

North Bayshore Gateway Master Plan

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GATEWAY MASTER PLAN

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

RESOLUTION NO. _____

EFFECTIVE DATE _____

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North Bayshore Gateway Master Plan

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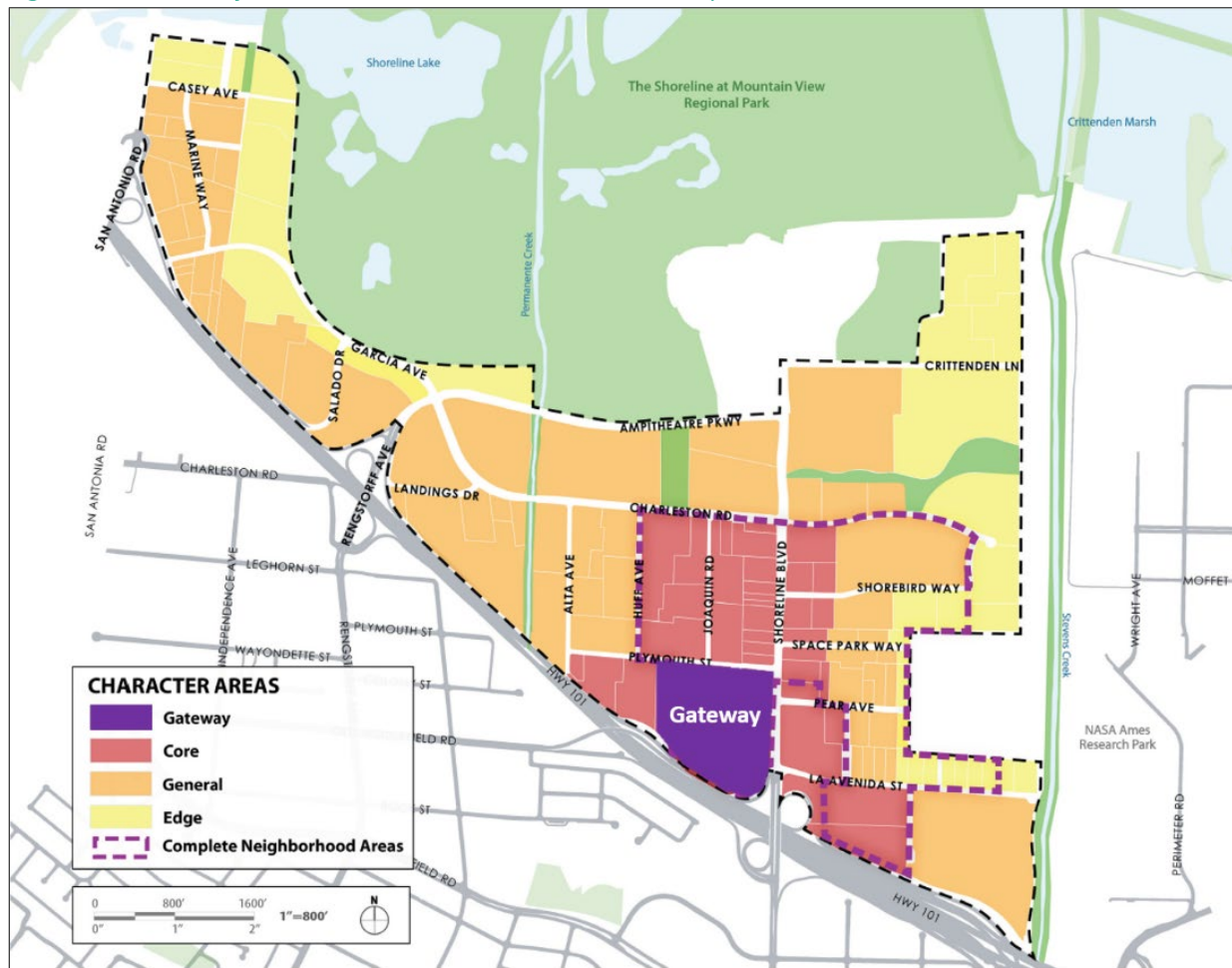
1. Introduction

A. Purpose and Authority

The 2030 General Plan and North Bayshore Precise Plan (“Precise Plan”) include a vision, goals, and policies for the Gateway Character Area in North Bayshore. The Precise Plan identifies this area as a key ‘gateway’ into North Bayshore with a diverse mix of residential, office, other commercial uses, and public open space areas. This City-initiated Gateway Master Plan (“Master Plan”) implements this vision for the Gateway Character Area.

The Precise Plan’s development standards, design guidelines, and policies apply to new development within the Master Plan area. The Gateway Master Plan also includes additional development and design standards specific to this area.

Figure 1.1 North Bayshore Precise Plan Character Area Map



B. Plan Location and Context

In 2012, the City adopted its 2030 General Plan to guide change and infrastructure investment through 2030. One of the “change areas” identified in the 2030 General Plan is the North Bayshore area. This approximately 636-acre area is located in the northern portion of the City, bordering Shoreline at Mountain View Regional Park to the north, Highway 101 to the south, City of Palo Alto to the west, and Stevens Creek to the east.

The Precise Plan is organized into four character areas, one of which is the Gateway Character Area (**Figure 1.1**). The Gateway Character Area, approximately 30 acres, is envisioned as a mixed-use urban center, and is located within the Joaquin Complete Neighborhood area which will include a broad range of office, residential, entertainment, retail, restaurant, service, and hotel uses. The Gateway Character Area allows the highest intensities of development and greatest building heights within the Precise Plan area, including minimal setbacks for new buildings, active ground floor retail uses, and human-scale, pedestrian-oriented frontages.

To implement the 2030 General Plan for this area, the City adopted the North Bayshore Precise Plan in 2014, and later updated it in 2017 to include residential uses. The Precise Plan provides a vision and guiding principles, development standards, and design guidelines for the area, in conformance with the General Plan’s North Bayshore Mixed-Use Center land use designation for the Gateway Character Area. The Precise Plan allows up to 3.6 million square feet of net new commercial uses (including office and commercial building uses, and 400 hotel rooms), and 9,850 residential units (with a goal of 20 percent of the units being affordable). The Precise Plan also includes strategies for new and enhanced parks, bike and pedestrian improvements, and public streets.

The Precise Plan facilitates:

- Development of complete neighborhoods and character areas within North Bayshore;
- Development of affordable housing;
- Protection and enhancement of area ecosystems and habitat;
- Improved transportation connections; and
- Expanded and improved public spaces in the area.

C. Purpose of Master Plan

This document establishes the land use, development standards, and other requirements that will govern future development within the Gateway Area, and includes:

1. Urban design character and form
2. Street and block network
3. Gateway subdistrict areas
4. Land use program
5. Open space locations and standards
6. Development and design standards
7. Street standards
8. Infrastructure standards
9. Administration

2. Urban Design

A. Overview

The North Bayshore Precise Plan envisions the Gateway Character Area as a mixed-use urban center within the Joaquin Complete Neighborhood. The Master Plan identifies a diverse range of uses to create a vibrant district with activity throughout the day, oriented around a central public open space area. This open space area will act as a civic plaza with places for people to gather and socialize, and will be ringed by restaurant, service, and entertainment uses. The mix of uses across the entire Gateway Master Plan area will include several smaller “subdistricts”, including a new residential neighborhood and open space, a high-density mixed-use neighborhood with a retail “main street,” and a mixed-use entertainment district with office, residential, hospitality, retail, and entertainment uses. The Master Plan area will be designed to focus on the pedestrian experience with inter-connected blocks and new connections to surrounding neighborhoods and streets. New buildings will include minimal setbacks, active ground floor retail uses, and human-scale, pedestrian-oriented frontages.

The following images provide general examples of the desired building form and character of future development envisioned for the Master Plan area.

Mixed-Use



Entertainment



Residential



Office



B. Vision

The Master Plan’s vision builds on the existing and future adjacent land uses and street network, establishes a destination gathering place, and helps create a complete neighborhood. The following describes the key elements of this vision.

1. A vibrant mixed-use urban center

The Master Plan establishes a vibrant mixed-use urban center by complementing existing commercial retail uses along Pear Avenue and creating a new “main street” that connects Plymouth Street to a new central open space/plaza that will serve as a primary gathering place within North Bayshore. This new main street will be pedestrian only north of Pear Avenue. The central open space/plaza is envisioned to be ringed by retail and restaurants, and a mix of land uses including entertainment venues, high-density housing, offices, and hotel/hospitality uses. The following images provide general examples of the desired character of future publicly accessible areas within the Master Plan area.

