SAN ANTONIO PRECISE PLAN

CITY OF MOUNTAIN VIEW

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SAN ANTONIO PRECISE PLAN

ADOPTED BY THE MOUN TAIN VIEW CITY COUNCIL

DECEMBER 2, 2014

EFFECTIVE DATE: JANUARY 8, 2015

RESOLUTION NO. 17924

AMENDED	RESOLUTION NO.	SUMMARY
October 2, 2018	18248	Designate cannabis businesses as a land use.
May 23, 2019	18337	Amend cannabis business land uses.
November 17, 2020	18520	Incorporate 2645-2655 Fayette Drive.

1 PLAN INTRODUCTION

A. OVERVIEW

The San Antonio Precise Plan (the Plan) implements the goals and policies set forth in the City of Mountain View 2030 General Plan (General Plan) for the San Antonio Precise Plan Area (Plan Area). Using input gathered through a separate San Antonio visioning process and during the Precise Plan process, the Plan provides guiding principles, policies, development criteria and implementation strategies to coordinate private development and public improvements given the unique opportunities and characteristics of the Plan Area.

The Plan is a regulatory document guiding how future development in the Plan Area will achieve the General Plan vision to transform the existing regional commercial area into a mixed-use core within a broader existing residential neighborhood, taking into account the area's proximity to transit services and location along two of the most heavily traveled corridors in the City: El Camino Real and San Antonio Road.

Mountain View General Plan form and character illustration for the San Antonio Change Area.

B. GENERAL PLAN VISION

The San Antonio Precise Plan Area is primarily comprised of the San Antonio Change Area, which is one of five "change areas" identified in the City's General Plan. The General Plan vision states:

"The San Antonio [Plan Area] continues to evolve as a diverse regional and community destination with a variety of land uses and mobility improvements. In 2030, San Antonio is a lively mixture of commercial and residential uses. Bicyclists and pedestrians connect easily to surrounding neighborhoods, Caltrain, and VTA transit stations. San Antonio Center (the Center), the core of the area, is a regional and local draw with its housing, retail stores, services, and restaurants. Walkable blocks and streets oriented to pedestrians are punctuated by vibrant, active plazas and enhancements to the Hetch Hetchy right-of-way."

The General Plan also includes goals, policies and form and character guidance for the Plan Area, which are reflected in these Plan materials.

FIGURE 1-1 Surrounding Context

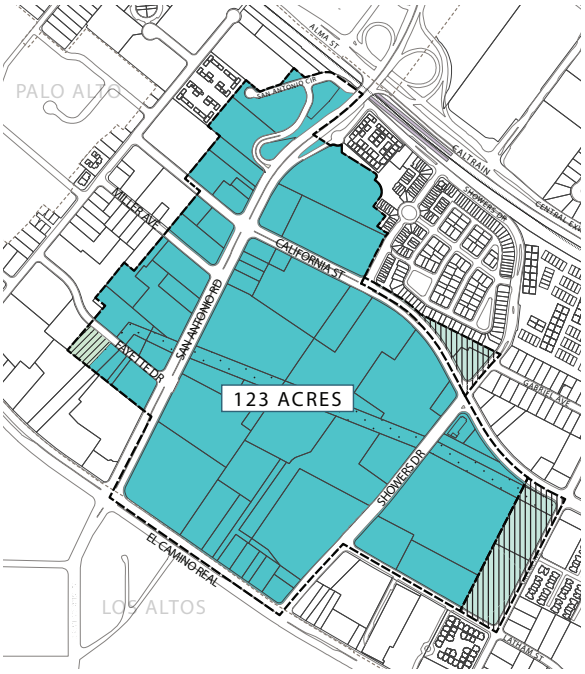


FIGURE 1-2 San Antonio Precise Plan Area

C. PRECISE PLAN SETTING

The Plan Area is a primary gateway on the western edge of Mountain View, near the City's boundaries with Los Altos and Palo Alto (see Figure 1-1). The Plan Area borders the El Camino Real Precise Plan Area and existing residential neighborhoods.

The Plan Area includes major roadways such as El Camino Real, San Antonio Road, California Street and Showers Drive, which serve both regional and local functions. It is a primarily commercial area comprised of 123 acres of land, with many large parcels (see Figure 1-2). About one-half of the Plan Area (60 acres) is within the San Antonio Center shopping area and includes regional retail and related commercial uses. The remaining 63 acres are located around the perimeter of the Center, including both regional retail and other more local-serving commercial uses adjacent to existing residential neighborhoods. The 80-foot wide San Francisco Public Utilities Commission (SFPUC) Hetch Hetchy right-of-way property bisects the Plan Area and has specific development restrictions established by the SFPUC.

