

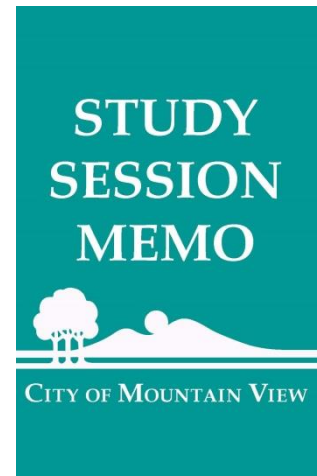
DATE: November 29, 2016

TO: Honorable Mayor and City Council

FROM: Martin Alkire, Principal Planner
Randal Tsuda, Community Development
Director

VIA: Daniel H. Rich, City Manager

TITLE: North Bayshore Precise Plan – Public Draft



PURPOSE

The purpose of this meeting is to present the North Bayshore Precise Plan Public Draft. The City Council will discuss and provide input on several key topics contained within the Public Draft.

BACKGROUND

Since January 2015, the City has been working on amending the existing North Bayshore Precise Plan approved by the City Council in 2014. This amendment process included several key meetings and policy direction, with the most recent direction noted below and past meeting summaries included in Attachment 1.

May 18, 2016 EPC Meeting Comments: North Bayshore Precise Plan Residential Policy Topics

North Bayshore Bonus FAR Framework

- Support for North Bayshore Bonus FAR Framework.

Office Floor Area Ratio (FAR) Transfer

- Support for office FAR transfer policy ideas.
- Generally not supportive of allowing additional office beyond the General Plan's 3.4 million square feet for North Bayshore as it would not improve the City's overall jobs/housing imbalance.

Master Plan

- Master Plan may not really reduce time for a developer.
- Concern that approved Master Plans could become outdated.
- Public input is important during the development review process.

Other

- EPC expressed concern over the potential 0.55 parking space/unit standard.
- Precise Plan should look for ways to make parking effective and workable.
- Spillover parking could occur and create impacts.
- Permit parking along public streets could be a useful tool to address impacts to public streets.
- Commercial parking lot spaces could be used by area residents at night.
- Policies to help make retail viable are important.
- Support for including residential parking garages in FAR calculations.

May 24, 2016 City Council Meeting Comments: North Bayshore Precise Plan Residential Policy Topics

North Bayshore Bonus FAR Framework

- Support for Tier I/II framework.
- Use menu of tools (unbundled parking, external subsidies, grants, etc.) to reach the goal of 20 percent affordable housing units.
- Support 20 percent Tier II as goal, not requirement.
- Consider more moderate units to reach 20 percent goal.

Office Floor Area Ratio (FAR) Transfer

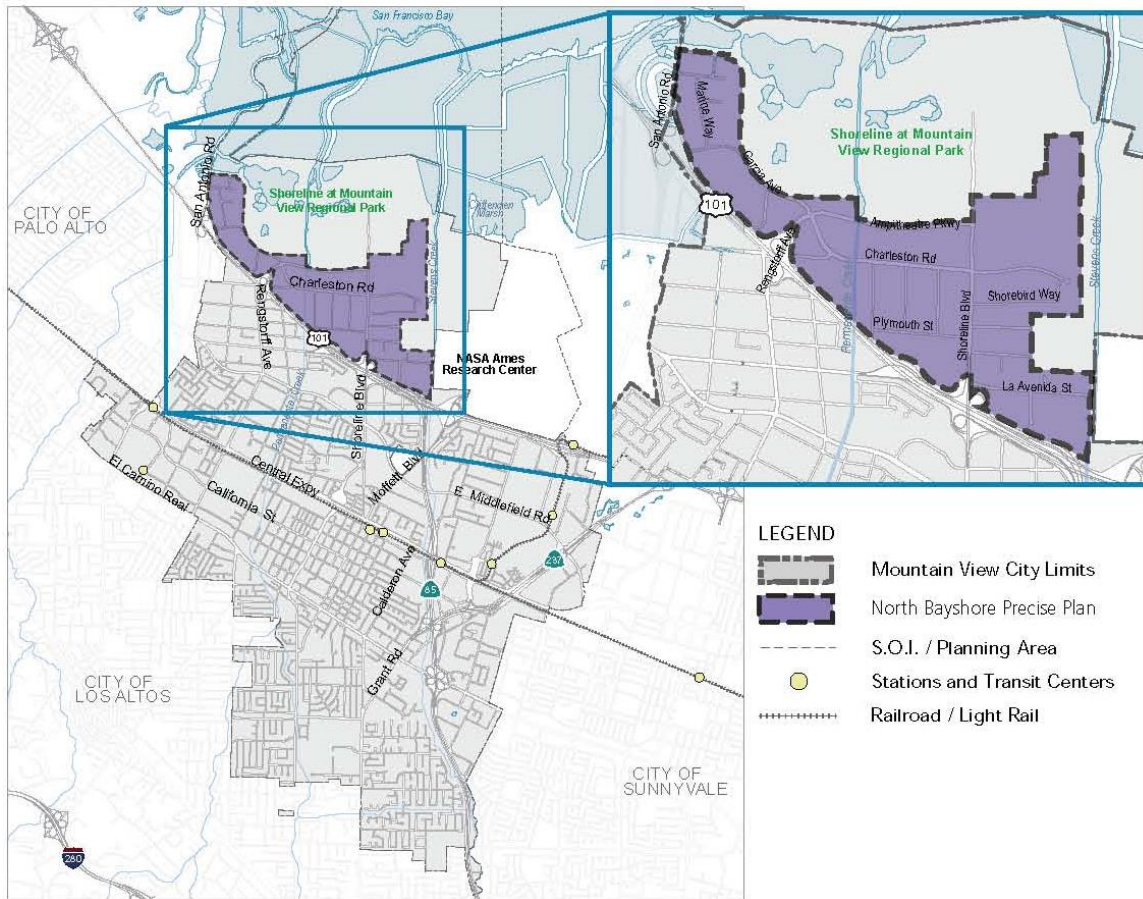
- Support for proposed FAR transfer of demolished office square footage.
- Consider “trip credit” concepts to apply to existing office development in the queue or to new additional office development.
- Consider conditioning occupancy of office at same time as residential.
- More information desired on this topic.

