



DATE: December 7, 2021

CATEGORY: Public Hearing

DEPT.: Community Development

TITLE: **Gateway Master Plan, General Plan Amendment for 1555 Plymouth Street, and North Bayshore Precise Plan Amendments**

RECOMMENDATION

1. Approve the Initial Study of Environmental Significance and Addendum for the General Plan Amendment at 1555 Plymouth Street, North Bayshore Precise Plan Amendments, and the North Bayshore Gateway Master Plan, pursuant to Sections 15162 and 15164 of the California Environmental Quality Act, and find that the proposed project would not result in any new significant or substantially more severe environmental impacts beyond those previously evaluated and disclosed in the General Plan Environmental Impact Report, North Bayshore Precise Plan Environmental Impact Report (2014), and North Bayshore Precise Plan Supplemental Environmental Impact Report (2017) (Attachment 1 to the Council report).
2. Adopt a Resolution of the City Council of the City of Mountain View to Amend the General Plan Land Use Designation at 1555 Plymouth Street from High-Intensity Office to Mixed-Use Center (North Bayshore), to be read in title only, further reading waived (Attachment 2 to the Council report).
3. Adopt a Resolution of the City Council of the City of Mountain View to Amend the P-39 (North Bayshore) Precise Plan to Include the Parcel at 1555 Plymouth Street within the North Bayshore Precise Plan Gateway Character Area, Revise the Bonus FAR Guidelines and Master Plan Provisions, and Make Minor Text and Graphic Updates, to be read in title only, further reading waived (Attachment 3 to the Council report).
4. Adopt a Resolution of the City Council of the City of Mountain View Adopting the North Bayshore Gateway Master Plan, to be read in title only, further reading waived (Attachment 4 to the Council report).

BACKGROUND

The City's General Plan and Precise Plan identify the Gateway Character Area as significant to the City because of its location at the entry into North Bayshore and the diverse land uses envisioned for the site (see Figure 1). These land uses include office, residential, hotel, entertainment, retail/services, fitness, and open space. These land uses will implement the City's vision of North Bayshore as a district with several "complete neighborhoods." The Precise Plan also includes guiding principles to help evaluate new development in the Gateway Character area.

A major constraint to development within the Gateway Character Area is the different property owners and parcel configurations. This makes it difficult to plan a fully integrated site given different property owner objectives and diverse land uses being considered.

In 2015, pursuant to a process set forth in the North Bayshore Precise Plan (Precise Plan), the City Council allocated office Bonus Floor Area Ratio (FAR) to a number of properties in the Precise Plan area, including 1.45 million square feet to the Gateway Character Area at North Shoreline Boulevard and U.S. 101, as shown below in Figure 1. The proposal for the Gateway properties was awarded to LinkedIn and SyWest. A 2017 amendment to the Precise Plan added housing to the Precise Plan area, including the Gateway site, which allows the highest land use intensities in North Bayshore.

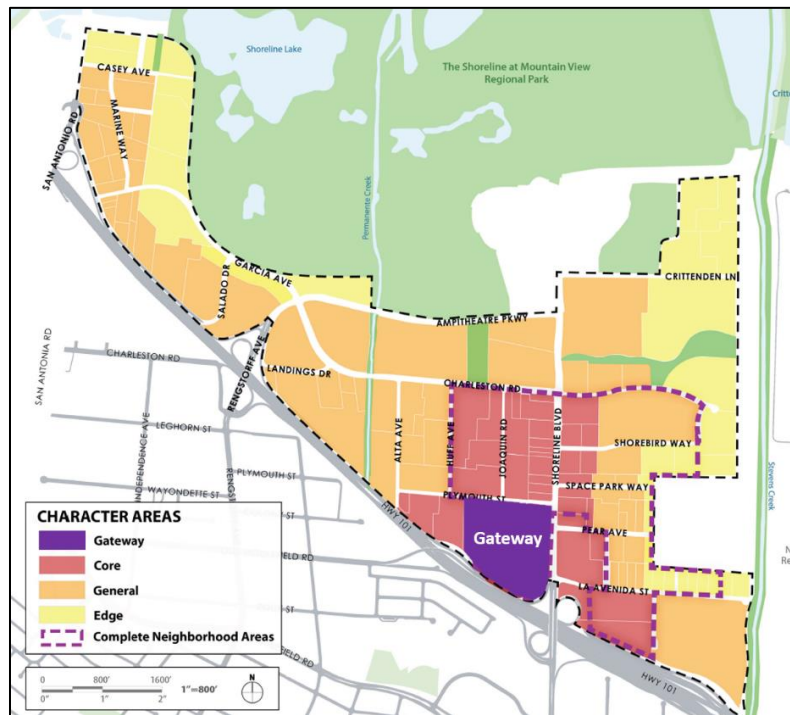


Figure 1: Gateway Character Area and North Bayshore Precise Plan Area

LinkedIn subsequently swapped landholdings with Google, and Google became a property owner in the Gateway Character Area along with SyWest. Google and SyWest attempted to agree on a Gateway Master Plan utilizing the Bonus Office FAR, and despite several years of discussions, no agreement was reached. Per the requirements of the North Bayshore Precise Plan, the two property owners in the Gateway area (Google and SyWest) presented separate applications to requalify for the previously allocated Bonus Office FAR. The City Council denied these Bonus FAR requalification requests and, on May 7, 2019, directed staff to begin a City-initiated Gateway Master Plan for this area.

