



CITY COUNCIL STAFF REPORT

ITEM NO. 7.1

DATE: September 8, 2025

TO: Honorable Mayor and City Council

FROM: Brent Smith, Community Development Director

SUBJECT: Hearing to consider a request to approve development of a new, approximately 225,500 square-foot light industrial building and research and development facility on an approximately 14-acre vacant parcel along West Jack London Boulevard west of the Oaks Business Park and an economic incentive package. The facility would test and demonstrate commercially viable clean energy through fusion power.

RECOMMENDED ACTION

The Planning Commission and staff recommend the City Council:

1. Adopt a resolution finding that the project is exempt under the California Environmental Quality Act section 21080.69, as amended by Senate Bill 131, a project that consists exclusively of a facility for advanced manufacturing and certify/adopt an Addendum to the SMP 39/SMP 40 Environmental Impact Report, in accordance with the California Environmental Quality Act;
2. **Introduce an ordinance**, and waive the first reading of Planned Development Industrial Zoning Amendment (PD-I) 25-002 and direct staff not to proceed with a second reading or adoption of the ordinance if Pacific Fusion opts not to locate in Livermore, thereby invalidating the project approvals established by resolution;
3. Adopt a resolution approving Vesting Tentative Tract Map Amendment (VTTM) 8656/Subdivision (SUB) 25-001, Site Plan Design Review (SPDR) 25-005, and Conditional Use Permit (CUP) 25-002; and
4. Direct the Planning Manager to file a Notice of Exemption and Notice of Determination, in accordance with the provisions of the California Environmental Quality Act, subject to project approval.

Staff recommends the City Council:

1. Adopt a resolution authorizing economic incentive package terms for Pacific Fusion and directing staff to proceed with negotiating an economic incentive agreement and to prepare related documents for subsequent Council action.

DECISION TYPE

SUMMARY

On March 25, 2024, Livermore City Council authorized pre-zoning and annexation of a 52-acre unincorporated territory known as SMP 39. The intent of the SMP 39 annexation was to create conditions to establish a campus like environment that would facilitate the development of modern professional offices, research and development facilities, advanced manufacturing, experimental and testing laboratories, and related amenities to support Livermore's innovation economy consistent with the City's Climate Action Strategies and City-Wide Strategic Plan.

The Pacific Fusion Project (Project) would be located on a 14-acre portion of the SMP 39 site along Jack London Boulevard west of the Oaks Business Park (see Attachment 4 - Location Map). The Project proposes development of a new research and development (R&D) and advanced manufacturing facility to produce, test, and advance the development of a commercially viable approach for providing clean fusion power using established science, practical engineering and affordable manufacturing processes. The Project includes constructing and operating an approximately 225,500 square-foot building that requires approval of a Planned Development Industrial Zoning Amendment, Vesting Tentative Tract Map Amendment/Subdivision, Site Plan Design Review, Conditional Use Permit, and associated environmental review.

DISCUSSION

BACKGROUND

On March 25, 2024, Livermore City Council authorized land use changes and annexation of unincorporated territory known as SMP 39 and SMP 40 (see Attachment 3 - Annexation Exhibit). After LAFCo approval on July 11, 2024, both SMP 39 and 40 were formally annexed into the City of Livermore. The City Council concurrently authorized the development of SMP 40 to be subdivided into two parcels to accommodate two industrial tilt-up buildings: one totaling 470,530 square feet and the other 288,750 square feet, which is currently under construction and anticipated to be occupied in early 2026. SMP 39 contemplated 755,000 square feet (sf) of light industrial land uses on approximately 52 acres over six parcels. Collectively, these elements constituted the SMP 39/SMP 40 Project, which was evaluated under a single Environmental Impact Report.

PROJECT DESCRIPTION

The Pacific Fusion Project is the development of a new research and development and advanced manufacturing facility to produce, test, and advance the development of a commercially viable approach for providing clean fusion power using established science, practical engineering and affordable manufacturing processes. The Project includes constructing and operating an approximately 225,500 square-foot building, comprised of approximately:

- 35,000 square feet of office and operational support space
- 180,470 square feet of industrial space
- 10,000 square feet of utility space

This proposed light industrial building would have a maximum height of approximately 110 feet to

accommodate the pulser and specialized testing equipment. The majority of the building area would be a traditional light industrial office height of 45 feet. The Project's exterior would be constructed with a combination of tilt up concrete and precast panel or metal panel construction.