Master Plan

- General support for proposed Master Plan process, with expedited review but requiring EPC review of Master Plan.

The North Bayshore Precise Plan (Public Draft) incorporates input from these sources and City Council policy direction to create a new plan for the area, as shown below:

Map 1: North Bayshore Precise Plan Area



The following is a summary of key Public Draft plan elements:

1. VISION

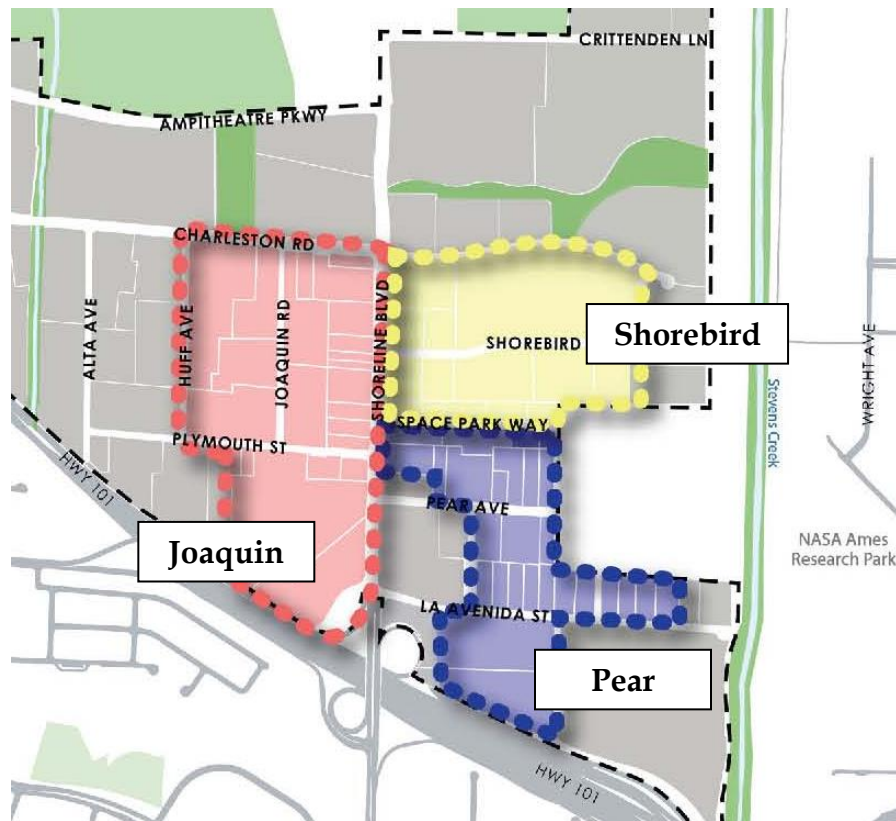
- New Residential Uses/Urban Mixed-Use Neighborhood (Pages 5 and 6).**
 Enhances the existing vision statement by adding key subtopics on innovation and sustainability, habitat protection, neighborhood design, and mobility. The key changes to the vision statement include adding residential uses and new language on creating an urban, mixed-use neighborhood in the area.

2. *GUIDING PRINCIPLES*

- **Create Complete Neighborhoods (Page 7).** Encourages a mix of land uses, including new residential uses, and open space in three complete neighborhood areas. Allows flexibility to property owners by allowing land use options, and establishes “target numbers” to assess how successful the Plan is in implementing its complete neighborhood strategy.
- **Affordable Housing (Page 7).** Promotes affordable housing in the area by establishing a goal of 20 percent new affordable housing units in the Plan area.

3. *LAND USE AND DESIGN*

- **Urban Design Principles (Pages 15 to 33).** Includes nine new urban design principles, with photos, graphics, and text, to set the design expectations for transforming the area into a more urban, walkable area with active ground-floor frontages. Buildings help frame public areas and open spaces, and use high-quality architectural designs and materials. See Exhibit 2—Urban Design Principles for more information.
- **Complete Neighborhoods (Page 34).** The Plan identifies three complete neighborhood areas: Joaquin, Pear, and Shorebird, as shown below. The Plan calls for each of these neighborhoods to have open space and retail services within walking distance of new housing.

Map 2: Complete Neighborhood Areas

- **Complete Neighborhood Targets (Page 44).** Each complete neighborhood also has land use “targets” as shown below. These are maximum numbers that represent what will be studied in the EIR.

Table 1: Targets for Complete Neighborhood Areas

	JOAQUIN NEIGHBORHOOD	SHOREBIRD NEIGHBORHOOD	PEAR NEIGHBORHOOD
Size	68 acres	43 acres	43 acres
Residential Units*	3,950 units	2,950 units	2,950 units
Affordable Housing Units**	790 units	590 units	590 units
Employment***1	2,500,000 sf	1,500,000 sf	1,000,000 sf
Retail and Entertainment****1	240,000 sf	15,000 sf	35,000 sf
Hotel	200 rooms	0	200 rooms
Public Open Space (minimum)	Community park; Neighborhood park	Neighborhood park	Neighborhood park

*The North Bayshore district has a housing unit mix goal of 40% micro-unit/studios, 30% 1 bedroom units, 20% 2 bedroom units, and 10% 3 bedroom units.