The San Antonio Precise Plan provides development regulations for two main subareas: Mixed Use Center and Mixed Use Corridor (See Figure 1-3). The Plan responds to the existing land use, parcel and building conditions, and provides direction for a more integrated area. By providing guidance for circulation improvements, open space, appropriate land uses, urban design, and building form and character within these areas, the Plan promotes vitality and long-term viability of the area through its transition from an automobile-oriented commercial area to a revitalized mixed-use center.

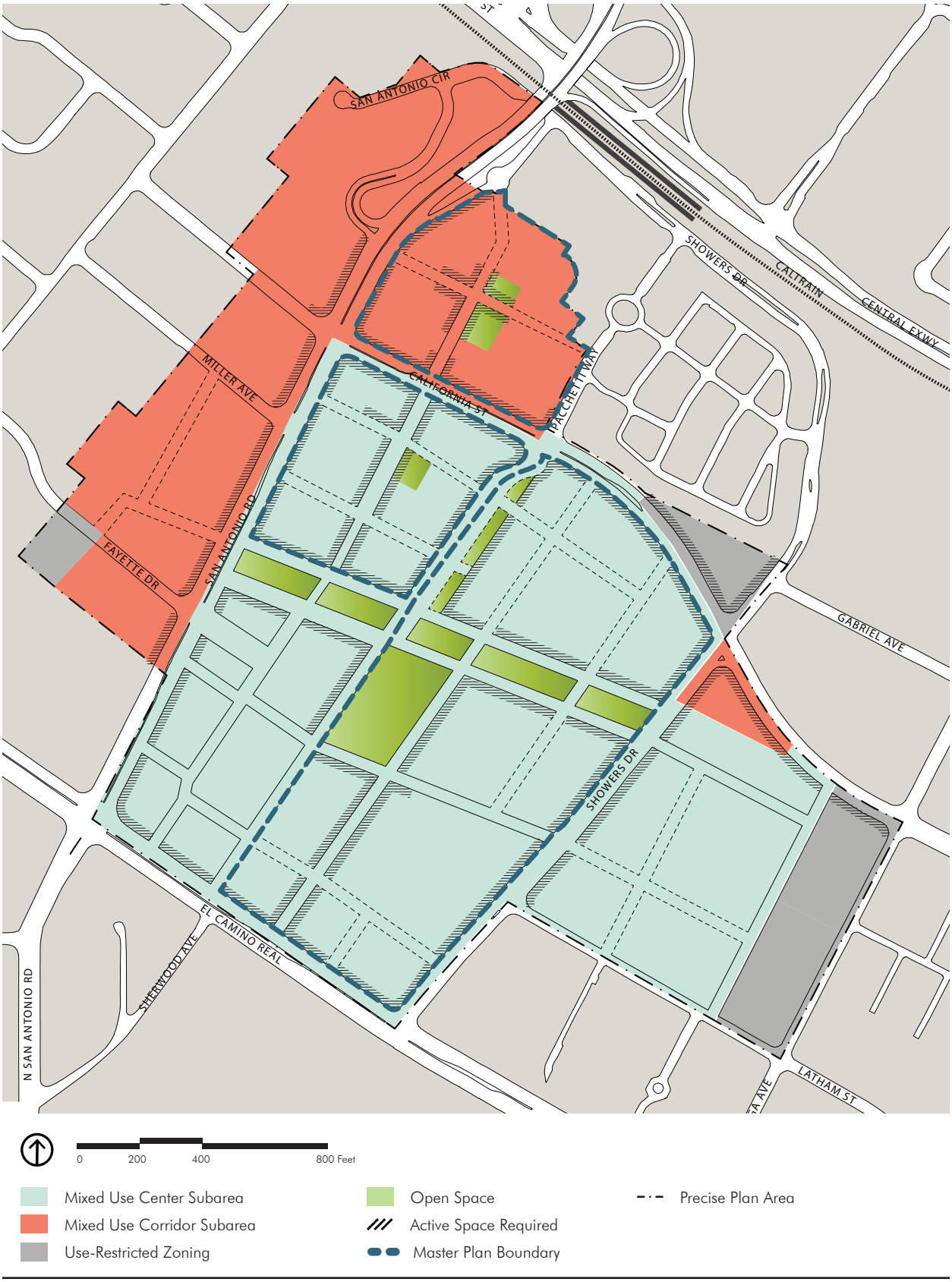


FIGURE 1-3 San Antonio Precise Plan Concepts

Art and placemaking.