November 5, 2019 City Council Study Session

At the November 5, 2019 Study Session, the City Council provided direction on several key policy topics, including placemaking elements, land use locations and program, (including the adjacent 1555 Plymouth Street parcel), parking strategy, and the U.S. 101 bicycle/pedestrian bridge (which is a separate City capital improvement project). The City Council's direction was to also further evaluate a land use program that included 500,000 square feet of Bonus Office FAR and approximately 2,000 units in the Gateway area. The input from the City Council on these topics was used to create and further refine the Gateway Master Plan as discussed later in this report.

North Bayshore Precise Plan Bonus Office FAR Background

Following the Council's Bonus FAR denial in 2019, Google submitted a revised Bonus FAR requalification request. On March 23, 2021, the City Council authorized this request for 1.3 million square feet of Bonus FAR to be included within Google's North Bayshore Master Plan, which also includes approximately 7,000 residential units. Of this 1.3 million square feet of Bonus FAR, 250,000 square feet was allocated to Google-owned parcels within the Gateway Master Plan Area. The remaining 1,050,000 square feet (which included 100,000 square feet of Bonus Office FAR allocated to the Rees site) was allocated to Google holdings in the Joaquin and Shorebird complete neighborhood areas within North Bayshore. The process for allocating the remaining 250,000 square feet of Bonus FAR is discussed later in this report. At the March meeting, Council also supported the staff recommendation to revise the Precise Plan's Bonus FAR Guidelines according to the strategy described below.

1. **Complete Neighborhood Area Requirement.** The remaining 250,000 square feet of Bonus FAR (office) will be allocated within the Precise Plan's complete neighborhood area (Joaquin, Shorebird, and Pear neighborhoods) as shown in Figure 2. This approach supports the Precise Plan's sustainability vision to concentrate development in close proximity to future transit service and commercial uses along the Shoreline Boulevard corridor. This helps advance the Precise Plan's larger sustainability and transportation policy goals to create a more walkable and "car-light" neighborhood, where area employees and residents can easily access transit and walk or bike to nearby services. It also requires Bonus FAR applicants to include new residential uses as part of their proposals since residential uses are a key qualifying criterion in the Bonus FAR Guidelines and are only allowed within complete neighborhoods. This approach provides a "carrot" in the form of valuable office FAR that can be used to help offset the cost of proposed residential development.