**Assumes 20% of the residential units are built as affordable.

*** Includes office, R&D, industrial, and service uses.

**** Includes retail, restaurant, and movie theatre uses.

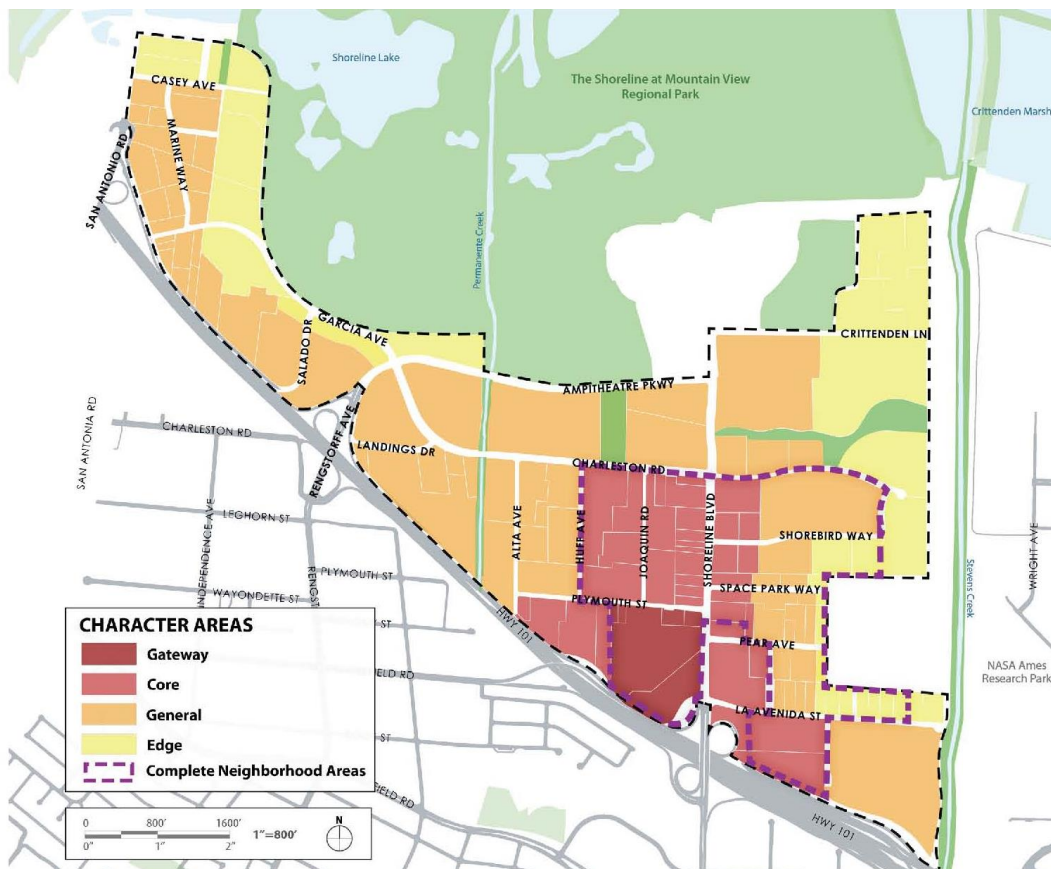
1- Includes new and existing building square footage.

New development will be evaluated by the City against these targets to inform how these complete neighborhoods develop over time. New development evaluation criteria can include the amount, location, and mix of land uses; the amount of ground-floor commercial space, including area for a grocery store; new neighborhood open space; and mix of housing units.

Proposed community benefits under the Precise Plan's Bonus FAR structure is also a tool the City can use to implement each complete neighborhood. For example, community benefits could include dedication of land for an urban park or increased amount of affordable housing units.

- **Character Areas (Page 46).** The Plan continues its use of character areas, as shown by the map below, to create distinct areas in North Bayshore. This strategy will transform the largely uniform, low-density suburban office park into a mixed-use, urban neighborhood with accessible transit and more services.

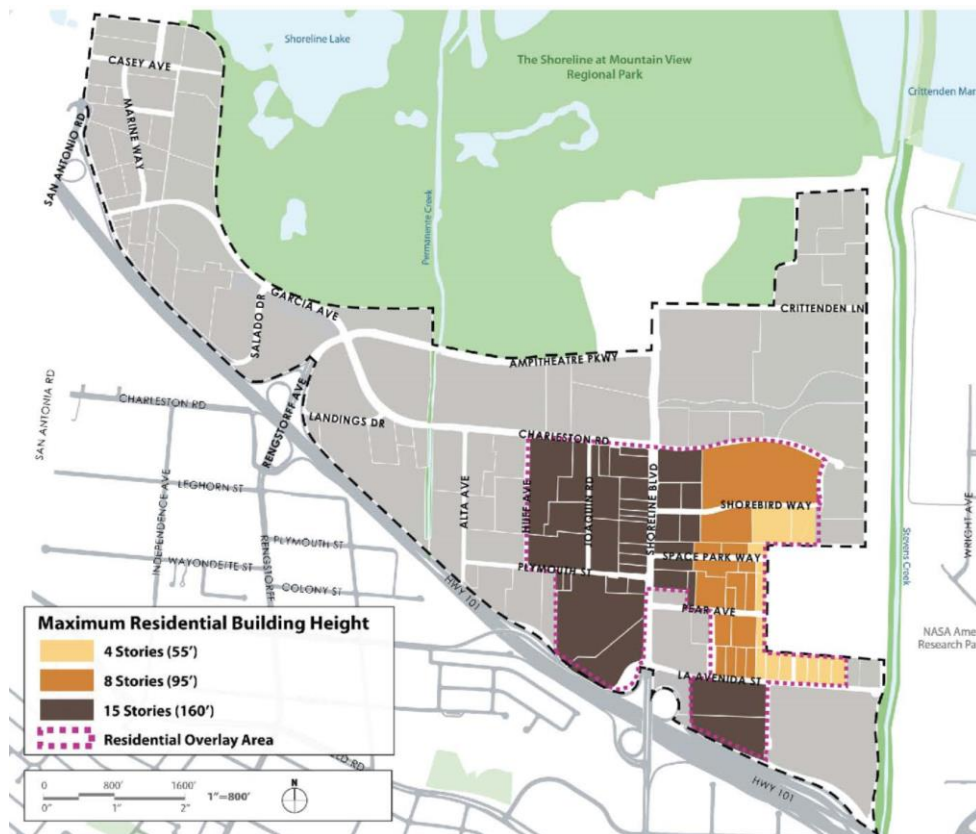
Map 3: Character Areas



The Plan updates the character areas with new more urban, residential development standards within the Complete Neighborhood area. Sample images for these character areas are included in Attachment 3—Character Images.