The Project includes site improvements such as driveway access from West Jack London Boulevard, on-site landscaping and a surface parking lot. The Project would also include public improvements such as the widening of Jack London Boulevard, with median, landscape, lighting, curb and gutter, a Class I Trail along the Project frontage, and new signalized access into the site. Attachment 5 shows the development plans for the Project.

The Pacific Fusion Project includes the following entitlements:

- Planned Development Industrial (PD-I) Zoning Amendment: Amends the height standard to allow up to 110-foot max building height (with conditional use permit) to accommodate interior building clearance for specialized equipment or other design features that support research and development, and experimental lab uses consistent with the purpose of the zone. The amendment also includes removing the provision that limits Warehouse and Distribution Facilities to 20% of the total site (SMP 39) area.
- Vesting Tentative Tract Map (VTTM) Amendment: Modifies the Tentative Tract Map to create an approximately 14-acre parcel on a portion of the SMP 39 Site to accommodate the new research and development facility.
- Site Plan Design Review (SPDR): Ensures the site layout, landscape design, and building architecture complies with the zoning and Industrial Design Standards.
- Conditional Use Permit (CUP): Authorizes a building height up to 110-feet.

PROJECT SITE CONTEXT

The Project Site is approximately 14 acres of vacant, undisturbed grasslands located west of the Oaks Business Park and south of West Jack London Boulevard and the Livermore Municipal Airport. Table 1, below, summarizes the General Plan land use designation, zoning classification, and existing land use on the Project Site and surrounding properties. The Project Site is approximately 800 feet west of the Discovery Drive/West Jack London Boulevard intersection as shown on the Attachment 4 location map.

Table 1: Project Site and Surrounding Land Uses

	General Plan Designation	Zoning Designation	Existing Land Use
North	City of Livermore: Community Facilities – Airport (CF-AIR)	City of Livermore: Airport – Service (AIR- SE)	Livermore Municipal Airport
South	Alameda County: Water Management City of Livermore: Open Space/Sand and Gravel (OSP/S&G)	Alameda County: Agriculture (A) with an overlay permitting quarry operations	Gravel quarries and industrial ponds associated with mining
East	City of Livermore: Low Intensity Industrial (LII)	City of Livermore: Planned Development Industrial (PD-I) 01-003	Oaks Business Park

West	City of Livermore: Low Intensity Industrial (LII)	Planned Development Industrial PD-I-22-001	Primarily vacant
Subject Site	City of Livermore: Low Intensity Industrial (LII)	Planned Development Industrial PD-I-22-001	Vacant

STAFF ANALYSIS

General Plan Land Use and Scenic Corridor Policies

The Project Site is adjacent to and within the City's South Livermore Urban Growth Boundary. The Livermore General Plan designates the site as Low Intensity Industrial. The Low-Intensity Industrial (LII) designation identifies land uses including manufacturing, warehousing, research and development facilities, and administrative and professional offices. The Project proposes research and development, administrative and professional offices, and manufacturing of specialized components and equipment consistent with the land use designation.

Further, the General Plan establishes a scenic corridor defined as 3,500 linear feet from the centerline of the I-580 freeway. The project site is located approximately 4,300 linear feet from the I-580 freeway. Therefore, the Project is outside of and not subject to the City's I-580 Scenic Corridor policy.

Climate Action Plan

The Project would implement the Climate Action Plan Strategy to foster an innovative green economy. The Project is a research and development and advanced manufacturing facility that works towards the commercialization of a new green energy technology (Fusion Energy), consistent with this City's Climate Action Strategy.

Current Zoning Classification and Planned Development Amendment

The Project Site is currently zoned Planned Development Industrial (PD-I) 22-001. PD-I 22-001 permits an assortment of light and medium industrial uses such as research and development facilities, advanced manufacturing, professional and administrative offices and experimental laboratories and supportive uses. The Pacific Fusion Project incorporates all four of these uses into one facility.

The applicant is proposing to amend the PD-I 22-001 height standard to allow up to 110-foot max building height (which also requires a conditional use permit) to accommodate interior building clearance for specialized equipment or other design features that support research and development, and experimental lab uses consistent with the purpose of the zone. The height standard would not add additional internal stories or intensify the use. The additional height simply provides clear space for specialized equipment and machinery to support manufacturing and research and development of new technologies through a conditional use permit.