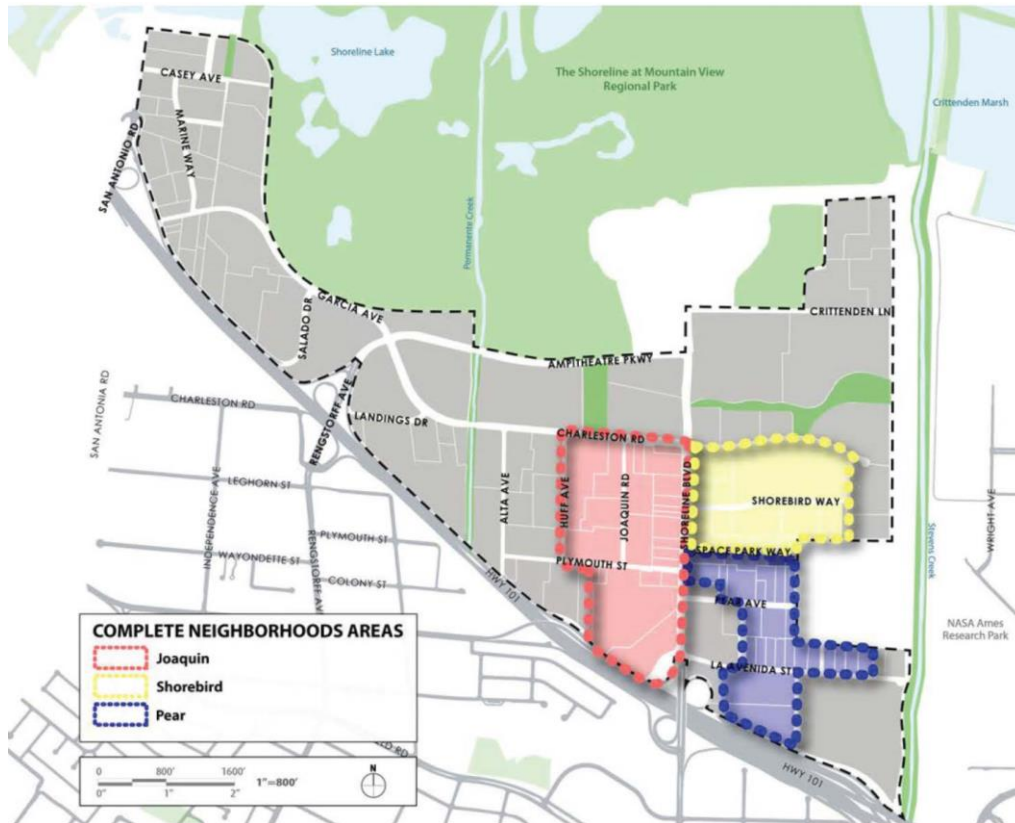


Figure 2: Complete Neighborhood Areas

2. **Process.** Staff plans to notify property owners within the complete neighborhood area, of the process regarding the allocation of the remaining 250,000 square feet of Bonus Office FAR. The notice would invite property owners to submit an application by a certain deadline in spring 2022. Interested property owners within this area could then submit a request for some or all of the remaining 250,000 square feet of Bonus FAR. City staff would then review the applications against the Bonus FAR Guidelines (exhibit to Attachment 3) and then bring a recommendation and options for City Council consideration in the first half of 2022.
3. **Key Elements.** The proposed amendments limit Bonus FAR applications to properties within the complete neighborhood boundaries, as previously discussed, and requires that applications meet the Precise Plan's vision and guiding principles and include new residential uses. Any Bonus FAR application deemed eligible to apply shall also submit a complete application for a planning permit no later than one year from the date of City Council Bonus FAR authorization, with the possibility of a six-month extension if granted by the City Council.

October 18, 2021 Environmental Planning Commission Meeting

At the October 18 meeting, the Environmental Planning Commission (EPC) recommended approval of the Gateway Master Plan and amendments to the Precise Plan and the Bonus FAR process as recommended by staff. However, the EPC requested that an updated economic feasibility analysis be submitted to the City Council for their consideration as part of this project. The EPC requested this information from the City's consultant in response to concerns voiced by SyWest regarding the economic feasibility of the Precise Plan. This analysis has been attached to this report in Attachment 8 and is discussed later in this report.

ANALYSIS

The following section discusses: (1) the proposed Gateway Master Plan; (2) the proposed General Plan amendment for the property at 1555 Plymouth Street to include it within the Gateway Master Plan Area; and (3) the proposed Precise Plan amendments to implement the Gateway Master Plan and make other minor corrections.

1. Gateway Master Plan

Policy Foundation

The City's General Plan and Precise Plan goals and policies identify the Gateway Character Area as significant because it provides a key, visual welcoming point into North Bayshore. This area is shown below in Figures 3 and 4. The redevelopment of this area will help shape visitor and community member impressions of North Bayshore as a distinct and unique area within the City.

The General Plan and Precise Plan permit a diverse set of high-intensity land uses envisioned for the Gateway Character Area. These land uses include office, residential, hotel, entertainment, retail/services, fitness, and open space. These land uses will complement each other by providing services and activities during the day and evening. The mix of residential and commercial uses will also help implement the City's vision of North Bayshore as redeveloping with several "complete neighborhoods" where employees and residents can walk or bike to work or nearby services.



Figure 3: Existing Gateway Master Plan Area



**Figure 4: Conceptual Gateway Master Plan Build-Out
(from Draft Gateway Master Plan)**

Strategy

Master Plans are not common regulatory tools used within the City as development permits are typically submitted based on the development regulations within a zoning or Precise Plan designation. However, the North Bayshore Precise Plan requires Master Plans in the complete neighborhood areas to plan and develop areas that span multiple parcels that require special coordination and phasing of key infrastructure, such as new streets, utilities, and open space.

The Gateway Master Plan is a City-initiated guiding policy document to implement General Plan and Precise Plan goals, policies, and development standards. The Master Plan establishes the strategies and development standards unique to the Gateway Character Area so it can redevelop as an integrated and vibrant mixed-use center. As noted, this is a City-initiated Master Plan due to the complexities involved with the area's two major property owners. The City's role is to create a guiding document that meets City goals and objectives while providing development opportunities and flexibility to property owners. Future Planned Community (PC) permits within this area will then be submitted consistent with the Gateway Master Plan document.

Key Gateway Master Plan Elements

The Gateway Master Plan is consistent with most Precise Plan development standards, such as building height, setbacks, parking requirements, etc., established for the area. However, the Gateway Master Plan also includes special guidance that responds to the Gateway Character Area's unique opportunities and constraints.

The following are a few examples of the Gateway Master Plan's general strategies or key elements, which may include Gateway Master Plan-specific expectations. These elements are consistent with previous EPC and subsequent City Council direction from previous Study Sessions. Please see the exhibit to Attachment 4 for the complete Gateway Master Plan.

Gateway Vision

The images in Figure 5 below from the Gateway Master Plan represent the City's development expectations and vision at a high level for key areas within the Plan area. These images are intended to help guide future development proposals to ensure they meet City goals and objectives.

Central Plaza



Retail "Main Street"



Neighborhood Park



Figure 5: Gateway Master Plan Vision

Coordinated and Integrated Development

As noted, the Gateway Character Area presents challenges in coordinating the development objectives and plans of different property owners. While the City's preference is that development between both major property owners occur in the same general time frame, the Gateway Master Plan allows each property owner to proceed with plans along their existing property lines to provide maximum flexibility. However, to address the issue of coordinated and integrated development, Section 4 of the Gateway Master Plan lists several requirements for future development, such as requiring that proposed development submit information indicating how the development will be integrated with adjacent

parcels in the future (i.e., street locations, access, open space, block configurations, infrastructure improvements, etc.), including the phasing of development.