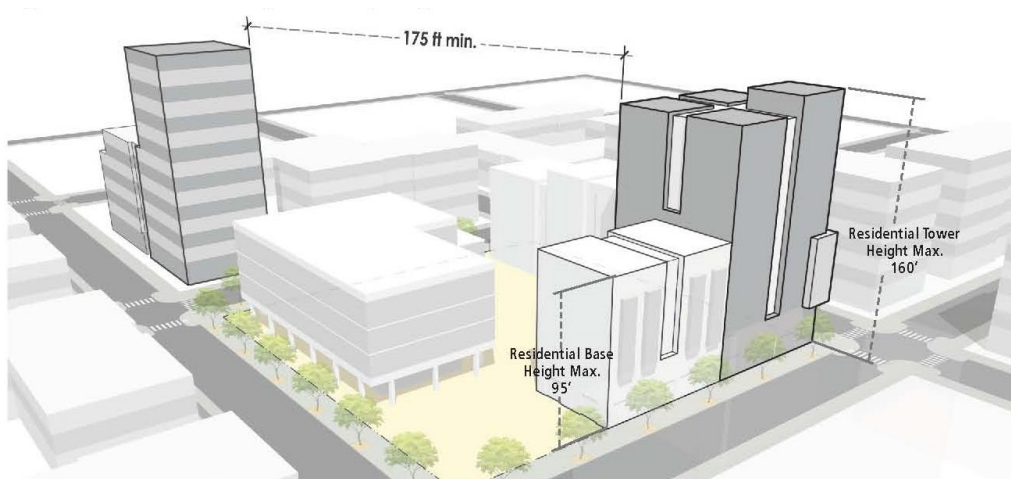
- **Building Heights (Page 61).** The Plan allows building heights up to a maximum of 15 stories for residential buildings, as shown below. The allowed commercial building heights, a maximum of 8 stories, remains the same.

Map 4: Maximum Residential Building Heights



The Plan includes the following architectural design controls to limit potential impacts of taller buildings, as shown by the graphic and text below.

Figure 1: Taller Building Architectural Controls



- 160' building height maximum. *The 160' maximum height is generally not expected to conflict with any Moffett Field Airport Land Use Plan limits, but will be confirmed and may be lowered if necessary as part of the EIR analysis and Airport Land Use Commission review.*
- Any building over 95' in height shall be a minimum distance of 175' from other taller buildings. *This limits taller buildings from clustering and creating greater massing impacts.*
- No building facades shall be longer than 190' in length. *This limits building facade lengths to force more massing breaks along the street.*
- No floor plate shall be greater than 16,000 square feet in area. *This reduces the building footprint of taller buildings as another strategy to limit overall building massing.*
- Views and shadows. *A view and shadow study will be required for any buildings greater than 95' in height. The study will provide information on how a proposed building may impact views and shadows from adjacent public areas such as streets, trails, and parks.*

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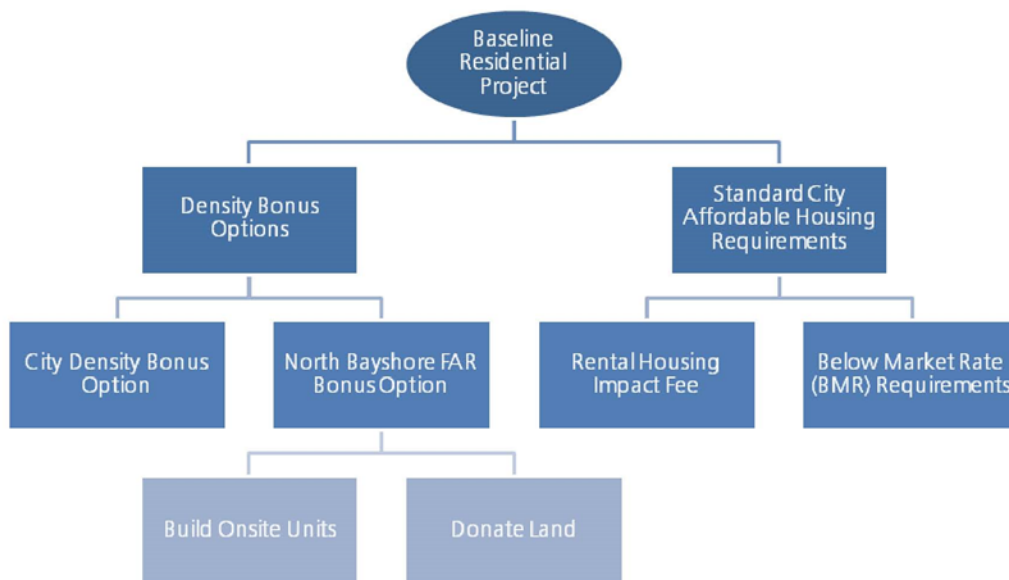
- Support for Plan's architectural controls on high-rise buildings.
- Support for Plan's complete neighborhood strategy.

Council Question No. 1: Does Council have any comments on and/or changes to the Public Draft's vision, guiding principles, complete neighborhood strategy, or urban design approach?

- **Affordable Housing Strategy (Page 80).** The Plan's goal is for the district to include at least 20 percent of the total residential units as affordable units. The Plan substantially increases FAR (buildable square footage) to incentivize new residential development that can also include affordable housing units.

The Plan's affordable housing strategy is shown graphically below. It presents the pathways for how baseline projects (1.0 FAR as allowed by the General Plan) may either comply with standard City affordable housing requirements, or request increased FAR Bonuses through two density bonus options described below.

Figure 2: Affordable Housing Strategy



The City Density Bonus Option follows the existing City density bonus regulations, which are based on State Density Bonus Law. Development can receive a maximum of 35 percent greater FAR (1.35 FAR total) for including a certain percentage of affordable housing units within a development.

The North Bayshore FAR Bonus Option allows greater FAR (a maximum of between 1.85 and 4.20 FAR) than the City Density Bonus Option, depending on the location and amount of affordable housing provided, as shown below. This option requires that projects include at least 5 percent of the total units at

very low-income (VLI) affordability levels to be consistent with State Density Bonus Law, and that the projects include at least 135 percent of the maximum allowable residential density permitted as calculated under the City Code's density bonus provision.

Table 2: FAR Tiers and Affordable Housing Units

CHARACTER AREA	BASE FAR	TIER 1 FAR BONUS 15% AFFORDABLE HOUSING UNITS	TIER 2 FAR BONUS 20% AFFORDABLE HOUSING UNITS
Gateway and Core	1.0	3.50	4.20
General	1.0	2.50	3.5
Edge	1.0	1.85	n/a

This option allows the requirements to be met either by building units on-site, or donating land to the City for construction of affordable units in North Bayshore.

As a reminder, the following are current AMI (Area Median Income) levels for single-person households, with typical occupations representing each level:

- Extremely Low-Income (ELI)—\$23,450 (excluding personal care and service, food preparation, and serving-related);
- Very Low-Income (VLI)—\$39,100 (excluding protective services, retail sales, and related, health-care support);
- Low-Income (LI)—\$59,400 (excluding office and administrative support, installation/maintenance/repair, construction);
- Moderate—\$89,950 (excluding life/physical/social science, financial operations).