Central Plaza



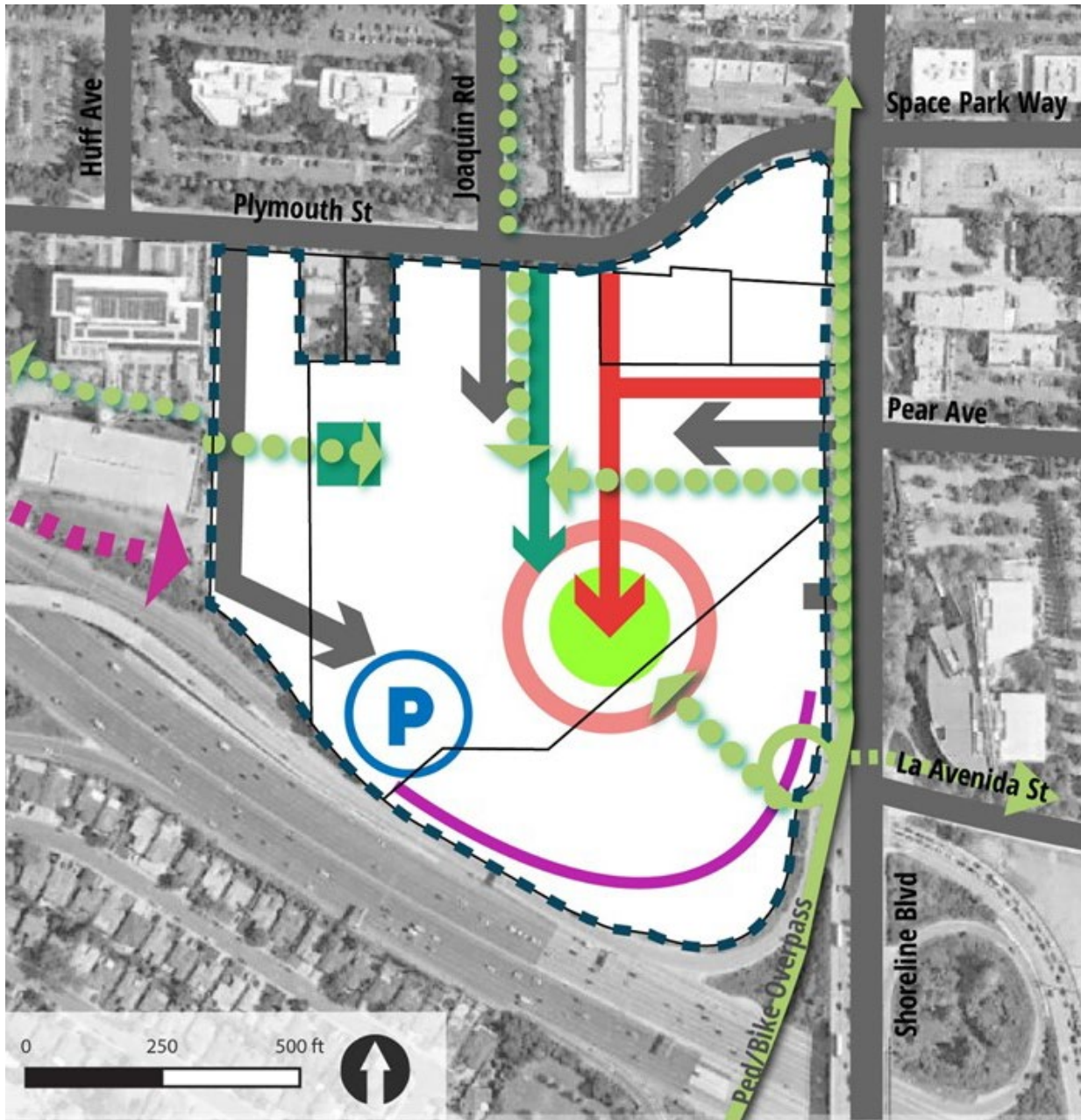
Retail “Main Street”













Neighborhood Park



Figure 2.A Urban Design Diagram



Legend

- | | | |
|---|--|---|
|  Master Plan Boundary |  Central Open Space/Plaza |  Ground Floor Retail/Restaurants |
|  Property Line |  Linear Park |  Freeway Frontage |
|  Planned Shoreline Blvd Bike Facility and Overpass |  Neighborhood Park |  Street Connections |
|  Proposed Bike Facility |  District Parking |  Potential Street Connection |

2. A connected and walkable neighborhood

The Master Plan establishes a walkable network of streets and greenways that connect to the surrounding neighborhood. Pear Avenue extends across the site, connecting to the existing ped/bike path to the west of the plan area. Joaquin Road extends south into the Gateway area with a linear park to connect planned and existing greenways in the larger area to the planned Highway 101 ped/bike overpass. A new “main street” will connect the heart of the Gateway area to the Joaquin and Shorebird neighborhoods. All streets within the area will be connected with a walkable block structure.

3. A network of new open spaces

The Master Plan proposes an open space network with a variety of open space types to complement a diverse mix of land uses. A central plaza will anchor the Gateway area as a central gathering place surrounded by retail, restaurants, and entertainment venues and an extension of the “main street” that may function as both a street and open space. A neighborhood park is envisioned as the core of a high-density residential neighborhood in the northwest corner of the area. A linear park will also run parallel to the “main street”, and in contrast to the active ground floor restaurant and retail experience will include several small green spaces lined with residential uses.

4. Land Uses

The Master Plan envisions a mix of land uses, including new residential; office; entertainment/retail uses; a hotel; and a combination of ground floor neighborhood-serving retail such as restaurants and personal services. The land uses include a mix of mid-rise and high-rise building types.

The land uses are divided into three subdistricts as shown on Figure 2.B and described below. The goal of these subdistricts is to strategically locate future land uses within the Gateway area while also allowing land use flexibility.

The **residential subdistrict** is located closer to future residential uses in the Joaquin neighborhood to the north. The **mixed-use subdistrict** is located adjacent to Shoreline Boulevard to provide visibility and accessibility for retail uses, and complements existing retail uses at Pear and Shoreline Boulevard. The **entertainment/mixed use subdistrict** is located adjacent to Highway 101 to provide visibility, serve as a buffer for adjacent residential land uses, and provide vehicular access from Plymouth Street.

1. **Residential Area** – This subdistrict is intended to locate the majority of the residential uses away from the freeway. The subdistrict allows residential land uses with 7 to 8 story courtyard building types, residential towers, and active ground floors with residential unit stoops opening directly to the sidewalk. The subdistrict will be focused on a neighborhood scaled park. Streets will have a residential character with landscaping and street trees.
2. **Mixed-use Area** - This subdistrict is intended to link the Gateway “main street” to other North Bayshore neighborhoods and allows predominately residential land uses with ground floor retail. The district is focused around ground floor retail uses along Pear Avenue and the new north/south “main street” connecting from the Central Open Space to Pear Street. The district is linked to the Residential Area by a wide greenway extension of Joaquin Road into the Gateway area.

3. **Entertainment Mixed-use Area** - This subdistrict is intended to be the center of activity in the Gateway and buffer residential uses from the freeway. The prominent freeway frontage allows for visibility of office and entertainment uses. The subdistrict also serves as the entrance for pedestrians and cyclists coming from the south across the proposed ped/bike overpass. Unlike the other subdistricts, this area may include large floorplate buildings and parking structures. Allowed land uses include office, hotel, entertainment, retail, and residential. The area will create the future heart of the Gateway district, with a Central Open Space plaza lined with ground floor retail uses.

Figure 2.B Sub-District Map



Legend

- | | | | | | |
|---|--|---|------------------------------|--|----------------------|
|  | Master Plan Boundary |  | Residential Area |  | Retail Frontage |
|  | Property Line |  | Mixed-Use Area |  | Streets or Greenways |
|  | Planned Shoreline Blvd
Bike Facility and Overpass |  | Entertainment Mixed-use Area | | |
|  | Proposed Bike Facility |  | Open Space | | |

5. Transportation

The North Bayshore Precise Plan establishes guidelines and requirements for access and mobility. These include restrictions on vehicle trips at the three gateways into North Bayshore and compliance with Transportation Demand Management (TDM) programs to reduce single-occupant vehicle (SOV) travel and encourage alternative travel modes. Development in the Gateway Master Plan area will comply with Precise Plan transportation requirements, including any vehicle trip cap policies, but may also require additional TDM programs and higher SOV reductions.

The North Bayshore Circulation Feasibility Study (Circulation Study) identifies potential modifications to the North Bayshore Precise Plan that may be needed to ensure that transportation strategies are sufficient to meet the full build-out of the Precise Plan. Development in the Master Plan area will comply with Precise Plan amendments identified by the Circulation Study.

The Precise Plan also envisions a highly walkable community that, in part, minimizes parking demand and maximizes shared parking. The Master Plan includes a requirement for shared parking, as detailed later in this document.

3. Development Standards

The North Bayshore Precise Plan lists the development standards and guidelines that apply to new development within the Gateway Character Area. The following section outlines *additional* standards and guidelines unique to new development within the Gateway Character Area and are denoted by “**GMP.x**” (Gateway Master Plan). Where Gateway Master Plan development standards deviate from North Bayshore Precise Plan standards, the Gateway Master Plan standard shall take precedent.

A. Land Use and Block Structure

1. Block Structure

The Gateway Master Plan establishes a walkable block structure to create continuity and connections across all properties within the plan area. Due to site constraints and the inability of some Gateway Area parcels to connect to the existing street network, the Precise Plan 400-foot maximum block length standard cannot be met. Therefore, the following block structure standard establishes a walkable grid of publicly accessible streets and paths that meets the intent of the Precise Plan. Landowners are encouraged to exchange land and adjust parcel lines to facilitate the most efficient organization of land uses and streets within the Master Plan area.






GMP.1 Block Structure

Development in the Gateway Master Plan area shall include a block structure as identified in **Figure 3.1**.

Figure 3.1 Block Structure



Legend

- | | | | |
|---|--|---|--------------------------|
|  | Master Plan Boundary | 1 - 11 | Block Number |
|  | Property Line |  | New Streets |
|  | Planned Shoreline Blvd
Bike Facility and Overpass |  | New Streets or Greenways |

2. Land Use Program

GMP.2 Land Use Locations

Proposed land uses shall be located within the applicable land use subdistrict as shown on Figure 2.B and described in **Section 2.4 Land Uses**.

GMP.3 Land Uses

Table 3.A lists the allowable land uses within the Gateway Master Plan area by parcel. More specific allowed land uses for the Gateway area are listed in the North Bayshore Precise Plan under the Gateway Character Area. **Table 3.A** also lists minimum and maximum amounts of building square footage or units per parcel or group of parcels as identified in **Figure 3.2 Gateway Area Property Line Map**.