The PD-I amendment also includes removing the provision that limits Warehouse and Distribution Facilities to 20% of the total SMP 39 site area to further facilitate the build out of the remainder of SMP 39 and facilitate the Pacific Fusion project by helping to provide market confidence to finance the project construction (Exhibit B - Planned Development Industrial Zoning Amendment).

If Pacific Fusion does not choose to locate in Livermore, staff recommend Council direct staff to not

proceed with a second reading of the ordinance amending the Planned Development zone, which would also invalidate the project approvals established by resolution.

Subdivision - Vesting Tentative Tract Amendment 8656

The Project entitlements include a Vesting Tentative Tract Map Amendment for SMP 39 in conformance with Part 10 of the Livermore Development Code (and Government Code and the Subdivision Map Act, by reference).

The proposed Vesting Tentative Tract Map (VTTM) Amendment, which covers all 52 acres of SMP 39, would revise the previous VTTM to adjust the parcel sizes of six lots. The parcels originally ranged in size from approximately 5.75 acres to approximately 11.76 acres and are now proposed to range in size from approximately 5 acres to approximately 14 acres (Attachment 5 – Development Plans).

The VTTM would require the developer to dedicate 29 feet of public right of way and construct the widening of Jack London Boulevard, from two lanes to four with landscaped median, consistent with the City's Standard Details. The median includes 26 California Sycamore trees. Access to the entirety of SMP 39 would be via four new 40-foot-wide driveways from West Jack London Boulevard. The eastern access into Pacific Fusion will be signalized consistent with the City's Standard details whereas the western drive into Pacific Fusion would be designed as "right in-right out only" driveway.

The City maintains an Active Transportation Plan (ATP) that identifies existing and proposed required trails and bike lanes throughout the City, and identifies key locations for new bicycle lanes and trail segments, in order to promote connectivity and encourage use of alternative modes of transportation. The VTTM also requires the developer to build a Class 1A, separated trail along the project frontage as part of the West Jack London Boulevard widening, consistent with the ATP. The proposed asphalt trail is conditioned to be 10 feet wide and located within a 38.5' trail easement, which includes two-foot shoulders, street trees, landscaping, and a bio retention area. The developer will also be required to construct an on-street Class 2 bike trail on the south side of Jack London along the project frontage, similar to the existing bike trail east of the project site. The 6-foot wide on-street bike trail will be separated from the travel lane with a 4-foot painted buffer.

Site Plan and Design Review

The Site Plan Design Review (SPDR) 25-005 ensures the Project Site layout, landscape design, and building architecture complies with Livermore Development Code and the City's Design Standards and Guidelines.

A conceptual site plan for SMP 39 was included in the original entitlement package approved by Council in March 2024. The concept plan shows the potential square footage that was necessary for the Draft EIR to analyze potential traffic, noise, and other environmental impacts. SPDR 25-005 revises this conceptual plan as described below in the Parking, Landscape and Architecture sections. An Addendum to the 2024 SMP 39/SMP 40 EIR was prepared as described in the Environmental Determination section below.

Development Standards. Planned Development – Industrial (PD-I) 22-001 establishes industrial development standards that regulate height, lot coverage (i.e., what percentage of the lot is covered by the building) and setbacks. The Project complies with the development standards for PD-I 22-001 as

amended by PD25-002 as described below.

Development Criteria	PD-I 22-001 Standard as amended by PD25-002	Proposed	Analysis
Height			
Maximum height with approval of proposed Condition Use Permit	110 feet, or the height permitted under FAA regulations – Part 77, whichever is more restrictive	110 feet	Complies subject to proposed Conditional Use Permit
Setbacks from Property Lines			
Front setback	40-feet on West Jack London Boulevard	45 feet	Complies
Side setbacks	None	West – 200 feet East – 300 feet	Complies
Parking Setback	5 foot landscaped setback	7 feet	Complies
Rear setback	None	35 feet	Complies
Lot Coverage			
Lot coverage	45 percent maximum	37%	Complies

Parking. The Livermore Development Code (LDC) establishes office and industrial parking standards. The Project complies with the standards as described below.