Staff will develop affordable housing administrative guidelines to implement the North Bayshore FAR Bonus option. The guidelines will address topics such as determining the value of any land donation to satisfy this option; the timing of any land donation; and the terms (length of time) to ensure continued affordability of the units.

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- Recognition that 20 percent affordable units is a goal to be used with other tools such as tax credits.
- The 20 percent affordable housing goal might be difficult to achieve.
- General support for the strategy to target more moderate income ranges.
- Recognition that the North Bayshore Affordable Housing Administrative Guidelines will include more specific requirements to implement the Plan's affordable housing strategy.

Council Question No. 2: Does the Council have any comments on the Plan's affordable housing strategy or priorities?

- **Office FAR Transfer (Page 85).** The Plan allows new residential projects to transfer any demolished office FAR to another site in North Bayshore (Core, Gateway, or General character areas only) or be rebuilt on-site. This will provide an incentive to encourage new residential development.

Any office FAR transfer may be excluded from the maximum allowable character area FAR, subject to review and approval by the City Council and compliance with the Precise Plan.

At meetings in May, the EPC and Council discussed the concept of proposed or future office developments exceeding what was allowed in the EIR if they proposed additional residential units as "offsets" or "credits" to help mitigate the impacts of the office development. Google submitted letters to the EPC and Council requesting increased office square footage to help offset the cost of providing residential units. At their meeting, the City Council directed staff to bring back some additional policy ideas on this topic.

Some Plan policy options for new development to propose more office beyond the 3.4 million square feet analyzed by the 2014 EIR if it addresses some or all of the following:

- Demonstrates compliance with the North Bayshore trip cap, including achieving a trip "internalization" performance standard (i.e., percentage of North Bayshore workers who live nearby and would not need a single-occupancy vehicle to get to work);

- Is part of a large, master plan development with significant amounts of new housing, including at least 20 percent affordable housing units, and other neighborhood services or amenities;
- Funds local or regional transportation projects to help offset any impacts;
- Includes a schedule that outlines when the project and any Precise Plan or other public improvements would be completed and/or occupied;
- Requires new office in the master plan to be occupied only after, or concurrent with, any new residential uses.

Revised policy language based on any direction from the EPC or Council on this topic will be brought back to Council in 2017 at a separate study session or during Plan adoption hearings.

- **Master Plan Process/Expedited Review Process (Pages 92 and 93).** The Plan includes a process for submitting Master Plans for larger developments that involve multiple sites or buildings, or phasing of construction or improvements.

The Plan requires Master Plans be reviewed by the EPC, which will forward a recommendation to the City Council for final action. The Plan also allows Planned Community (PC) Permit applications associated with an approved Master Plan to be eligible for an expedited review process. As drafted, this process includes final action by the Development Review Committee (DRC), with the Zoning Administrator (ZA) having the discretion to refer the PC Permit application to a ZA hearing or City Council meeting. The Plan states that the ZA may utilize criteria to help make a determination, such as how consistent the PC application is with the approved Master Plan in terms of the amount and mix of land uses, the site planning and urban design strategy, the circulation plan, project phasing and timing, and building heights. As an alternative, the expedited review process could require a Zoning Administrator hearing instead of a DRC meeting.

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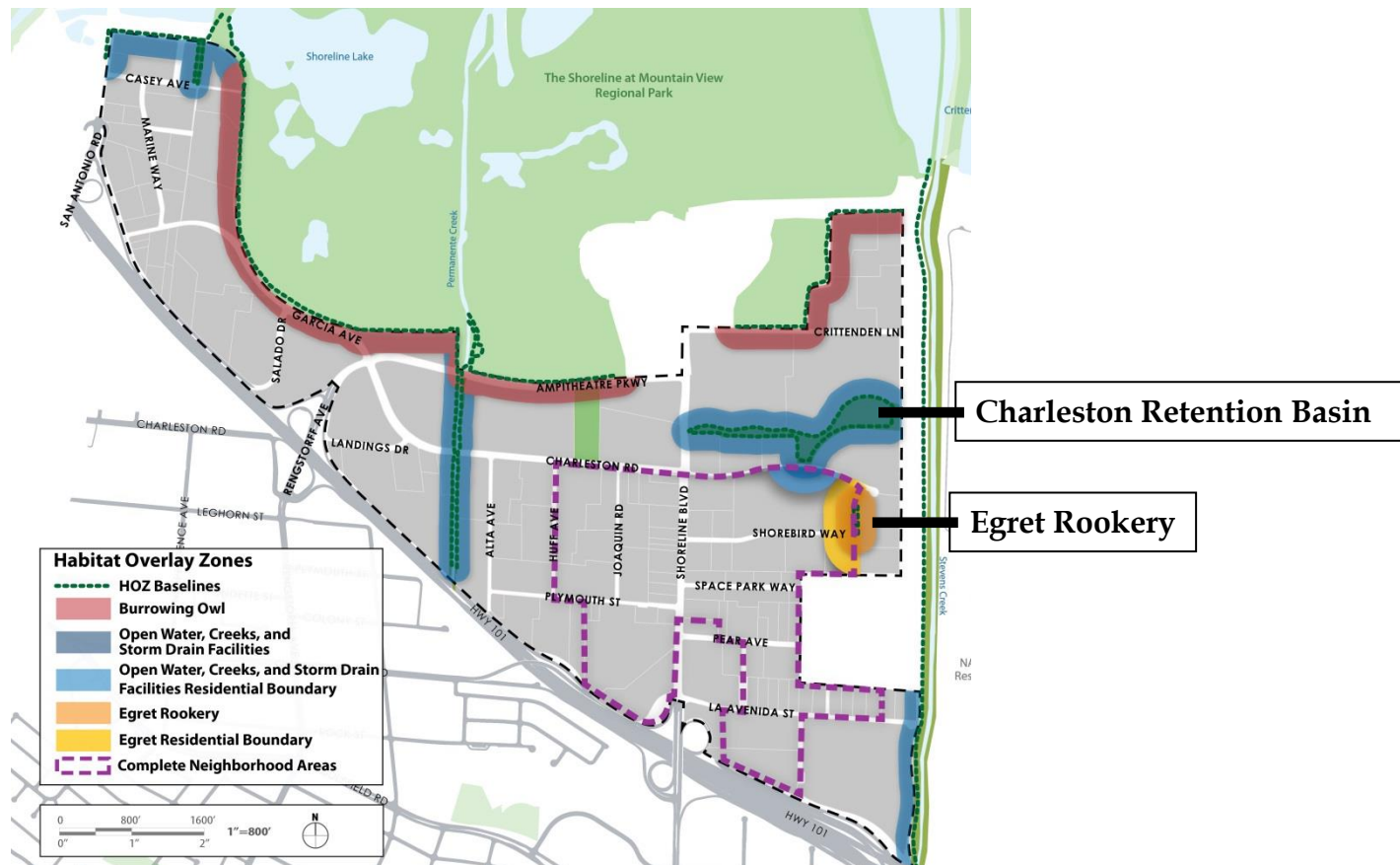
- Determine what is a reasonable North Bayshore trip “internalization” rate, and then use that as a factor to help with any “residential trip credits” determination.
- Concern over allowing more office square footage and its big picture impact on the City’s jobs/housing imbalance.
- EPC consensus for a Zoning Administrator hearing as the final action for development permits associated with an approved Master Plan.