GMP.4 Office Locations

Office buildings shall be located on blocks 1, 2, 3, 4, or 5.

GMP.5 Land Use and Infrastructure Phasing

To facilitate new residential development in the Gateway area as envisioned by the Precise Plan, prior to occupation of any new office floor area, a minimum of 500 residential units shall obtain an occupancy permit, and all necessary street rights-of-way, public infrastructure, and public open spaces shall be completed or have a phasing plan approved by the City.

Table 3.A Land Uses by Parcel

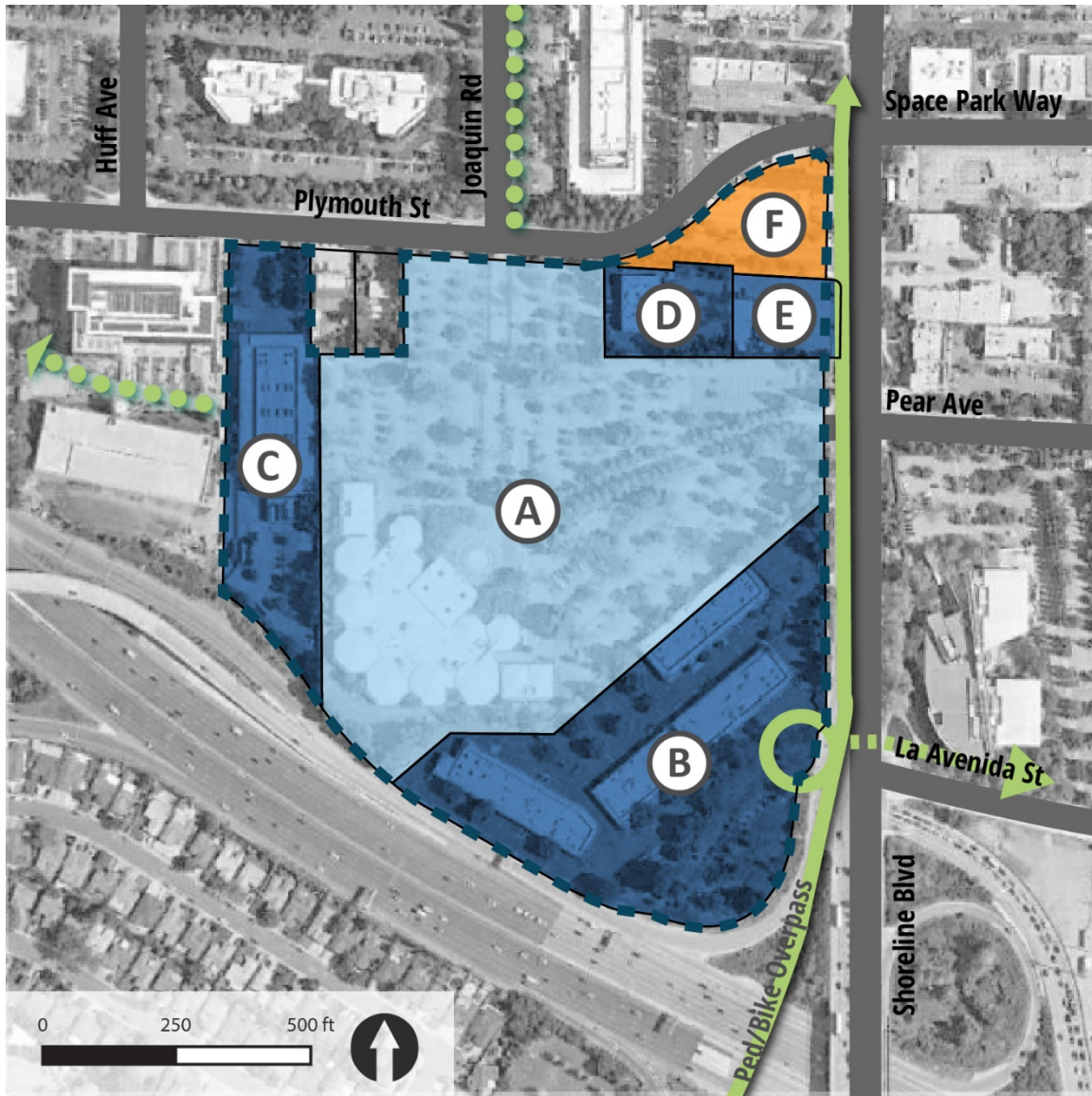
	Parcel Area (acres)	Residential (minimum)	Office (maximum)	Open Space (minimum)	Ground Floor Retail (minimum)	Retail/ Entertainment/ Hospitality (maximum)
Parcel A	15.36	655 units	Up to 250,000 sf subject to availability*	50,000 sf	25,000 sf	Up to 275,000 sf + one hotel**
Parcel B	7.78	545 units	Up to 250,000 sf subject to availability*	20,000 sf	25,000 sf	Up to 275,000 sf + one hotel**
Parcel C	3.13					
Parcel D	0.99			-		
Parcel E	0.87			-		
SUB TOTAL	12.77	545 units	Up to 250,000*	20,000 sf	25,000 sf	Up to 275,000 sf + one hotel**
Parcel F***	1.25	-	n/a	-	-	-
TOTAL	29.38 acres	1,200 (min.) to 2,800 units	Up to 500,000 sf	70,000 sf (min.)	50,000 sf (min.)	Up to 300,000 sf + one hotel

* As determined by any City Council Precise Plan Bonus FAR allocation









** Total number of hotel rooms or floor area may not exceed the cumulative maximum for the Gateway Area

*** Owned by the City of Mountain View; land uses for this parcel, including minimum and maximum building square feet, subject to City Council approval and compliance with Precise Plan and Gateway Master Plan objectives and standards

Figure 3.2 Gateway Area Parcel Ownership Map



Legend

- | | | | |
|---|--|---|-----------------------|
|  | Master Plan Boundary |  | 1 Land Owner |
|  | Property Line |  —  | 1 Land Owner |
|  | Planned Shoreline Blvd
Bike Facility and Overpass |  | City of Mountain View |
|  | Proposed Bike Facility | | |








B. Open Space

The following section outlines the publicly accessible open space plan and requirements.

Figure 3.4 Open Space Plan



Legend

	Master Plan Boundary		Open Space	A	Central Open Space
	Property Line		New Streets	B	Linear Open Space
	Planned Shoreline Blvd Bike Facility and Overpass		New Streets or Greenways	C	Neighborhood Open Space
			"Main Street"	*	Ped/Bike Connection

GMP.6 Publicly Accessible Open Spaces

- (a) A **Central Open Space**, as identified in the Precise Plan, shall be located in the general area shown in Figure 3.4, and shall meet the following requirements:
 - a. Be contained within Blocks 3 and 6.
 - b. Include a minimum area of 30,000 square feet.
 - c. Include a minimum of 16,000 contiguous square feet located on Block 3 with a minimum dimension of 60 feet.

- (b) A **Linear Open Space**, as identified in the Precise Plan, shall be located in the general area shown in Figure 3.4, and shall meet the following requirements:
 - a. Be located along the west side of Blocks 3, 6, and 9.
 - b. Include a combined minimum area of 15,000 square feet.
 - c. Include an average width greater than 30 feet, and a minimum width of 10 feet.

- (c) A **Neighborhood Park** shall be located in the general area shown in Figure 3.4, and shall meet the following requirements:
 - a. Be contained within Blocks 7 and 10, and located at the intersection of Pear Avenue and Joaquin Road.
 - b. Include a minimum area of 20,000 square feet.
 - c. Include a minimum dimension of 100 feet.

C. Site and Building Design Standards

The following section outlines ground floor commercial design standards, special frontage requirements, and other site and building requirements.

Figure 3.5 Key Frontages



Legend

- | | | | | | |
|---|--|---|--------------------------|--|--------------------|
|  | Master Plan Boundary |  | Retail Frontage |  | Central Open Space |
|  | Property Line |  | Shoreline Frontage |  | Open Space |
|  | Planned Shoreline Blvd
Bike Facility and Overpass |  | Key Corners | | |
| | |  | New Streets or Greenways | | |

GMP.7 Retail Frontage

- (a) Retail frontage is intended to create an active pedestrian-oriented environment along the ground floor of buildings and may include, but is not limited to, the following permitted land uses: indoor recreation and fitness centers; retail stores and accessory retail uses; restaurants; banks and financial services; business support services; dry cleaners; medical services less than 3,000 square feet; and personal services. Additional permitted and provisionally permitted land uses, are listed in the North Bayshore Precise Plan for the Gateway Character Area.
- (b) Retail frontage shall be located along a minimum of 70% of all building facades or portions of facades identified in Figure 3.5. Retail frontages shall be located on a minimum of two sides of the Central Open Space, with a minimum 70% length of retail frontage along each building façade. (Depending on size and extents of the Central Open Space, retail located on the west side of the plaza may be located within block 3 or on the eastern edge of block 4).
- (c) Retail frontage shall include a minimum 60 feet interior building depth along a minimum 50% length of all retail facades. All other retail frontages shall include a minimum 30 feet interior building depth.