Land Use

Figure 6 below shows the Gateway Master Plan land use subdistricts (residential, mixed-use, and entertainment mixed-use) and the general circulation and open space strategy for the area.

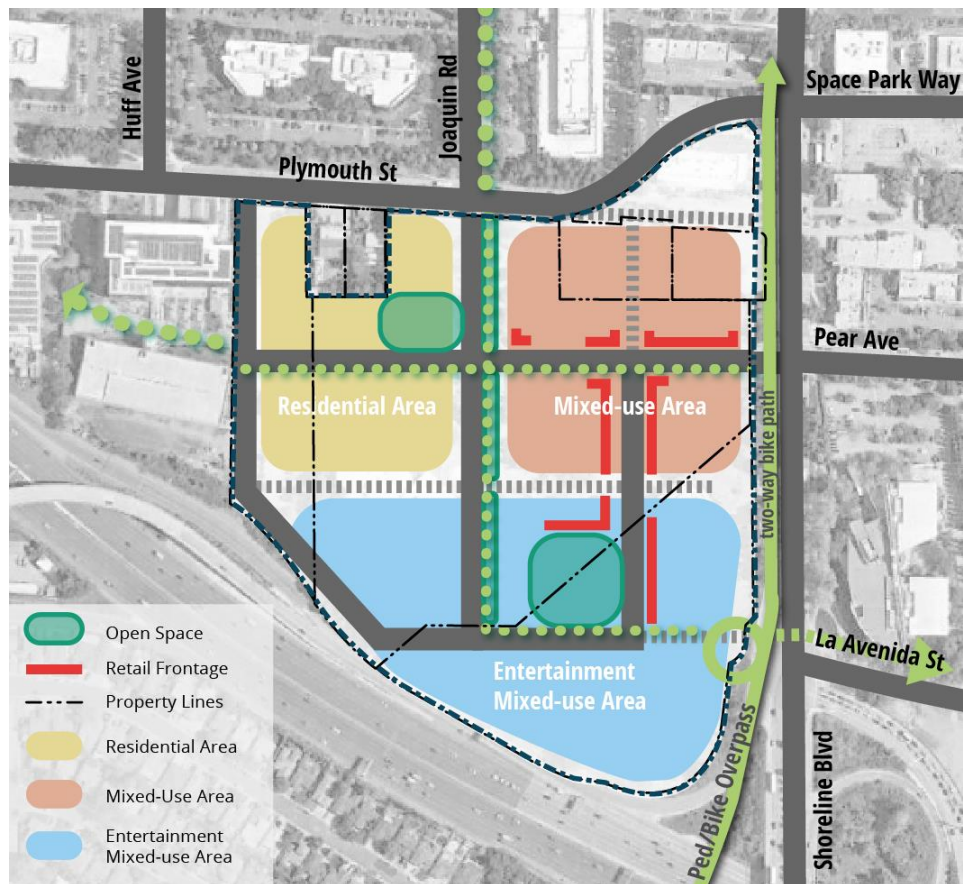


Figure 6: Land Use Strategy

Each subdistrict allows a mix of land uses, as described on Table 3.A of the Gateway Master Plan. The intent of each subdistrict is to facilitate development with a diverse mix of land uses and a strategy for locating and developing new streets, blocks, pedestrian/bike connections, and open space.

The Master Plan allows flexibility for land uses but requires a certain minimum amount of residential units, open space area, and ground-floor retail/personal

service square footage as well as maximum allowed square footage for office and retail/entertainment/hospitality land uses to support the vision for the area. To ensure the timely inclusion of new residential units, the Gateway Master Plan requires that a minimum of 500 units receive an occupancy permit before any office uses are occupied. The overall land use strategy addresses Council's desire for land use flexibility while also meeting the goals and objectives of the General Plan and Precise Plan for the area. Figure 7 and Table 1 below (Figure 3.2 and Table 3.A from the Gateway Master Plan) include parcel locations and land uses by parcel.



Figure 7: Gateway Area Parcel Ownership Map

Table 1: 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		-			
SUBTOTAL (Parcels B-E)	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 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 Character 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.

Building Height

Consistent with the Precise Plan, the allowed maximum building heights for the area include eight stories (140') for nonresidential buildings and 15 stories (160') for residential buildings. The Precise Plan also includes standards to limit how close high-rise buildings can be located to each other to help reduce the visual massing of the area, preserve views, and limit shadow impacts. Additionally, the Gateway Master Plan includes several strategies to ensure building massing includes breaks in facades, stepped-back upper floors, and special architectural elements. Figure 8 below (Figure 3.12 in the Gateway Master Plan) provides an example of one of these strategies.