Council Question No. 3 – Does the Council have any comments on the proposed Office FAR Transfer policy and does it support the EPC recommendation on the Master Plan/expedited review process?

4. *HABITAT AND BIOLOGICAL RESOURCES (PAGE 107)*

The Plan increases the Habitat Zone overlay buffer areas as shown below in the map and text. The darker colors in each habitat overlay zone represent the buffer distance from the 2014 Precise Plan.

Map 5: Habitat Overlay Zones



The significant changes to habitat overlay zones include increasing the buffer distances around the **Charleston Retention Basin** (from 200' to 300') and the **Egret Rookery** (from 200' to 300'). This is due to allowing new residential uses nearby these areas. No changes are proposed to the burrowing owl buffer distance since residential uses are not proposed nearby.

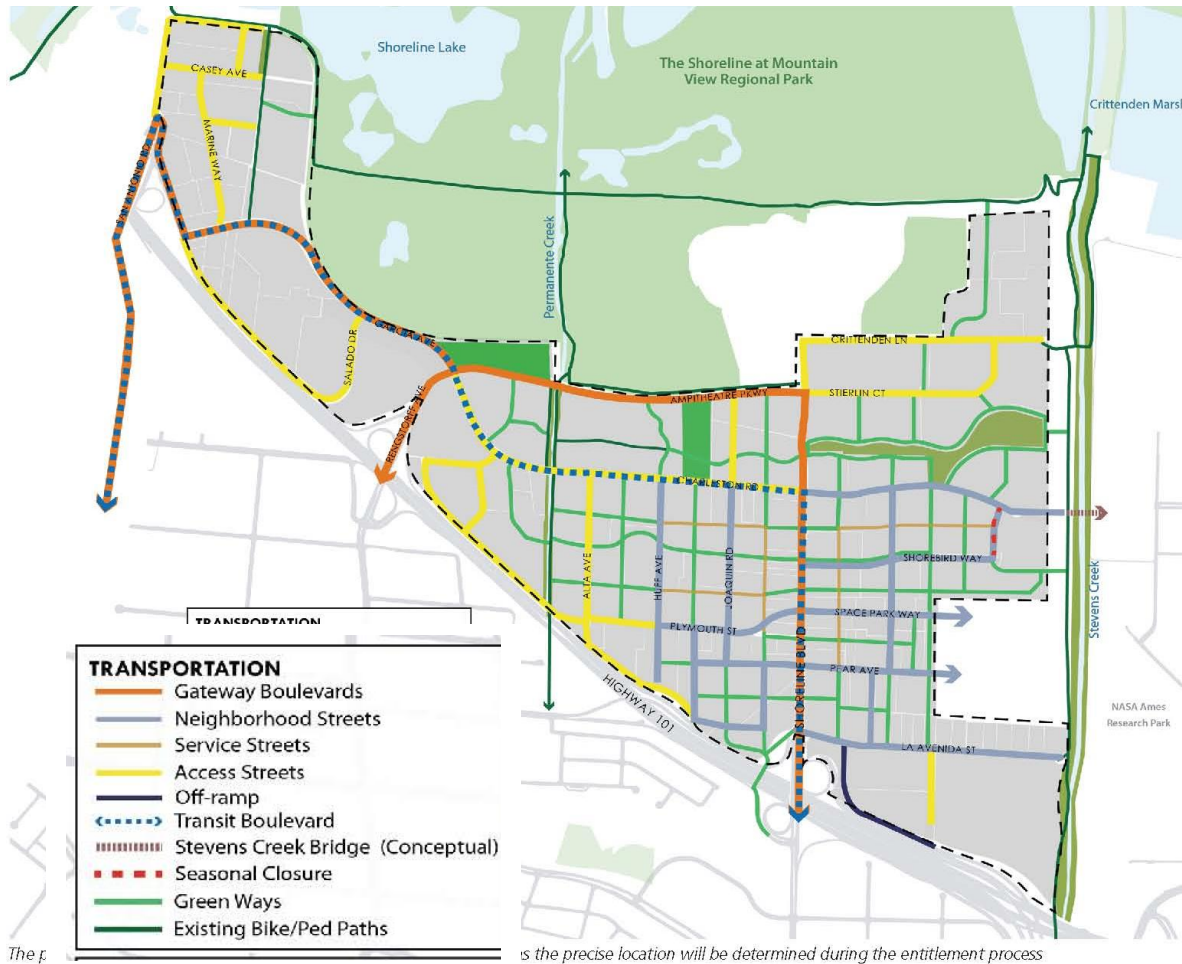
The increased buffers are recommended to provide some additional protections for habitat due to increased residential activities in the area, including new “24/7” presence of people and pets. Additional information on this topic will be discussed in the Plan’s EIR.

5. MOBILITY (PAGE 123)

The Plan includes “complete streets” and street design standards to improve the comfort and safety for all modes, particularly for pedestrians and cyclists, as shown in the map below. With new residential uses, the Plan’s overarching

strategy is to create active pedestrian areas with generous sidewalks to make it easy and inviting for residents to walk to new services, nearby work, or transit stops.