GMP.8 Shoreline Boulevard Frontages

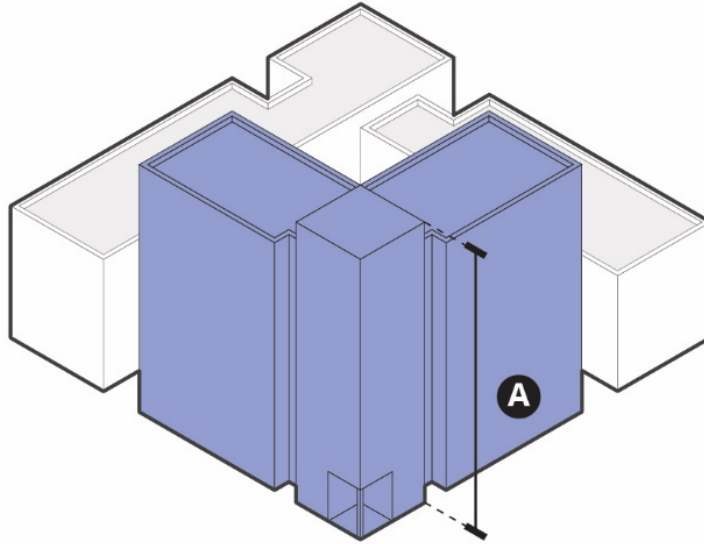
- (a) Ground floor office or residential building frontages along Shoreline Boulevard in Blocks 2, 5, 8 and 11 as shown in **Figure 3.5** shall include active spaces such as public plazas, pedestrian entries connecting to open space, and entry lobbies, common recreation rooms, gyms, and cafes.
- (b) Buildings shall be set back a minimum 15 feet from the western edge of the Shoreline Boulevard sidewalk.
- (c) Setback areas shall include a row of trees with a minimum average of one tree per every 30 feet of linear frontage.

GMP.9 Key Corners

- (a) Key corners are identified in **Figure 3.5**. Buildings located on key corners shall meet one or more of the following elements to create a special design feature. All other design standards and guidelines are still applicable.
 - a. A tower building element greater than 120 feet in height and 30 feet in width with an architectural element that extends to the ground floor level (**Figure 3.6**).
 - b. A distinctive corner building element with both (**Figure 3.7**):
 - i. A fenestration pattern and material change that is different from main building.
 - ii. A distinctive roof plane and minimum change in building height of one story from the rest of the building.
 - c. A chamfered or rounded corner with a corner entry that creates a plaza with a minimum area of 500 square feet. (**Figure 3.8**).

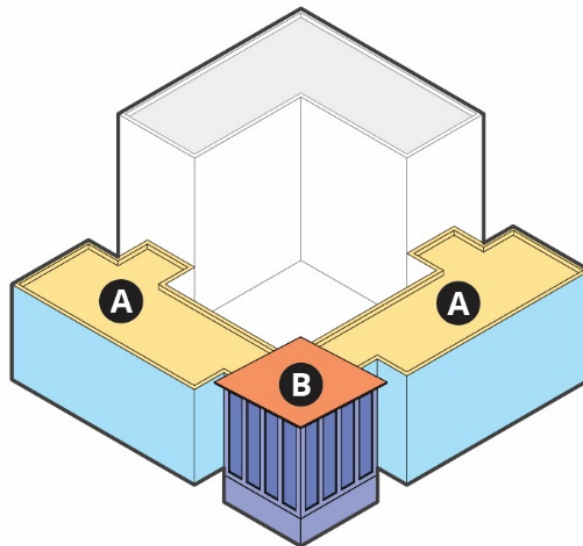
- d. A publicly accessible plaza or restaurant seating area with a minimum area of 1500 square feet in (Figure 3.9).
- (b) Key corners shall include a main building entry or a publicly accessible plaza leading to a main building entry or retail entry.

Figure 3.6



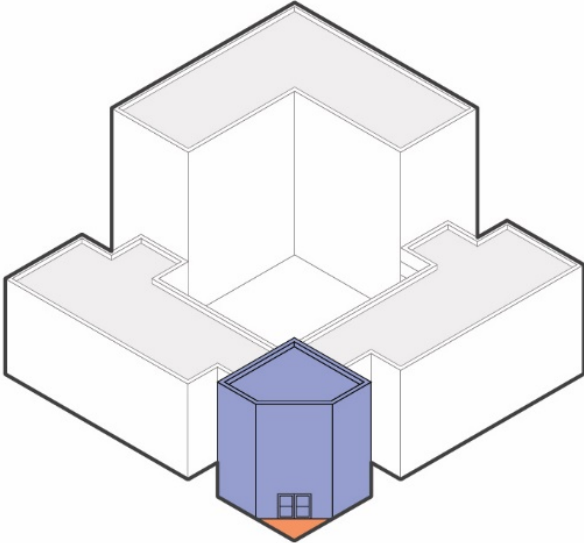
- A** Tower minimum 120' in height
- Architectural element extending to ground-floor level

Figure 3.7



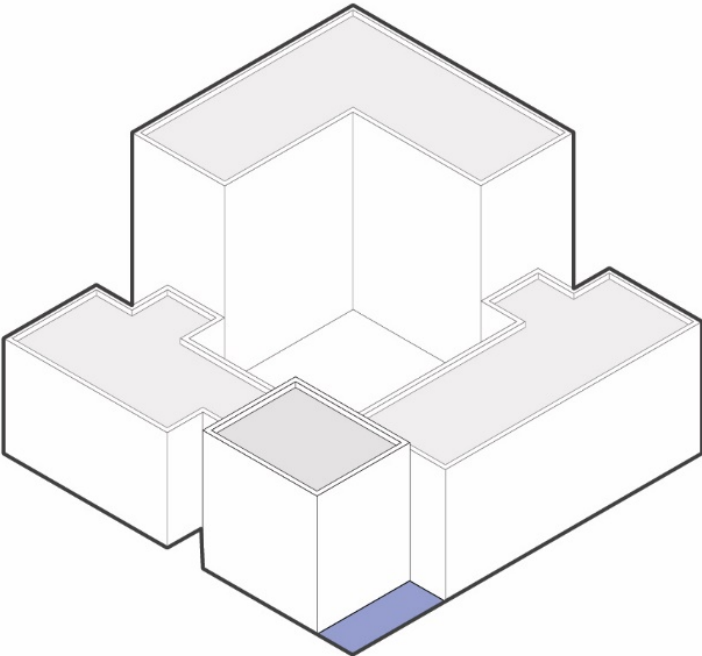
- Building fenestration pattern and material change
- Corner fenestration pattern and material change
- A** Building roof plane
- B** Corner change in roof plane +/- one story of **A**

Figure 3.8



- Chamfered or rounded corner feature with ground-floor entry
- Corner plaza minimum 500 sf

Figure 3.9



- Publicly accessible plaza or seating area minimum 1,500 sf

GMP.10 Building Massing

- (a) Buildings greater than 65 feet in height shall provide a variety in building heights and reduce the massing of upper floors through one or more of the following techniques:
 - a. Interior courtyard with one side open to the street at courtyard level for 80% of the interior courtyard width. (**Figure 3.10**).
 - b. Building floorplates greater than 65 feet in height shall include a floor area less than 75% of the ground floor area or the building floor area of the podium level, whichever is less (**Figure 3.11**); or
 - c. Stepped back façade of floors above 65' for a minimum 60% of dimension of all street facing facades. (**Figure 3.12**).