Parking Criteria	LDC Standard	Required	Proposed
Vehicular Parking			
Office	1 space per 300 sf	117 spaces	117 spaces
Industrial	1 space per 1,200 sf	150 spaces	151 spaces
EV Capable	Minimum 30%	80 spaces	81 spaces
EV Ready	Minimum 20%	54 spaces	54 spaces
Bike Parking			
Industrial	Minimum 10% of off-street parking requirement	27 spaces	28 spaces

Landscape Design. The site plan includes landscape design to support and complement the building architecture and the surrounding industrial area, including providing screening for loading and storage areas. The proposed planting plan includes a variety of trees, shrubs, and groundcovers that are distributed throughout the site and around the proposed buildings consistent with the Livermore Design Standards and Guidelines (DSG) section 4.D.3 (as further described in Attachment 1 Planning Commission Report and shown in Attachment 5 Development Plans). All the proposed planting would be low water usage consistent with the Water Efficient Landscape Ordinance, Livermore Municipal Code 13.25.

Architecture. The building is primarily comprised of concrete tilt-up panels with smooth finishes and score lines aluminum storefront framing and tempered glass at building entrances and office areas. Such details break up the building wall planes, consistent with Design Standards and Guidelines section 4.C.2.

Building colors proposed are a variety of grays along the horizontal bands, and the vertical wall sections encompassing the parapets are a darker blue consistent with the surrounding buildings at the Oaks Business Park consistent with the Design Standards and Guidelines (as further described in Attachment 1- Planning Commission Report and shown in Attachment 5 Development Plans). The roof parapets are conditioned to screen future roof-mounted equipment from public view in compliance with Development Code section 4.05.040.B.

Public Art. The applicant is proposing public art on site in compliance with Livermore Municipal Code Chapter 12.50. Concepts for the art piece, which will be located on the north elevation of the 110-foot portion of the building facing Jack London Boulevard, include fabricated metal, mosaic tile, or a painted mural depicting the science occurring within the building. The public art will be reviewed and approved by the Arts Commission prior to Building Permit issuance.

Conditional Use Permit for Increased Height and Livermore Airport Compatibility

A Conditional Use Permit (CUP) is required by the Planned Development Industrial zoning district to increase the building height to a maximum of 110 feet. This will accommodate interior building clearance requirements, specialized equipment or other design features that support research and development and/or experimental lab uses consistent with the intent and purpose of this district, upon providing a minimum 40-foot setback from street rights-of-way. The Project includes a request for a CUP to accommodate the equipment required for operational purposes.

The purpose of the PD-I 22-001 is to provide an environment exclusively for and conducive to the development of modern professional and administrative facilities, research institutions, manufacturing operations, experimental and testing laboratories and related facilities. The Pacific Fusion Project proposes to construct and operate modern professional and administrative facilities, research and manufacturing operations, and an experimental and testing laboratory consistent with the zoning district and the City's strategic goals.

The Project's proposed use requires additional clearance to support a pulse system designed to demonstrate and test the production and effectiveness of fusion energy. The proposed building design would add volume to support this pulse system and machinery needed to operate and maintain it. The additional height would not include additional stories or square footage, just indoor clear space. Therefore, the CUP would comply with the zoning, as amended.

Due to proximity to the Livermore Municipal Airport, the SMP 39/SMP 40 Project was reviewed by the City Airport Commission and Alameda County Airport Land Use Commission (ALUC) on October 2, 2023, and October 9, 2023, respectively. The Project Site is within Airport Safety Zone 6, as identified in the Airport Land Use Compatibility Plan (ALUCP), which permits office, research and development, and warehouse and distribution uses. PD-I 22-001 (if amended) allows heights up to 110 feet with a CUP, subject to Federal Aviation Administration (FAA) Part 77 regulations.

On May 12, 2025, the ALUC staff determined that the Project is compatible with the ALUCP (Attachment 6). Similarly, City of Livermore Airport Staff determined that the Project is consistent with the original 2024 SMP 39 approval that was reviewed and recommended for approval by the City Airport Commission subject to the conditions set forth in the attached Conditions of Approval (Exhibit B - Conditions of Approval). These conditions include aviation easements, airport-in-vicinity deed notifications, requiring the applicant to file a Notice of Proposed Construction or Alteration with the

Federal Aviation Administration (FAA), and interior building noise consistent with Title 24 requirements.