Figure 3.12

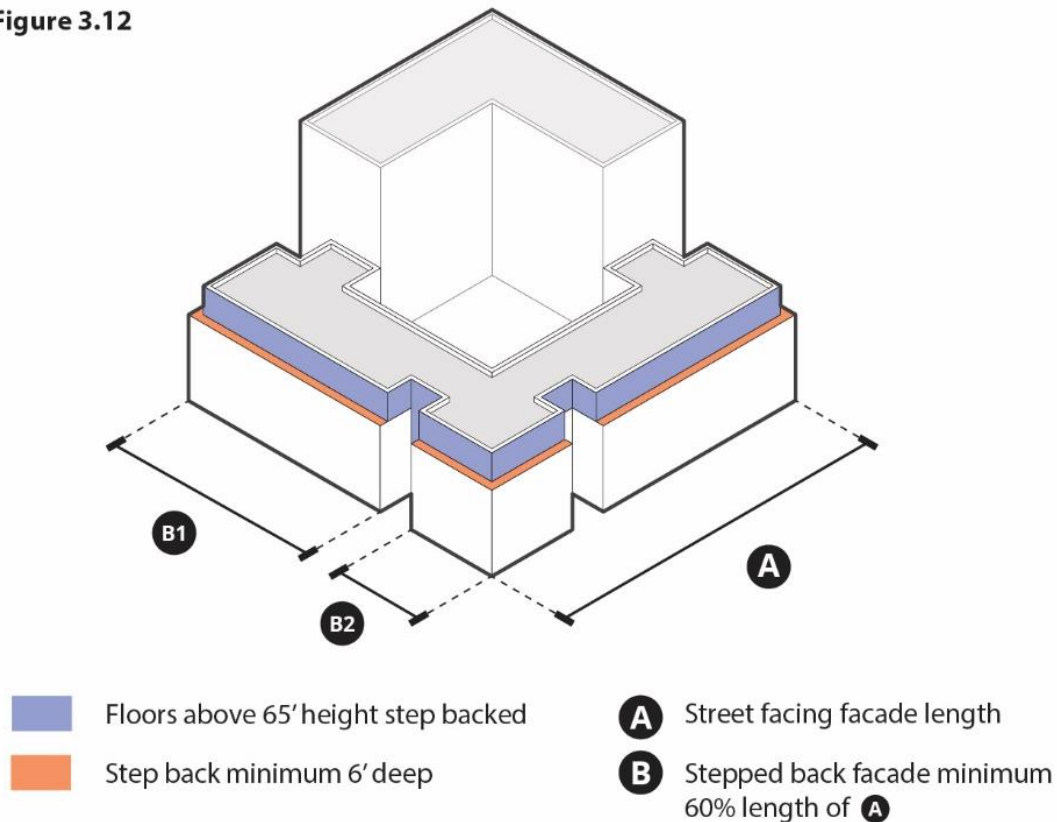


Figure 8: Gateway Master Plan Massing Strategy

New Streets

As shown earlier, Figure 6 shows how new, smaller blocks will be created to make it easier for pedestrians and cyclists to circulate in the area and help contribute to a vibrant streetscape close to publicly accessible open space and ground-floor retail locations.

The Gateway Master Plan also includes street design standards to ensure new streets are designed as “complete streets” intended for all users while ensuring safe and functional circulation and access and a vibrant streetscape. Figure 9 below is an example of a new street within the area (extension of Joaquin Road).

Additionally, the Gateway Master Plan includes a requirement for shared access between properties. This will ensure initial and subsequent phases of development are integrated to allow full vehicular, bicycle, and pedestrian access across the Gateway Master Plan area.