Figure 3.10

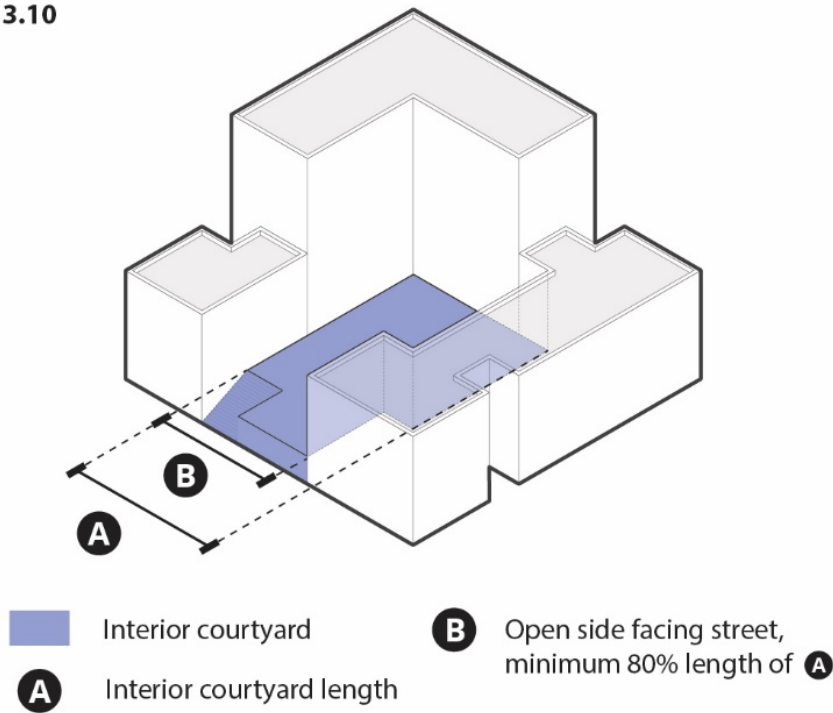


Figure 3.11

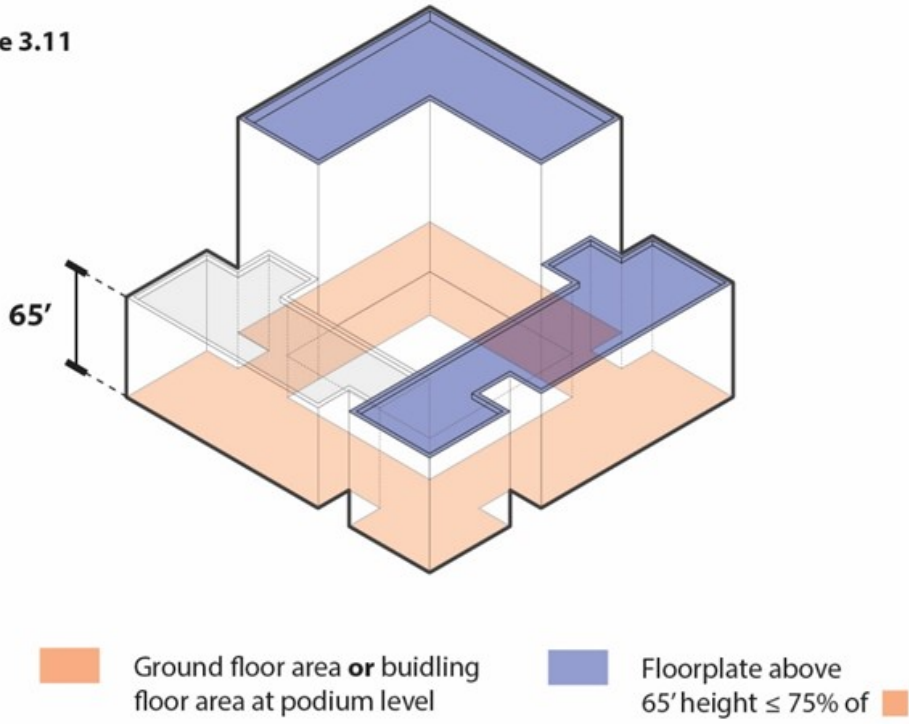
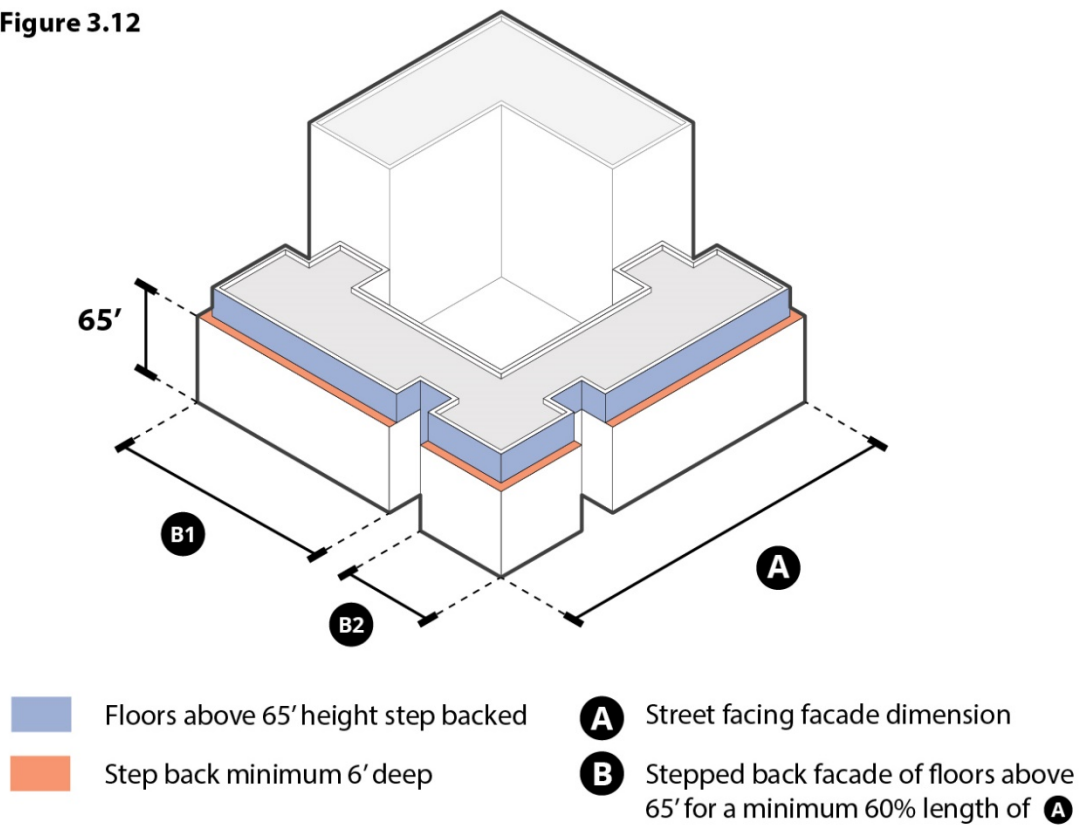


Figure 3.12



GMP.11 Paving Area

Paving areas shall not exceed 10% of the total parcel area, excluding any areas for new streets and paths as identified in the Gateway Master Plan.

GMP.12 Landscaping/Open Area

A minimum 20% of Landscape/Open Area is required for each parcel.

D. Parking

GMP.13 District Parking

- (a) A shared parking plan shall be submitted for any development that includes a mix of office, entertainment, retail, and/or hotel uses. An example of a shared parking plan for Gateway Master Plan land uses is included in Table 3.B. The shared parking plan will be based on the mix of land uses within a proposed development. Parking shall be provided in one or more structures, which could be integrated with other commercial or entertainment uses. A portion of the shared parking plan's total parking spaces may be set aside for valet services. Office uses shall be limited to 2 spaces per 1000 gross building sq. ft.
- (b) Maximum parking for the entire Gateway Master Plan area shall not exceed 2,100 spaces with a shared parking plan.
- (c) The shared parking plan shall include AM peak period parking access from Plymouth Street (both east and west directions), unless determined otherwise through an approved TDM Plan.
- (d) Residential-only projects with on-site parking spaces are not subject to the shared parking plan requirement. Residential guest parking spaces may be included within a shared parking plan for other land uses as noted above in (a).

Table 3.B Example of a Shared Parking Plan (Gateway Master Plan Land Uses)

Use	Sq. Ft. / Units	Spaces per 1,000 sq. ft.	Base Need	Estimated % Use			Spaces Required		
				AM	PM	Evening	AM	PM	Evening
Office	500,000	2.0	1,000	100%	100%	10%	1,000	1,000	100
Theater	100,000		760	0%	50%	100%	0	380	760
Fitness	100,000		550	0%	60%	90%	200	330	495
Residential Off-Site Guest Spaces			300	20%	20%	100%	60	60	300
Hotel	Valet								
Retail / Restaurant	100,000		300	10%	40%	80%	30	120	240
Total			2,910				1,290	1,890	1,895
Circulation Factor (10%)		10%	291				129	189	190
Total Maximum							1,419	2,079	2,085

E. Street Design

The following tables and figures include standards for the design of streets within the Gateway Master Plan area. Where a Precise Plan street type is identified, the design of the street shall follow all Precise Plan standards. Street designs shall also meet City design requirements.

1. Location Requirements

Figure 3.13 outlines the general location of future connections and of bike facilities in the Gateway Master Plan area. **Table 3.C** identifies the minimum rights-of-way, allowed street types, and design notes for each future street connection.

GMP.14 **Location, Dedication, and Easement Requirements**

- (a) Streets, pedestrian connections, and bike facilities shall be located as defined in **Figure 3.13**. Design options for each street/pedestrian connection are identified in **Table 3.C**.
- (b) The following streets shall be dedicated to the City of Mountain View as public rights-of-way: (J), (P), (C), (B1), (B2), (A1), and (A2).
- (c) All identified street connections, if not public rights-of-way identified in **GMP.13 (b)**, shall include a permanent public access easement for a minimum right-of-way dimension identified in **Table 3.C**.
- (d) Street connection (A2) and (D1) shall include at least one segment that allows regular circulation of vehicles.
- (e) A Traffic Signal Warrant at the intersection of Joaquin Road and Plymouth Street may be required.

Figure 3.13 Street Map



Legend

- | | | | | | |
|---|--|---|----------------------------|--|-------------------------|
|  | Master Plan Boundary |  | Neighborhood Street |  | Street Type (Table 3.C) |
|  | Property Line |  | "Main Street" |  | Greenway |
|  | Planned Shoreline Blvd
Bike Facility and Overpass |  | Greenway or Service Street | | |
| 1 - 11 | Block Number | | | | |