PLANNING COMMISSION

On August 12, 2025, at a public hearing, the Planning Commission voted 5-0 recommending the City Council approve the Project. The Planning Commission further emphasized the community benefits of the Project. Three public comments were received in support of the Project, citing job growth, tax revenue, and a green economy. The Planning Commission Staff Report and Minutes are attached (Attachments 1 and 2).

ENVIRONMENTAL DETERMINATION

As described in the Environmental Resolutions, the Project is exempt from the California Environmental Quality Act (CEQA) under Public Resources Code section 21080.69, as amended by Senate Bill 131, because it is a project that consists exclusively of a facility for advanced manufacturing on land that is zoned exclusively for industrial uses and is not located on natural or protected lands. Advanced manufacturing is defined by Public Resources Code section 26003 as a manufacturing process that improves existing or creates entirely new materials, products, or processes through the use of science, engineering or information technology, high-precision tools and methods, a high-performance workforce, and innovative business or organizational models utilizing advanced materials, integrated computational materials engineering, or additive manufacturing, among other things. This includes sustainable manufacturing systems and technologies that minimize the use of resources while maintaining or improving costs and performance, so long as such manufacturing or technological systems aren't required to be undertaken by state or federal law.

The proposed Project will lead to the commercialization of a technology (fusion) that would minimize the use of carbon-emitting resources for electricity generation. It is considered advanced manufacturing because this Project will create an R&D facility to test a new technology not available today. The Project will employ a highly skilled workforce to pilot and test the manufacturing, assembly, and performance of core components, with the goal to prove the concept that it is possible to scale up this cutting-edge process and technology for commercial fusion power generation facilities in the future. The Project will lead to advancements that include improvements in manufacturing processes and systems that are often referred to as "smart" or "intelligent" manufacturing systems, which integrate computational predictability and operational efficiency. Unlike regulated sustainable manufacturing systems such as solar panels and EV batteries that involve mass production, the proposed fusion power test facility will function primarily as a research and testing facility that will not involve mass production or manufacturing beyond what is needed for the test facility itself. The regulatory oversight for the Project is comparable to that of a laboratory, focusing on worker safety requirements and standard operational protocols. Thus, staff believes the Project qualifies as advanced manufacturing for CEQA exemption purposes because it produces advanced materials used in energy systems that are high-tech and precision-driven, through the use of highly skilled workforce to contribute to processes or technologies that could later be commercialized.

Additionally, in 2024, the City Council certified an Environmental Impact Report for the SMP 39/SMP 40 projects (2024 EIR). The EIR analyzed the impacts of the SMP 39/SMP 40 project at full buildout. As described in the Environmental Resolutions, an Addendum to the 2024 EIR was prepared for the Project (Attachment 10). Although the Project differs from what was analyzed in the 2024 EIR, with a change in allowable height and use limitations and revised parcel size and layout, the Addendum finds that more

severe impacts beyond those analyzed in the 2024 EIR would not occur as a result of the Project. For these reasons, no new EIR is required, and the Project meets all requirements of the California Environmental Quality Act, per CEQA Guidelines section 15164.

Further, the Economic Incentive Package (as described below) would facilitate and assist with the implementation of the Project, which is exempted or otherwise evaluated in the Addendum. Therefore, the incentive package is also exempted or otherwise included in the Addendum, and would not result in new or unanticipated impacts, and would not require additional analysis.

ECONOMIC INCENTIVES FRAMEWORK

The City of Livermore is competing with other jurisdictions to attract the Pacific Fusion research and development (and demonstration) facility. Pacific Fusion's venture capital funding is tied to achieving technical milestones and key performance metrics. Achieving these metrics require significant capital investment and the high cost of doing business in California compared to other locations under consideration could potentially limit resources needed to meet these technical milestones. Pacific Fusion has stated that any cost savings on business operations would be beneficial to the mid-to-long-term viability of the company and the City's competitiveness compared to other jurisdictions.