Map 6: Complete Street Framework (Conceptual)



The Plan adds two new street types to the area that complement the proposed new residential uses:

Neighborhood Streets (Joaquin Road, Huff Avenue, Plymouth Street, Charleston Road, Space Park Way, Pear Avenue, and La Avenida)

- Provide access to/from Shoreline Boulevard;
- Do not include parking entrances or garbage pick-up areas; and

- Include bike lanes and a “curbside zone” for transit stops, stormwater treatment, and other active uses.

Figure 3: Neighborhood Street, Potential Cross Section



Service Streets

- Can be for residential uses or service-oriented;
- Designed for garbage pick-up, deliveries, emergency access, loading zones, and parking entrances.

Figure 4: Service Street, Potential Cross Section



- **Parking (Page 183)**

Constraining parking supply is an important strategy for the North Bayshore Area to help implement its vision towards an innovative and sustainable neighborhood. A key challenge is transitioning from a suburban office environment, with low-density buildings and large amounts of parking, to a

mixed-use urban neighborhood with more urban parking standards, i.e., less parking.

During the Precise Plan process, public input, EPC, and Council comments have generally supported reduced parking standards, unbundled parking, creating a “car-light” or “car-optional” neighborhood, limiting on-street parking, and creating on-street space for deliveries, ride-sharing, shuttle stops, etc.

Based on this general direction, the Plan proposes parking standards that are about one-half the City’s “model parking standard,” which has been used on recent multi-family projects in the City, particularly on El Camino Real. The proposed parking standards and the City’s model parking standard are shown below.

The standards were chosen to reflect the future vision of the area as an urban neighborhood with innovative transit solutions, expanded bus/transit service, retail services, transportation demand management strategies such as car-sharing, and area multimodal biking and pedestrian improvements. Thus, the standards are what would typically be seen in more urban Bay Area cities with lower driving rates as is the goal for North Bayshore.

The proposed standards are based partly on AB 744 (2015), which was an amendment to State Density Bonus Law. It states that a *“housing development cannot be required to provide more than 0.5 parking space per bedroom if it includes either 11 percent very low-income units or 20 percent low-income units; is located within one-half mile of a major transit stop; and has unobstructed access to the transit stop.”* A 0.25-space per micro-unit standard is also proposed.

Table 3: Parking Standard Comparison

Unit type	North Bayshore Public Draft Parking Standard (maximum parking spaces per unit)	City’s Model Parking Standard (minimum parking spaces per unit)
Micro-unit	0.25	N/A
Studio	0.50	1.0
1 bedroom	0.50	1.0
2 bedroom or larger	1.0	2.0

The following table lists some opportunities and challenges of the proposed parking standard.

Table 4: Parking Standards – Opportunities and Challenges

<u>Opportunities</u>	<u>Challenges</u>
<ul style="list-style-type: none"> • Supports vision for North Bayshore as car-optional/car-light urban neighborhood • Can be an effective strategy for area to become more sustainable and reduce GHG emissions • Helps reduce SOV (single-occupancy vehicle) trips in/out of gateways • Supports non-SOV auto transportation infrastructure and services • Supports expectation that greater trip internalization (% of area residents who work in area) will occur in area • Reduces building square footage used for parking, and allows more building to be used for habitable living area • Supports general trend throughout the Bay Area of reducing the amount of required parking in new multi-family development 	<ul style="list-style-type: none"> • May be challenging for developers who are used to designing and financing projects with a higher parking standard • Nonauto transportation services such as the reversible bus lane, cycle tracks, etc., will take years to fully install; may be challenging for first residential developments to include reduced parking until full services are built • It is uncertain when area can support necessary services such as a grocery store, so reliance on cars may still be required in the short term • Difficult to find comparable environments with similar parking standards

- **Residential Transportation Demand Management (TDM) Standards (Page 195)**

New residential development is required to submit a TDM Plan for review and approval by the City. The TDM Plan shall require, among several things, membership in the Mountain View Transportation Management Association (TMA); subsidized Caltrain transit passes for residents; unbundled parking; and bike-sharing service (either on-site or contribution to an area system).

New residential development shall also be required to provide parking spaces for car-sharing services as detailed on Pages 186 and 187.

- **Transit Facilities**

The Plan does not identify a specific location for a new area transit facility, beyond the currently planned Shoreline reversible bus lane project. Currently, there are two studies under way: the Automated Guideway Transit Study and a VTA transit extension feasibility study between North Bayshore and the Bayshore Light Rail Station. Currently, there is not enough information on the best route, technology, or space needs to make an informed decision on a transit facility location. Once these studies are completed, the City could then begin to address potential transit facility locations. In the interim, the following Precise Plan action item could be added:

- **Future transit facility.** Continue to monitor ongoing North Bayshore transportation studies. As preferred routes or technologies are supported by Council, identify necessary transit facility space and location needs. Potential options include identifying locations within the right of way; require new development to dedicate additional right-of-way for facilities; and include dedication of land for facilities or funding transit infrastructure as priority Bonus FAR community benefits.
- **Stevens Creek Bridge Crossing.** The City Council directed that a potential Stevens Creek Bridge crossing policy be considered during the Precise Plan analysis. This issue will be considered by the EPC and City Council at meetings in 2017 as part of the additional transportation analysis that staff and the consultant team will be presenting.

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- Area needs better public transportation.
- Not everyone can walk/bike.
- Concern over low parking standards.
- Support ability to reuse parking structures.

- Going straight to lower parking standard numbers will be difficult.
- New units will still need to use cars.
- Support for proposed standards or a “middle of the road” approach.
- Residents could lease parking at off-site areas.
- The Plan needs to include more background and narrative (“story”) on the rationale for lower parking standards.
- Could the Plan use the City’s model parking standards as a maximum, then allow developers to build less parking.
- The Plan needs more discussion of shared parking.

Council Question No. 4 – Does the Council have any comments on the proposed parking standard or other mobility chapter topics?

6. OTHER

- **Public Services**

Schools

City staff has been meeting with the Mountain View Whisman School District regarding potential impacts to local schools due to an increased student population from the new North Bayshore neighborhood. Based on these conversations, it is likely that a new elementary school will be needed to serve the new residential population in North Bayshore. The number of students expected from this growth will be evaluated in the Precise Plan EIR to be released in 2017.