Table 3.C Street Type Summary

Street	Ownership	Design Notes	Allowed Street Types	Minimum R.O.W. Width
(J) Joaquin Rd	Public	<ul style="list-style-type: none"> Key street connection from Joaquin neighborhood into the Gateway area Linear park provides open spaces for residents and a green connection to retail district 	<ul style="list-style-type: none"> NBSPP Neighborhood Street with Stormwater Treatment + additional Linear Park (GMP.15.(b)) 	78 feet + 30 feet public access easement for Linear Park
(P) Pear Ave	Public	<ul style="list-style-type: none"> Key connection from Shoreline Boulevard into Gateway area Retail street on the north side 	<ul style="list-style-type: none"> NBSPP Neighborhood Street with Stormwater Treatment 	78 feet
(A1) (A2) "Main Street"	Public	<ul style="list-style-type: none"> Ground floor commercial focused street Quality materials with special paving Special paving materials may be allowed with a public street maintenance agreement Potential for street configuration that may be closed for special events 	<ul style="list-style-type: none"> GMP.17 "Main Street" Typical 	56 feet
(A3) "Main Street"	Private	<ul style="list-style-type: none"> Ground floor commercial focused street Pedestrian only Paseo with outdoor dining if access to blocks 8 and 9 can have vehicle access from Pear and/or Joaquin 	<ul style="list-style-type: none"> GMP.17 "Main Street" Typical GMP.18 "Main Street" Paseo 	56 feet 34 feet
(B1)	Public	<ul style="list-style-type: none"> Neighborhood street connecting Joaquin Rd to Gateway "Main Street" 	<ul style="list-style-type: none"> NBSPP Neighborhood Street with Stormwater Treatment 	78 feet
(B2)	Public	<ul style="list-style-type: none"> Service Street connecting (C) street to Joaquin May be designed as an open space buffer to freeway if (D1) and (D2) are open to vehicle traffic and designed as a NBSPP Neighborhood Street 	<ul style="list-style-type: none"> NBSPP Neighborhood Street with Stormwater Treatment 	78 feet
(C)	Public	<ul style="list-style-type: none"> (C) Street is located on the property line of two parcels: 1555 and 1625 Plymouth Streets An access easement is currently located along part of each parcel 	<ul style="list-style-type: none"> NBSPP Neighborhood Street with Stormwater Treatment Curb space is not required on the west side 	56 - 62 feet
(D1) (D2)	Public or Private	<ul style="list-style-type: none"> (D1) and (D2) may be designed as service streets or greenways depending on adjacent uses and open space locations. (D1) may only be closed to vehicle access if (A2) is open to vehicle access. Greenways shall be privately owned but publicly accessible 	<ul style="list-style-type: none"> NBSPP Service Street GMP.20 Green Way (D1) Main Street Paseo 	56 - 62 feet 36 feet
(E1)(E2)	Private	<ul style="list-style-type: none"> (E1) connects the 101 ped/bike overpass to the Master Plan area (E2) is an optional private greenway connection between (P) and (D2) Greenways shall be privately owned but publicly accessible 	<ul style="list-style-type: none"> GMP.20 Green Way 	36 feet
(F)	Public or Private	<ul style="list-style-type: none"> (F) Street is defined by the existing Plymouth St ROW May be needed as an alley with vehicle access to serve blocks 8 and 11, Alley does not connect to Shoreline Blvd. 	<ul style="list-style-type: none"> Other 	To be decided by Public Works

2. Street Design and Building Setbacks

The following section outlines the street design requirements in the Gateway Master Plan area. Standards are provided for all street types and specifically as necessary for individual streets.

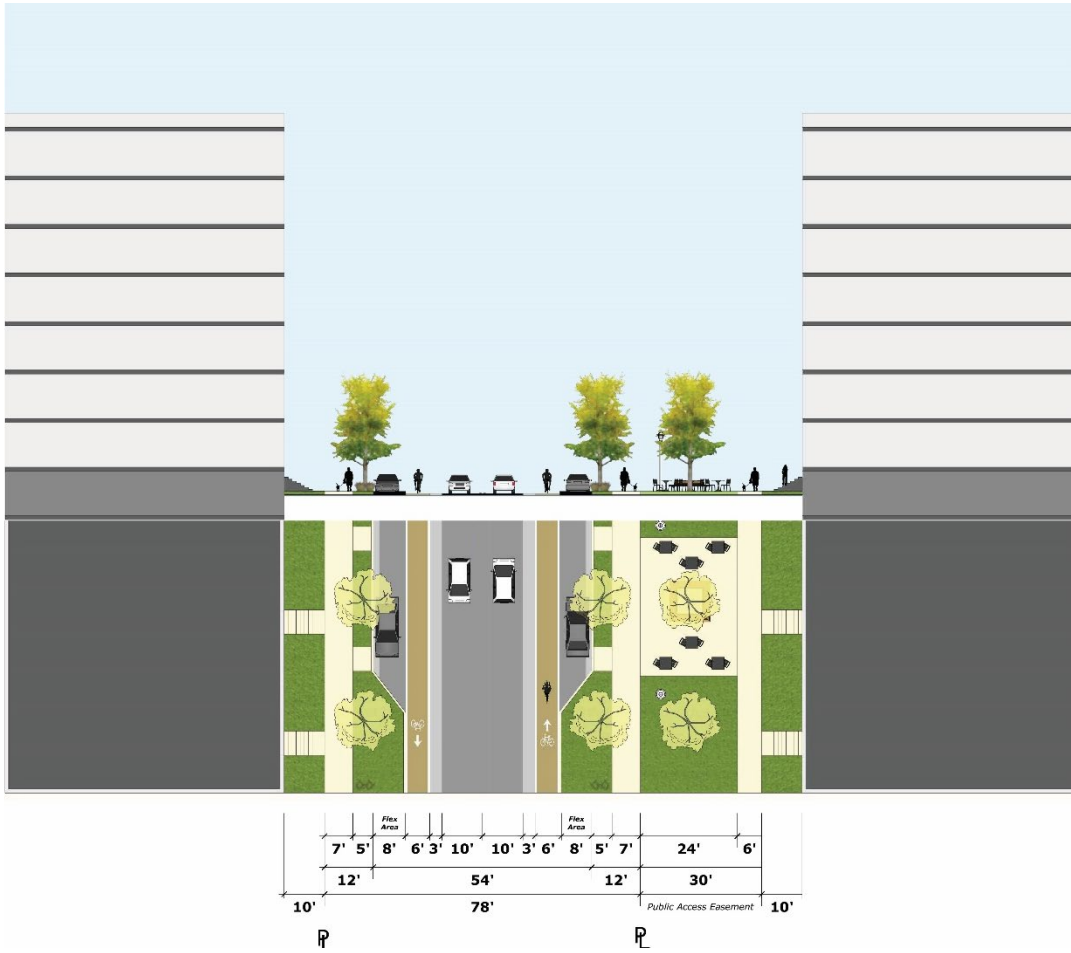
GMP.15 General Street Design

- (f) The street designs represent approved dimensions for each street element. Additional designs may be approved by the Public Works Department.
- (g) Setbacks shown in each street section shall be the minimum building setback required unless otherwise noted.
- (h) Street connection (E) shall be designed by the Public Works Department.

GMP.16 Joaquin Road (J)

- (a) Joaquin Road shall be designed to NBSPP Neighborhood Street with Stormwater Treatment standards.
- (b) A linear park shall be located on the entire east side of Joaquin Road.
 - a. The linear park shall be publicly accessible and include an access easement.
 - b. The linear park shall be privately owned/maintained and publicly accessible
 - c. If the linear park is greater than 16 feet in width, it shall include a second sidewalk on the east side with a minimum width of six feet.

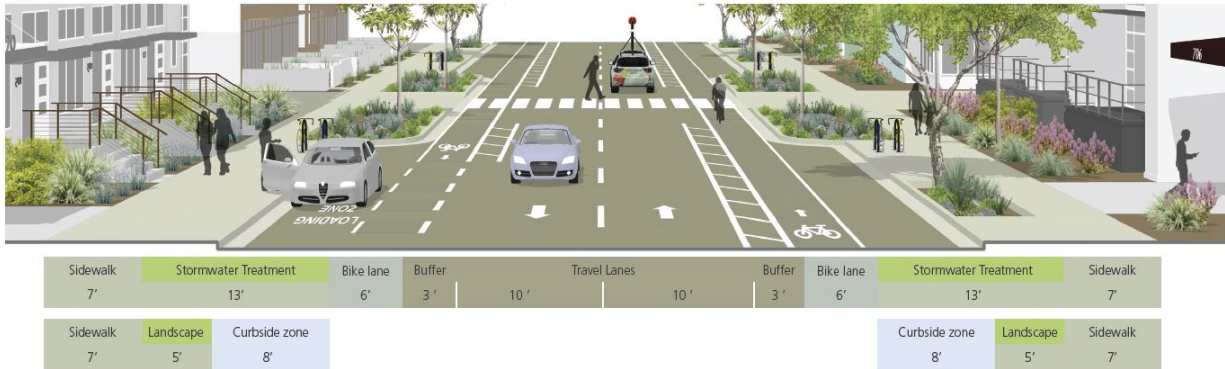
Joaquin Rd (J)



Neighborhood Street (P) (B1) (B2) (C)

Section below is from Precise Plan, p. 153.

Figure 34: Neighborhood Street 1 with Stormwater Treatment: Potential Cross Section

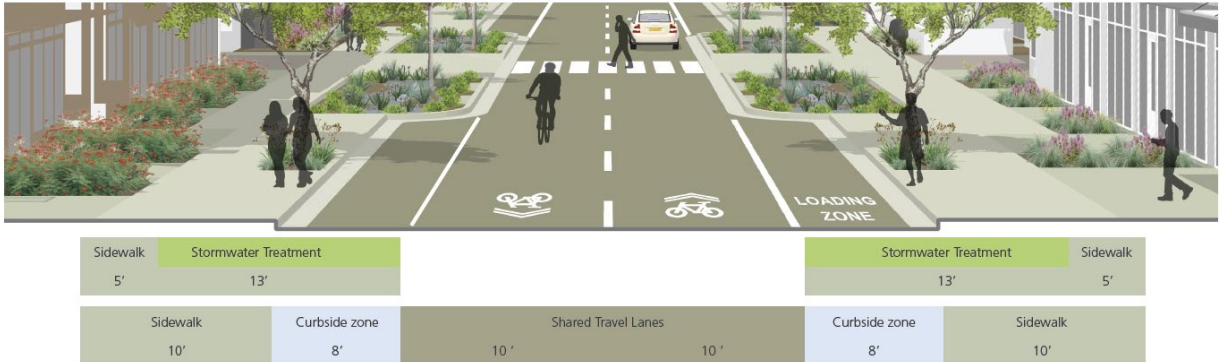


Cross sections will be reconciled with existing conditions as part of a future effort.