Staff recommends the City Council consider and adopt a resolution to direct staff to move forward with and prepare all necessary and related documents to implement an economic incentives program framework to make Livermore more competitive by waiving, deferring, or rebating certain fees and taxes, including but not limited to:

- Unsecured Property Tax Rebate. Rebate 80% of Livermore's share of all unsecured property tax for a period of 10 years (or as long as Pacific Fusion is in operation at this location, whichever is shorter). Property Tax is divided into Secured and Unsecured. Secured property tax is levied on real property such as land, site improvements, buildings, and structures. Unsecured property taxes are levied on property that is considered "personal property" and can be relocated such as equipment, machinery, fleet vehicles, etc. Pacific Fusion's unsecured property tax is projected to be unusually high due to the specialized equipment needed for operations. Under this proposal, the City would retain all secured property tax (land and building) and 20% of the unsecured property tax. This would allow the Project to retain resources needed to invest in and advance the technology.
- Tax on Industrial Construction Elimination. Currently Livermore Municipal Code Chapter 3.08, Article IV establishes a tax on industrial construction. This is a one-time tax on construction paid during the building permit process. As part of the proposed incentives package, staff would return with a Municipal Code amendment to allow the City to waive or adjust the industrial construction tax under specific conditions in certain industrial districts for unique research and development facilities, or experimental and testing laboratories, that generate a range of medium to high-wage jobs. This action would remove approximately \$630,000 from project costs.
- Community Facilities District Formation (CFD). Formation of a CFD on the property would allow the developer to issue bonds to fund all applicable City impact fees and public improvement costs. A special tax levied on the property within the CFD, established pursuant to the requirements of the Mello-Roos Community Facilities Act of 1982 (Gov. Code sections 5311 et seq.) would be

used to repay bond's principal and interest expenses. Typically, CFDs span 30 years. CFD bonds are tax exempt for public improvement costs and can be tax exempt to fund development impact fees if the City can program Capital Projects of an equal value within three years of the bond issuance. A CFD would enable the Project to defer upfront costs and spread them over time, thus freeing up capital resources to put towards advancing the technology. Under a CFD, the City would still receive impact fees upfront and the bond issuance would be used to fund public improvements for the community and cover the developer's impact fee expenses.

This incentive program serves a direct and substantial public purpose because, as noted below, the Project is expected to create and retain skilled jobs and catalyze an advanced manufacturing and research and development hub which will expand the City's long-term tax base while promoting the local and statewide objectives for clean electricity and climate resilience. Following Council direction to proceed with the Incentive Program, staff would return with subsequent actions to implement the economic development framework described above.

FISCAL AND ADMINISTRATIVE IMPACTS

The Project would support the Livermore economy by providing approximately 250 high quality jobs at a variety of levels, including technicians, engineers, and scientists. Further, the Project may act as a catalyst for an emerging fusion energy industry cluster and draw interest from related businesses, vendors, and suppliers wanting to locate in Livermore near Pacific Fusion and the National Labs. This catalyst could initiate additional economic growth.

The Project and its workforce are estimated to indirectly contribute to offsite sales and use taxes of approximately \$45,000 annually. In addition, the Project itself would result in increased property tax revenue (secured and unsecured) estimated at \$750,000 per year. With the combination of other taxes and fees, the Project would generate initial estimated fiscal revenues of approximately \$1 million, annually. Finally, after providing the unsecured property tax rebate back to Pacific Fusion (for the first 10 years) the annual estimated revenue to the City would be approximately \$600,000. For comparison, current assessed value of SMP 39 is approximately \$12,000.

Administratively, staff time allocated to entitlement review is offset by required entitlement application fees. Ongoing staff resources will be required to form and implement a Community Facilities District (CFD). This administrative cost would be included in the total cost of the District and covered in the bond issuance. Staff time and resources would be required to implement the other economic incentives.

COMMUNITY PILLAR

2: An Economy That Prospers

GOAL

3: Encourage an innovation driven economy

GUIDING DOCUMENTS

General Plan
Development Code

ATTACHMENTS

1. Planning Commission Staff Report
2. Planning Commission Meeting Minutes
3. Annexation Exhibit
4. Location Map
5. Development Plans
6. ALUC Staff Determination
7. Resolution - Environmental Exemption
8. Exhibit A - Planning Commission Resolution - Environmental
9. Resolution - Environmental Addendum
10. Exhibit A - Planning Commission Resolution - Environmental
11. Exhibit B - Pacific Fusion Addendum
12. Ordinance
13. Exhibit A - Planning Commission Resolution - Project
14. Exhibit B - Planned Development Amendment
15. Resolution - Project
16. Exhibit A - Planning Commission Resolution - Project
17. Exhibit B - Conditions of Approval
18. Resolution - Economic Incentive Package

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