A new school could be located either within North Bayshore or adjacent to the district. It may be more feasible to locate a new school outside of North Bayshore as land prices would likely be less expensive and vehicle trips would not need to enter North Bayshore during the congested morning commute hours.

Staff and the School District are continuing to discuss potential approaches for a new school, including shared school open space/parks, as is done at

other school sites in Mountain View. Additional Precise Plan policies will be developed and brought back to the EPC and Council in the revised draft. These policies could include park dedication funds or additional financial support by the City to the School District, and a community benefit calling for dedication or other support for a new school.

Public Safety

New residential uses in North Bayshore could require additional public safety services and facilities. The potential significant increase in population in the area would very likely have an incremental impact on public safety services, in addition to other Citywide services.

Staff has discussed the Plan with the Police and Fire Departments, with a summary of their comments noted below:

Police services. There are no facilities in North Bayshore. The Police Department operates out of 1000 Villa Street (approximately 1.5 miles from North Bayshore).

Since the Police Department has no specific staffing service ratios, they would take a holistic approach and look at other factors, including traffic patterns and how that would affect response times. If traffic impeded access into North Bayshore, the Police Department would assess calls for service and service demand in the Plan area, and could consider having a Police beat solely located within North Bayshore. The Police Department may evaluate “point of operation” locations for Officers. This could include a building that could include a break room, area for officers to park cars/motorcycles, and access to the City network so Officers could station themselves in the area and respond to calls for service.

Fire services. The significant amount of new residential housing units could require more Fire Department staffing to implement the City’s Multi-Family Inspection Program for the area. Additionally, for the Fire Department’s Suppression-EMS response division, the City will need an assessment of the potential impacts of new residential units to emergency service delivery from this division. Lastly, with the potential for increased traffic congestion in the area, the City should look at modernizing our traffic signals for the area. Technologies such as the preempt from the emitter/receiver model to a modern fire apparatus GPS system that changes traffic signals based on fire apparatus routes should be considered.

The Precise Plan program-level EIR will include a more complete discussion of public services, including potential impacts and mitigation measures.

- **Residential Trip Monitoring (Page 232)**

The Plan includes TDM Plan reporting requirements for residential development. A TDM Plan report shall be submitted to the City one year after occupancy, and on an ongoing basis afterward. The report may include, but is not limited to, the percentage of SOV trips to/from the site; surveys of residents on their daily commute patterns and mode choice; site parking surveys; and information on effective transportation strategies used by residents.

The City shall review the TDM Plan report to determine its compliance with the TDM Plan approved by Council. Unlike North Bayshore commercial development, the Plan does not propose assessing fines against residential development for noncompliance with their approved TDM Plan. Instead, if the report shows the site is not in compliance with the approved TDM Plan, then the City can require the site to include additional TDM programs or strategies.

- **Bonus FAR Guidelines**

The City previously established North Bayshore Precise Plan Bonus FAR Guidelines to help the City determine which proposed commercial developments would be eligible to apply for a planning permit in North Bayshore. The City received requests for approximately 6.8 million square feet of office development in 2015 and could allocate only approximately 2.2 million square feet based on capacity limits established by the North Bayshore Precise Plan EIR.

In May 2015, the City Council authorized several Bonus FAR projects as eligible to apply for planning permits. Note that this authorization was not for a planning entitlement, just for the eligibility to apply for a planning permit. These projects included:

- Broadreach (Plymouth Street);
- Google (Landings Drive site);

- LinkedIn-Shoreline Commons (Shoreline Boulevard/U.S. 101);
- Rees (Terminal Boulevard); and
- Shashi Group (Shoreline Boulevard).

Of these projects, Broadreach and Shashi have received planning entitlements, and the Shoreline Commons site (now controlled by Google), Google Landings, and Rees have not submitted planning applications.

The adopted Bonus FAR Guidelines contained guidance on the Bonus FAR process, including evaluation criteria. However, it did not include a deadline by which eligible Bonus FAR projects must submit for a planning application. Thus, the approximately 2 million square feet allocated to these three Bonus FAR projects remains unused. Staff recommends the following modification to the Bonus FAR guidelines, with several options below:

Recommendation: Amend the Bonus FAR Guidelines. Require May 2015 Bonus FAR projects deemed eligible to apply for a Bonus FAR to submit an informal planning application, or request an extension with a justification for additional time by December 1, 2018.

Option No. 1—Amend the Bonus FAR Guidelines to include a 2-year submittal deadline for future Bonus FAR projects only.

Option No. 2—Do not amend the Bonus FAR Guidelines.

Option No. 3—Other Council direction.

Council Question No. 5—Which Bonus FAR Guideline option listed above does Council support?

RECOMMENDATION

Provide direction on the topics and questions in this report:

Question No. 1: Does the Council have any comments on and/or changes to the Public Draft's vision, guiding principles, complete neighborhood strategy, or urban design approach?

Question No. 2: Does the Council have any comments on the Plan’s affordable housing strategy or priorities?

Question No. 3: Does the Council have any comments on the proposed Office FAR Transfer policy or Master Plan/expedited review process?

Question No. 4: Does the Council have any comments on the proposed parking standard or other mobility chapter topics?

Question No. 5: Which Bonus FAR Guideline option does Council support?

NEXT STEPS

Additional transportation analysis will be presented to the EPC and Council at meetings in spring 2017 based on the additional transportation scope authorized in October by Council. It will include more detailed information on how the proposed Plan may impact the local roadway system, particularly the “gateways” into the area, based on different traffic model assumptions and network changes such as a potential new Stevens Creek Bridge connection from NASA-Ames to North Bayshore. The analysis will also show the potential impacts of new residential uses on the multimodal network in North Bayshore.

In early 2017, staff will also work on additional Plan revisions based on policy direction from Council. These revisions will then be brought forward to the EPC and City Council, either as part of the Plan adoption hearings scheduled for June 2017, or in separate meetings, depending on how substantial the revisions are.

PUBLIC NOTICING

In addition to this agenda posting, courtesy postcards of this meeting were sent to the North Bayshore Precise Plan interested parties list.

MA-RT/2/CAM
891-11-29-16CR-E

Attachments: 1. Meeting Summaries
2. Urban Design Principles
3. Character Images