Service Street (D1) (D2)

Section below is from Precise Plan, p. 156

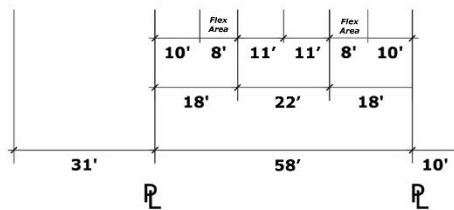
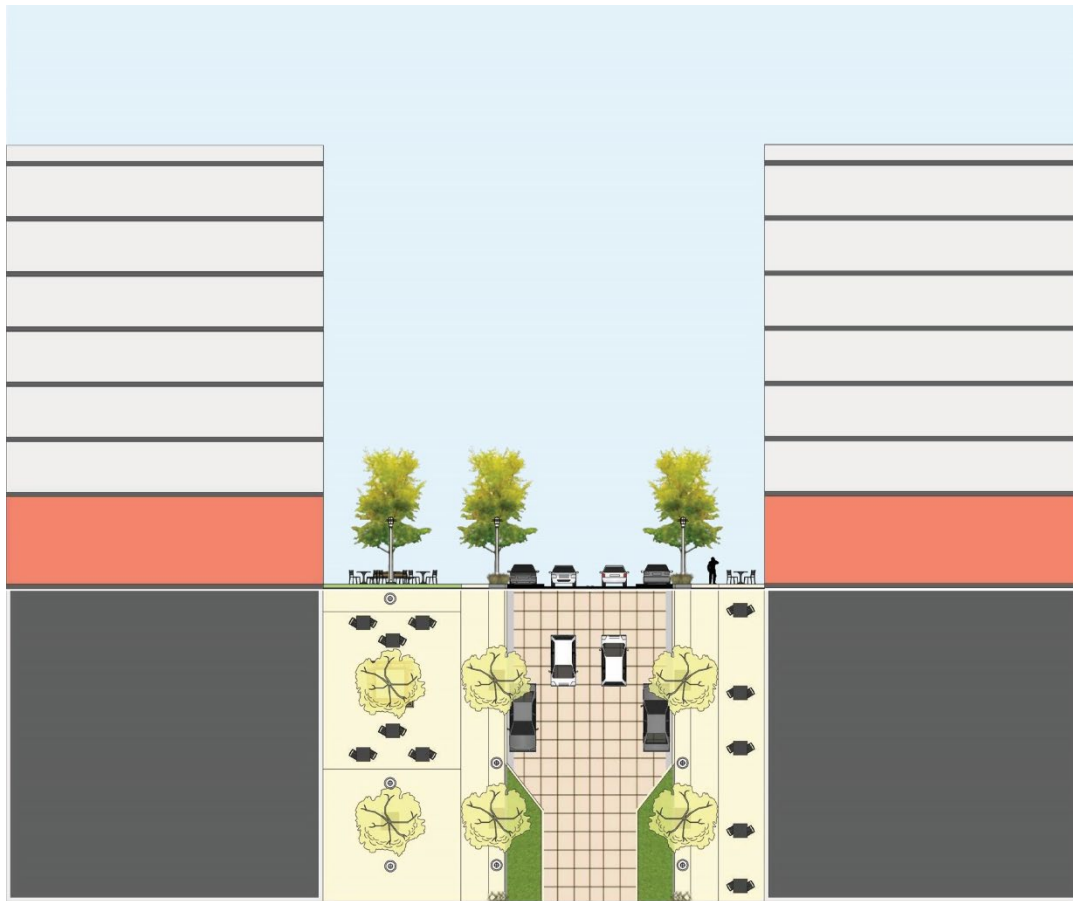
Figure 38: Service Street with Stormwater Treatment: Potential Cross Section



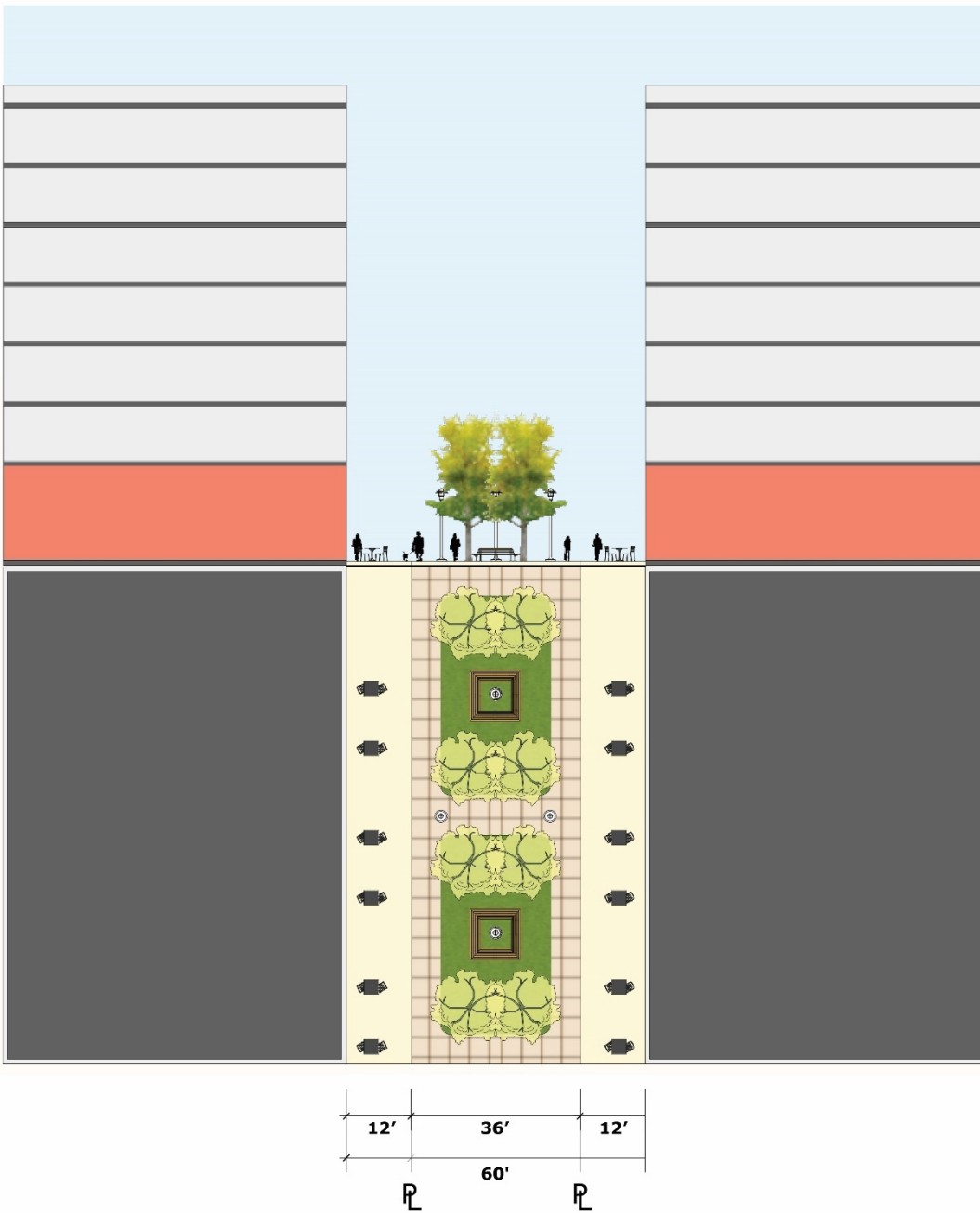
Cross sections will be reconciled with existing conditions as part of a future effort.

GMP.17 "Main Street" Typical (A1)(A2)(A3)

- If segment (A3) is designed as "Main Street" typical, a minimum 10-foot building setback is required.
- An expanded building setback shall have a minimum average width of 30 feet and a minimum width of 10 feet between blocks 5 and 6 (**Figure 3.4**).
- Special paving materials may be allowed with a public street maintenance agreement