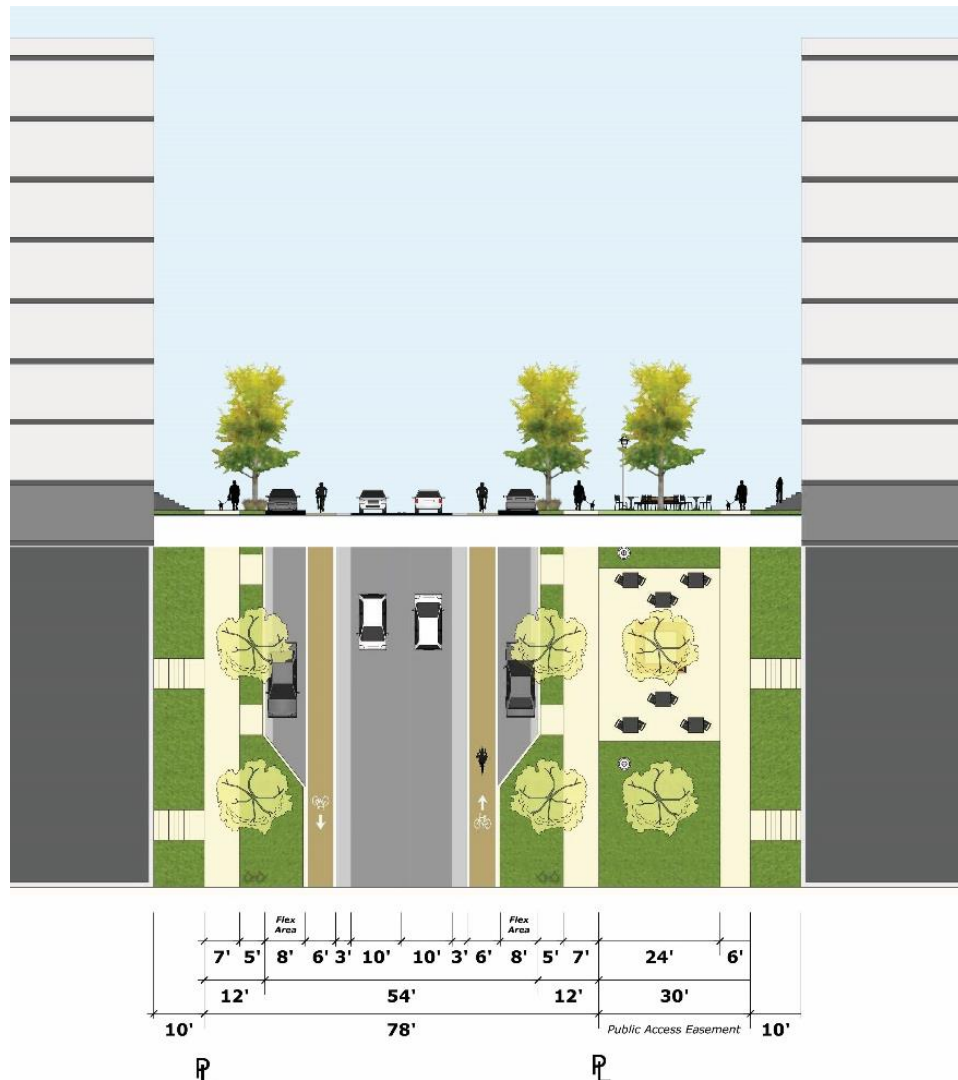


Figure 9: Gateway Master Plan Street Design Standards

Development Review Process

New development in the Gateway Master Plan Area is subject to the development review process established in the North Bayshore Precise Plan. This requires Development Review Committee (DRC) and Zoning Administrator (ZA) approval for nonresidential development up to 0.45 FAR, while development above 0.45 FAR requires City Council approval. For a residential or mixed-use residential development up to 1.0 FAR, DRC and ZA approval is required, while a development above 1.0 FAR also requires City Council approval.

2. General Plan Amendment – 1555 Plymouth Street

On October 16, 2019 and November 5, 2019, the EPC and City Council, respectively, supported the approach to include the 1555 Plymouth Street parcel within the Mixed-Use Center (North Bayshore) designation (see Attachments 6 and 7 for links to these reports). Consistent with that direction, a General Plan Amendment is recommended for the parcel at 1555 Plymouth Street to be incorporated within the Gateway Master Plan Area.

This parcel is approximately three acres, and its existing and proposed General Plan Land Use Designation is shown in Figure 10.

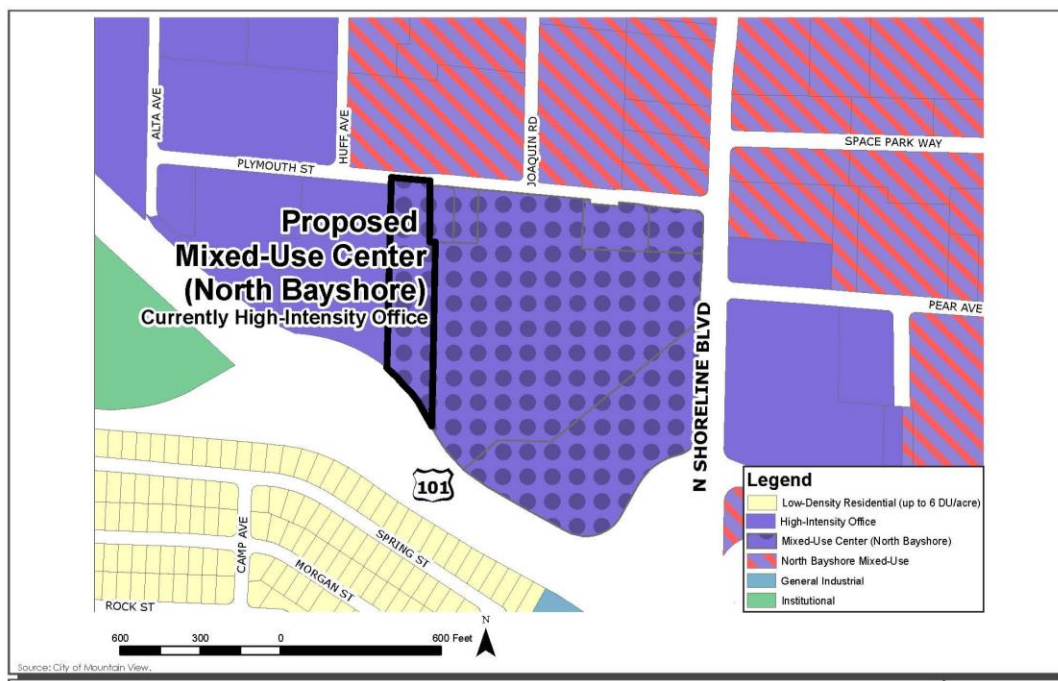


Figure 10: Existing and Proposed General Plan Land Use Designation

The proposed General Plan Mixed-Use Center (North Bayshore) Land Use Designation promotes a pedestrian-oriented mixed-use center with integrated, complementary uses, such as entertainment, restaurants, residential, and other retail, office, hotels, and public spaces. The General Plan land use intensities for this designation defer to the intensities allowed within Precise Plans; for this area in North Bayshore, a maximum 4.50 FAR for mixed-use development is permitted. Allowed building heights for this General Plan designation are a maximum of eight stories for office and 15 stories for residential, which is the same allowed by the Precise Plan for this area.

