park area, proposed amenities and pedestrian-oriented frontages.
4. **Joaquin Road:** The large open space (“Gateway Park”) south of the “Loop” Road between B-5 and B-8 is proposed to obstruct the connection of Joaquin Road. This is not consistent with the North Bayshore Precise Plan and the Gateway Master Plan. Please describe how connection will otherwise be provided.

5. Retail Locations:

- a. The NBPP and Master Plan show the locations for retail as a natural extension from the east side of N. Shoreline Blvd. at Pear Avenue to the west side of N. Shoreline Avenue along Pear Avenue. This creates a synergy and visibly attractive location for retail/restaurant uses along N. Shoreline Blvd. for uses in the area, particularly for visitors of the Shoreline Amphitheatre and nearby office uses, and would create pedestrian-activation and retail shopfronts along N. Shoreline Blvd. and Pear Ave. The NBPP and Master Plan envision higher plate height ground floor uses with transparent windows and recognizable building entries close to the street as shown by the red arrows in the Gateway Master Plan Diagram above.

The proposed plan shifts the retail/restaurant uses away from N. Shoreline Blvd. and relocates them to the intersection of Joaquin Rd. and Pear Ave. to the west and a larger retail area on the southwest corner of Plymouth St. and Joaquin Rd. to the north. Shifting the retail away from N. Shoreline Blvd. will not allow for the type of visibility and pedestrian traffic that retail/restaurants typically need to be

successful, particularly when there is potential to create this visibility along N. Shoreline Avenue.

- b. The Master Plan also indicates “Key Corners” on buildings are meant to have elements to create a special design feature entries to attract visibility and attention, such as distinctive corners, tower building elements, chamfered or rounded corners and/or publicly accessible plaza or restaurant seating. These would primarily be centered on N. Shoreline Boulevard and Pear Ave. where the retail/restaurant uses are indicated on in the Master Plan and also on the southern corners of Joaquin Rd. and Plymouth St. within the project site.

The proposed project shows that Buildings B3 and B4 (both high-rise residential only buildings) would be located along these corners. Neither building has incorporated ground floor visible storefronts or restaurant uses.

6. **Design Direction:** The NBPP highlights eleven key urban design principles and more specific design guidance for transitioning the area from the existing suburban business park character. Key aspects of these principles and NBPP design guidance do not appear to be implemented in the proposed project as currently design. Staff welcomes continued collaboration to help shape this project, in keeping with these adopted design principles, and has provided some initial guidance below as a means of starting these discussions.

- a. High-quality public frontages (Principles #2 & #5) The NBPP emphasizes the importance of creating a mix of high-intensity residential, office and mixed-use buildings in the Joaquin Complete Neighborhood within the Gateway Character Area with new buildings that include minimal setbacks, active ground floor retail uses and well-landscaped, human-scale, pedestrian-oriented frontages. However, the proposed project does not fully implement this vision. For example, both buildings (B3 and B4) fronting N. Shoreline Boulevard are only high-rise residential with no retail on the key corners, have more than twice the maximum setbacks at 37-feet from the N. Shoreline Blvd. back of walk to the building face rather than the maximum 15 feet indicated in the NBPP. While most of the buildings’ visible entry features include storefront glass/transparency, the project should create more human-scaled and pedestrian-oriented and engaging frontages by implementing more design guidance underlying these principles, including:
 - i. Staff recommends that the applicant explore moving these buildings closer to the street along N. Shoreline Blvd. to incorporate the intent of the NBPP.
 - ii. Incorporate additional street furnishings, outdoor amenity space for retail uses and building setback landscaping into building frontages, realigning “back of house”/utility rooms as needed to limit long stretches of black wall areas and facilities landscape screening where feasible. .
 - iii. Design main building, unit entries and commercial storefronts to employ a wider range of distinctive and engaging features that reinforce building character and increase visual interest. Many existing features emphasize large expanses of glass and dark materiality with little ornament. While

transparency is important, Staff and the NBPP recommend introducing design techniques such as higher ground floor plate heights, awnings, changes of color and more unique materiality/detailing to establish more inviting frontage character.

- b. **Distinguish North Bayshore through unique architecture and building design (Principle #7):** The proposed 15-story high buildings are higher than the 8-story high buildings that the NBPP would allow. Given the gateway location, substantially taller building heights and the massing/shadow concerns these buildings could create, staff recommends that the applicant re-review the architectural design intent of the NBPP and Master Plan. The NBPP several more detailed guidelines for reinforcing a human-scale to the “base” of buildings; creating engaging, high-quality public frontages that are well-landscaped and walkable; deemphasizing the mass of taller buildings; varying the use of high-quality materials and colors to enhance and shape neighborhood character; articulating building facades; and creating an urban district through interesting and unique architecture and building designs.

The proposed project includes nearly all 15-story buildings that have very similar architectural style, building materials and colors. To meet NBPP design principles for achieve a more unique and distinctively designed district, the building designs should be refined to more strongly differentiate the multiple buildings in the project and create visual interest and gateway-quality design through more varied building massing/height, materials and finishes, building shapes, window forms, and color, as well as differentiating locations of entries, recesses and projections. The NBPP also encourages non-rectilinear building designs as a means to help achieve the goals of visual interest and variety, and staff further encourages study of building terminations (“tops”) as variety roofline design will be important to establishing a new and varied skyline for this area.

Subsequent submittals should also include required Design Strategy Diagrams that explain how varied character is achieved throughout the project and the design intent for each building, including how that design intent is carried cohesively around each building façade and/or rationales for varied treatments within a building.

The proposed building elevations appear flat, and it is recommended that additional renderings be provided for all sides of each building to show the intent of design. Top parapets of buildings may also vary in material, style and height to create a better sense of individuality and to accentuate each building. The proposed elevations do not seem to correctly represent the colors as shown on the material board, and there are only a few material types which vary mainly by color and shape. It is suggested that varied building forms, and additional building color and materials be included in the next submittal. Further, any resubmittal should include a elevations depicting the correct colors proposed for the building.

- 7. Landscaping:** The City's policy on landscaping has been to try to retain those trees that are considered healthy and in good form on any development site, unless their locations conflict with the development of proposed buildings. It appears that the proposed project intends to remove all trees on site; however, upon staff's visit to the site, it appears many trees are in good health and could be preserved for the development. Additionally, these trees may provide habitat for surrounding wildlife. Please note that protected trees may not be removed from the development site at any time without approval of a Heritage Tree Removal Permit. Any tree meeting the definition of "Heritage Tree" in accordance with Section 32.23 of the Mountain View City Code is a protected tree.
- 8. Shadow Study:** In addition to the overall shadow study, provide close-up shadow study for building sites as the scale is too small to see details of the shadow study.
- 9. Massing Model:** In addition to the overall massing model, provide massing model that includes close-up of buildings as the scale is too small to see details.