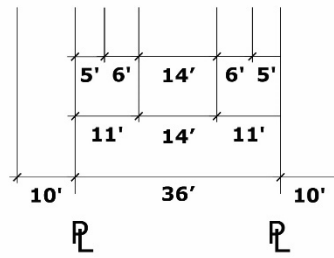
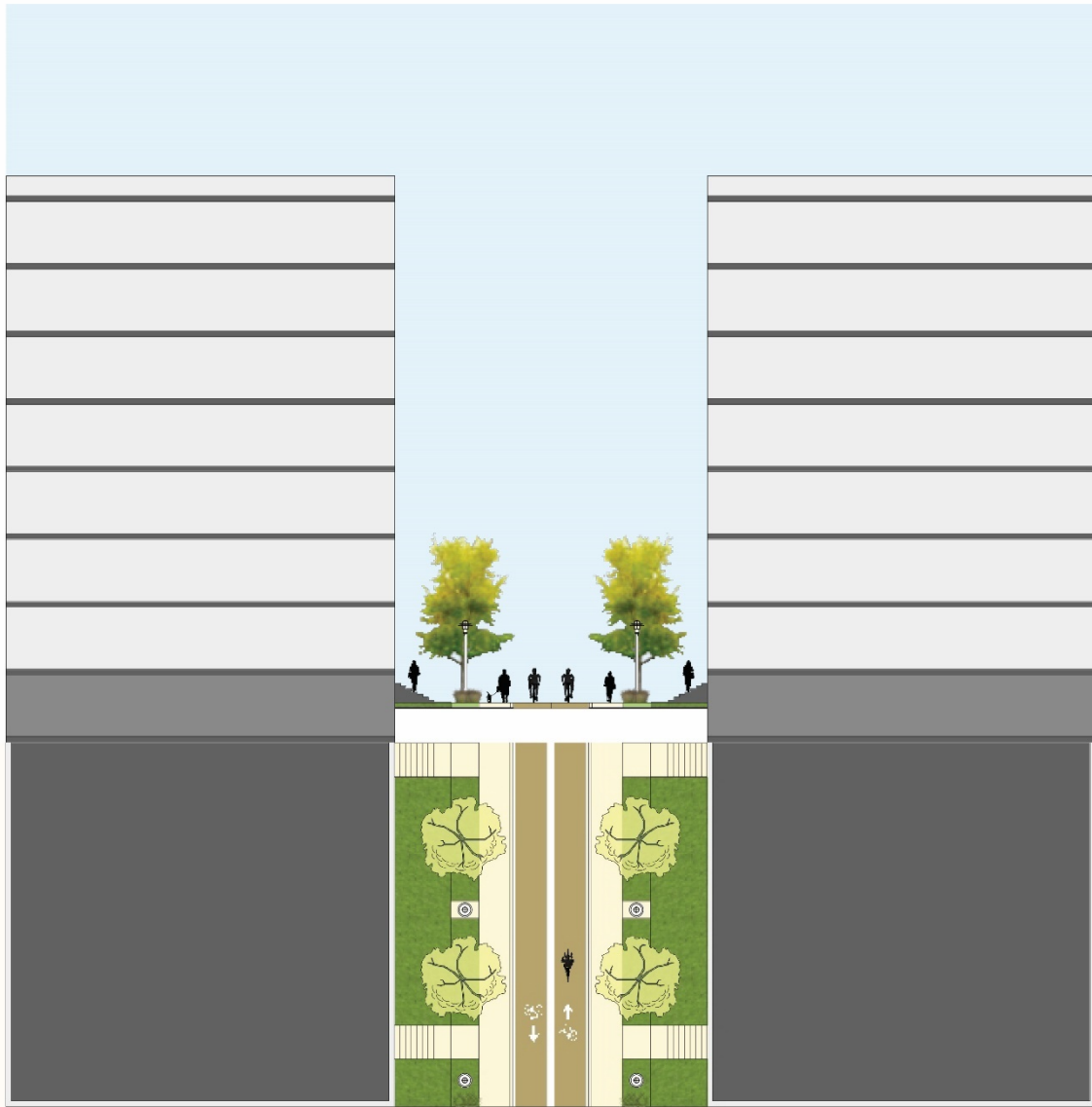
GMP.18 "Main Street" Paseo (A3)(D1)



GMP.19 Greenways (D1)(D2)(E1)(E2)

(a) All Greenways shall be Public Access Easements that are privately owned/maintained and publicly accessible.

GMP.20 Greenways (D1)(D2)(E1)(E2)



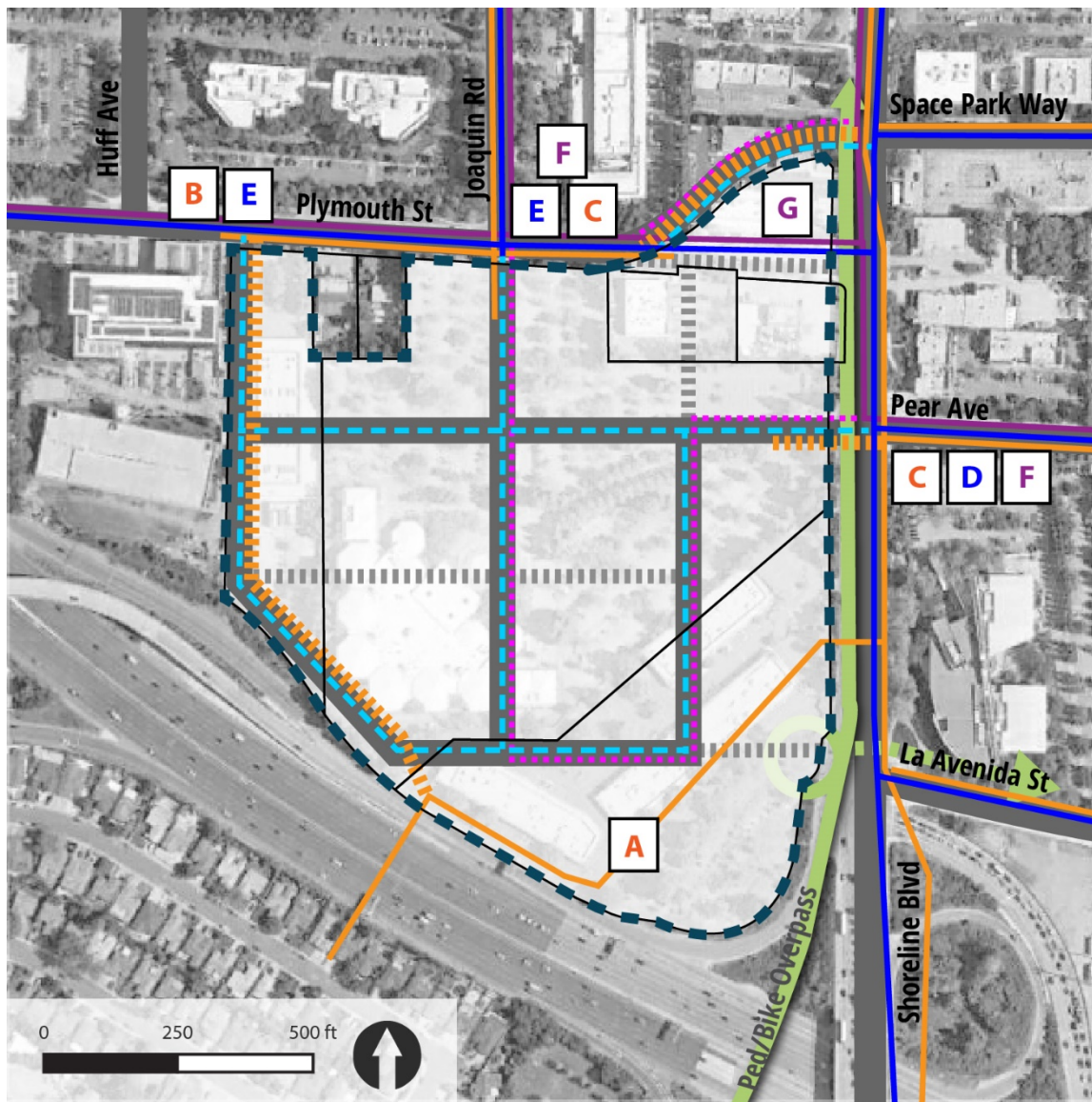
F. Infrastructure

The following section outlines infrastructure requirements for development within new public rights-of-way.

GMP.21 Required Infrastructure

- (a) The following infrastructure improvements are required as shown in **Figure 3.14** and are subject to review by the Public Works Department.
- (b) Developers shall dedicate an easement and provide access to allow the City to maintain existing public utilities. Public utilities can be relocated at the developer's sole cost, but City access shall be maintained.
- (c) Existing 12-inch sanitary sewer (SS) main "A" as shown in **Figure 3.14** shall be relocated in-tract as needed and shall connect to Plymouth Street as identified as point "B" in **Figure 3.14**.
- (d) The Developer shall be fully responsible for all costs associated with relocating the existing sewer main "A" and dedicating any required easements to the City to accommodate the new alignment, which shall run along Lone Lonesome Road as identified in **Figure 3.14**.
- (e) New sewer mains shall connect to the existing system as shown in **Figure 3.14** at the "C" connection points.
- (f) New water mains shall connect to the existing system as shown in **Figure 3.14** at the "D" connection point on 12-inch water main for in-tract water and the "E" connection point on 8-inch water main for in-tract water.
- (g) New recycled water mains shall connect to the existing system as shown in **Figure 3.14** at the "F" connection points.
- (h) Utilities located within the old Plymouth ROW shall be relocated along the new alignment of Plymouth St.

Figure 3.14 Infrastructure Map



Legend

- | | | |
|--|---|--|
|  Master Plan Boundary |  Existing Water Main |  Existing Recycled Water |
|  Property Line |  New Water Main |  New Recycled Water |
|  New Street |  Existing Sewer Main |  GMP.20 Standards |
|  New Street or Greenway |  New Sewer Main |  Planned Shoreline Blvd Bike Facility and Overpass |

4. Administration

A. Bonus FAR Requirements

Section 3.3.4 of the North Bayshore Precise Plan lists the Bonus Floor Area Ratio requirements for the Gateway Character Area for both residential and non-residential development.

B. Application Requirements

In addition to the City's standard development application requirements, applications for new development (Planned Community Permits) shall submit the following information:

1. Signed City development applications from property owners.
2. Proposed land uses including a table of total building square footage, and information on how the proposal meets the Precise Plan's Complete Neighborhood strategy and all Gateway Master Plan requirements.
3. Trip Cap Strategy with information on how the proposal complies with the Precise Plan's Trip Cap policies.
4. Materials such as maps, surrounding and proposed uses, proposed building locations, circulation plan, open space, and other materials that demonstrate compliance with the purpose and intent of the Precise Plan and the Gateway Master Plan.
5. Urban design strategy, including how the location, intensity, and uses of planned and future buildings function and relate to each other, the project site, and adjacent parcels in the Gateway Master Plan area.
6. A mutual access agreement strategy between property owners within the Gateway Master Plan area. As a condition of approval, a recorded mutual access agreement between property owners shall be required to ensure proposed and future vehicular, bicycle, and pedestrian access across all properties within the Gateway Master Plan area.
7. Phasing and implementation strategy, including the timing and plans for any public improvements. Proposed development shall identify an initial, intermediate, and final phase. The phasing and implementation strategy shall include a plan for integrating other properties within the plan area including providing temporary and future access, utility connections, and location of streets and connection to adjacent parcels.

C. Development Review Process

Section 3.5.1 of the North Bayshore Precise Plan establishes the development review process for new development, including the process for minor improvements.