The proposed General Plan amendment is recommended because it allows a more diverse mix of land uses on the parcel as envisioned by the Gateway Master Plan. The existing High-Intensity Office designation for the subject parcel only allows office uses (i.e., no residential or mixed-use residential uses are allowed on the parcel). The parcel is relatively narrow, and by including it within the Gateway Character Area, the parcel's utility can be maximized by not only increasing the types of allowed land uses on the site, but by also improving access and circulation to the Gateway site and integrating it with other adjacent parts of the Precise Plan (i.e., greenways, bike circulation, open space, etc.).

Economic Feasibility

Background and Analysis

In November 2019, staff presented three land use options regarding office FAR to the City Council, which included economic feasibility information. Council chose an option which included 500,000 square feet of office. This option balanced economic feasibility considerations by using office use to help incentivize new residential development and limiting the maximum number of office-generated vehicle trips.

The Gateway Master Plan provides flexibility in how land uses can be developed while requiring a minimum amount of retail (50,000 square feet) on the ground floor of buildings at key locations. The table below compares the development program assumptions used to analyze Council's preferred land use option in 2019 and the 2021 update based on the proposed Gateway Master Plan. As the table indicates, both the 2019 and current update assume the development of 500,000 square feet of office space, a hotel, retail, and a substantial number of housing units.

Key Land Uses	2019 – Gateway Master Plan Medium Office 500K Reduced Retail	Update – Gateway Master Plan Maximum 500K Office Minimum Retail
Office Square Feet	500,000	500,000
Housing Units	1,900 (Range: 1,700-2,100)	2,300 (Range: 1,200-2,800)
Retail Square Feet	200,000	50,000
Hotel Rooms	175	175

The Gateway team updated the previous economic feasibility analysis based on the Gateway Master Plan, which include potential infrastructure projects needed to develop the Gateway area and the share of the infrastructure costs that would be the responsibility of the developer. The update reflects City staff’s experience with planning and implementing several developments according to the Precise Plan and recognizes that most public infrastructure costs would be borne by office in the form of impact fees, with the balance borne by the Shoreline District and community benefit contributions associated with Office Bonus FAR. (See Attachment 8 for more information).

The update assumes that new development in the Gateway area could be accomplished based on Precise Plan Tier 1 requirements, which can be satisfied with 15% on-site affordable housing for low- to moderate-income households and through land dedication.

Residential development would need to dedicate a substantial amount of park land and/or pay park land dedication fees, with an allowable credit for privately owned/publicly accessible (POPA) open space that meets City standards. Given these obligations, the impact fee costs are significantly higher for residential than office.

Consistent with the 2019 analysis, the 2021 update is based on a residual land value analysis, which is equal to the difference between what a developer expects to receive in revenues less development costs. The table below summarizes the differences between the 2019 results for the Council’s chosen option and the update based on the proposed Gateway Master Plan.

Total Development Project	2019—Gateway Medium Office 500k Reduced Retail	Update— Gateway Master Plan 500k Office Minimum Retail
Projected Development Revenues	\$2.20B	\$2.28B
Less: Projected Development Costs		
Total Direct Costs	\$1.31B	\$1.35B
Total Indirect Costs	\$451M	\$472M
Developer Margin	\$388M	\$394M
Total Projected Development Costs	\$2.15B	\$2.22B
Residual Land Value Per Acre	\$1.9M	\$2.2M

Development revenues include revenues from the sale of condominiums and the project value from revenue producing uses, like office and apartments. Development costs include three components:

- Direct costs—On-site “in-tract” infrastructure, Citywide and Precise Plan impact fees, the developer’s share of off-site infrastructure costs for projects not included in impact fee programs, building and parking construction, and community benefits to receive Office Bonus FAR.
- Indirect costs—Soft costs such as predevelopment, design, engineering, construction financing, professional services, insurance, and similar costs.
- Developer margin—Based on an assumed target return that a developer must achieve in order to attract investment capital and pursue development taking into account anticipated risks.

Summary

The feasibility results have improved since the 2019 analysis as the residual land value per acre has increased based on further evaluation of the Gateway Master Plan. While the updated analysis continues to indicate that development feasibility may be challenging given the large amount of development costs compared to potential revenues, feasibility will improve when:

- Development revenues increase in relationship to costs through higher sales/rents or lower off-site or on-site building costs.
- Developers and/or investors lower their return expectations given the significant locational advantages of the site.

In addition, the following factors indicate that development is likely to occur in the future:

- The Gateway site is located in the heart of Silicon Valley, immediately adjacent and accessible to U.S. 101, and will benefit from the City’s robust commercial and residential marketplace. A number of office, hotel, and residential developments have recently been completed or are under way near the

Gateway site, which will further strengthen the site's locational and market advantages.

- Several residential developments are under way or proposed in Mountain View that have similar economic advantages/challenges as the Gateway site.
- Both property owners have been planning for redevelopment of the area. SyWest has owned the property for many years, which provides a considerable advantage related to development costs. Google has formally partnered with Lendlease, a residential developer, to submit plans for development within the Gateway property as part of their North Bayshore Master Plan.
- The City has invested substantial funds in public infrastructure to serve the Gateway area, which demonstrates its commitment to supporting the future vision of North Bayshore. Some of the City's key investments include the realignment of Plymouth Street, the U.S. 101 Bike Pedestrian Bridge, and the Shoreline Boulevard improvements.
- The Gateway Master Plan provides flexibility regarding how mixed-use development can be achieved.

3. **North Bayshore Precise Plan Amendments**

The recommended Precise Plan amendments include additional Master Plan implementation language; Bonus FAR Guideline revisions; several updated maps that include the parcel at 1555 Plymouth Street within the complete neighborhood area and several transportation-related maps; and miscellaneous supporting edits. Attachment 5 summarizes the list of amendments.

a. **Master Plans**

Proposed language (see exhibit to Attachment 3) clarifies that Master Plans may include standards and guidelines more unique or specific to a smaller area but shall still be consistent with the larger Precise Plan. Any flexibility regarding Precise Plan regulations will be determined through PC permits, subject to required findings.

b. Bonus FAR (Office) Review Guidelines

Proposed changes to the Bonus FAR (Office) Review Guidelines include new qualifying thresholds and a revised Bonus FAR process. Qualifying thresholds would limit Bonus FAR applications to properties within the complete neighborhood boundaries, for the reasons previously discussed, and require that the applications meet the Precise Plan's vision and guiding principles and include new residential uses. The amendments also require that any Bonus FAR application deemed eligible to apply shall submit a complete application for a planning permit no later than one year from the date of City Council Bonus FAR authorization, with the possibility of a six-month extension if granted by the City Council.

c. North Bayshore Precise Plan Map Edits

The Precise Plan includes maps and graphics that describe the Precise Plan's overall policies and strategies. Amended maps are included to support the proposed General Plan amendment of the 1555 Plymouth Street parcel and also to update several transportation-related maps. The existing maps and their proposed changes are included as exhibits in Attachment 3.

FISCAL IMPACT

The Gateway area parcels currently generate approximately \$2 million per year in property taxes for the Shoreline Community. The Gateway Master Plan allows a range of potential land uses, so any property tax projections would be appropriately reported as a range between the two following scenarios which include a balance of office and residential uses and the minimum amount of required retail:

Scenario 1

- 250,000 square feet of office
- One hotel (150 to 200 rooms)
- 50,000 square feet of retail
- 2,000 units of housing

Scenario 2

- 500,000 square feet of office
- One hotel (150 to 200 rooms)

- 50,000 square feet of retail
- 2,000 units of housing

With redevelopment, projected property taxes could range between \$21.2 million (Scenario 1) and \$25.3 million (Scenario 2) per year. This would result in a net increase in property taxes between \$19.2 million (Scenario 1) and \$23.3 million (Scenario 2).

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The proposed project is in compliance with the California Environmental Quality Act (CEQA) as documented in the addendum prepared pursuant to CEQA Guidelines Sections 15162 and 15164, which found that, with implementation of the North Bayshore Precise Plan standards and guidelines, standard City conditions of approval, State regulations, and mitigation measures identified in the General Plan Environmental Impact Report (EIR), North Bayshore Precise Plan EIR, and North Bayshore Precise Plan Supplemental Environmental Impact Report (SEIR), the implementation of the proposed project would not result in any new significant or substantially more severe environmental impacts beyond those previously evaluated and disclosed in the General Plan EIR, North Bayshore Precise Plan EIR, and North Bayshore Precise Plan SEIR.

CONCLUSION

In conclusion, staff recommends the City Council adopt the proposed Gateway Master Plan, General Plan amendment for the property at 1555 Plymouth Street, and North Bayshore Precise Plan amendments.

ALTERNATIVES

1. Approve the Gateway Master Plan and/or the North Bayshore Precise Plan amendments, with modifications.
2. Deny the Gateway Master Plan, General Plan amendment for the property at 1555 Plymouth Street, and/or North Bayshore Precise Plan amendments.

PUBLIC NOTICING

Postcards were sent to all North Bayshore property owners, including properties within 750' of the Precise Plan boundary. Interested stakeholders were also sent an email notification of this meeting.

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891-12-07-21CR
200023

- Attachments:
1. Initial Study of Environmental Significance and Addendum
 2. City Council Resolution – General Plan Amendment
 3. City Council Resolution – Precise Plan Amendment
 4. City Council Resolution – North Bayshore Gateway Master Plan
 5. Summary Table of Precise Plan Amendments
 6. [October 16, 2019 EPC Staff Report](#)
 7. [November 5, 2019 City Council Report](#)
 8. Economic Feasibility Analysis