Commercial vitality.

Linear open spaces.

D. GUIDING PRINCIPLES

The Precise Plan carries out the General Plan objectives for the Plan Area's revitalization over time, through guiding principles defined during the Precise Plan process. These guiding principles provide direction for review of future development projects and the specific policies and standards contained in later chapters of the Plan.

- **Revitalize the Plan Area.** Revitalize the Plan Area as an attractive, vibrant and well-connected shopping destination and mixed-use neighborhood area. Preserve the regional retail focus, as well as small and neighborhood-serving businesses, as development creates spaces for a diverse range of new uses in a dynamic mixed-use environment.

- **Promote achievement of Precise Plan policy objectives.** Ensure Plan principles and policies provide the foundation for redevelopment to achieve fundamental land use, open space, urban design and circulation objectives while providing flexibility over development standards.

- **Support commercial vitality and diversity.** Prioritize regional commercial uses in the core of the Plan Area, but provide flexibility for diverse and complementary commercial activities to occur in different places over time to meet the needs of the community.

- **Support increased housing supply and diversity.** Promote increased development of a broad spectrum of housing, including a variety of unit sizes, a range of affordability and a mix of for-sale and rental options.

- **Seek broad public benefits.** Establish requirements that coordinate new development with the provision of public benefits to ensure future growth improves the broader community. Emphasize affordable housing development as a public benefit.

- **Promote improved urban design and placemaking.** Create interesting and active spaces to transform the area into a place where people want to visit, shop, work, and live. Prioritize special design features and increased tree canopy in and around open space areas, and along pedestrian-oriented public street frontages and internal connections.

- **Promote coordinated and well-integrated development.** Ensure public access, site circulation, building and signage design, parking, and onsite amenities support the image and function of a cohesive area, particularly where multiple properties need to be coordinated. Integrate the revitalized Plan Area with the broader neighborhood, limiting visual and noise impacts and preserving views from public streets.

- **Create open space and pedestrian-oriented frontages.** Organize the Plan Area around a range of new, landscaped connections and high-quality public and private open spaces to address existing neighborhood and future needs of the Plan Area. Design and locate buildings to engage streets and provide varying and visually engaging facades.

- **Improve connectivity to, from and within the Plan Area.** To support growth in the Plan Area, redesign the existing street network to improve bicycle and pedestrian circulation as a viable alternative to automobile use; simplify vehicle access; and provide better connections to/from nearby neighborhoods, cities and other destinations.

- **Leverage transit resources and improve transit access.** Leverage existing transit resources in the area through higher intensity, transit-oriented development; site and building improvements; efficient and attractive connections to nearby transit services; and other measures to support increased transit use and improved transit access.

- **Prioritize pedestrian improvements.** Improve the pedestrian environment for residents, visitors and workers through smaller, more walkable blocks; comfortable and convenient connections to open space areas, between buildings, and to transit locations; pedestrian-oriented building and site design; and generous publicly-accessible amenities.

Active spaces for gathering.

Pedestrian-focused street and building frontages.

- **Prioritize bicycle connections.** Improve bicycle connections throughout the Plan Area, by closing gaps in the network, improving facilities on public streets and within large development sites and providing separated bicycle lanes and intersection improvements in key locations.
- **Enable a "park once" environment.** Require consolidated, centralized underground garages and/or attractively-designed parking structures to facilitate a "park once" experience in the commercial core, with garage and service bay openings focused in alleys and at the rear of buildings.
- **Encourage shared parking and efficient standards.** Facilitate shared parking and access to parking across multiple sites; allow businesses to have access to and pool parking resources. Establish parking requirements at levels consistent with parking demand and consider the uses that share parking.

Shared parking garages with wayfinding are integrated with retail storefronts and help create a "park once" experience.

E. PLAN STRUCTURE AND CONTENT

The San Antonio Precise Plan is organized into the following five chapters:

1. **Introduction:** This chapter provides an overview of the Precise Plan, the General Plan Vision, a description of the Precise Plan area, and identifies the Plan's guiding principles.

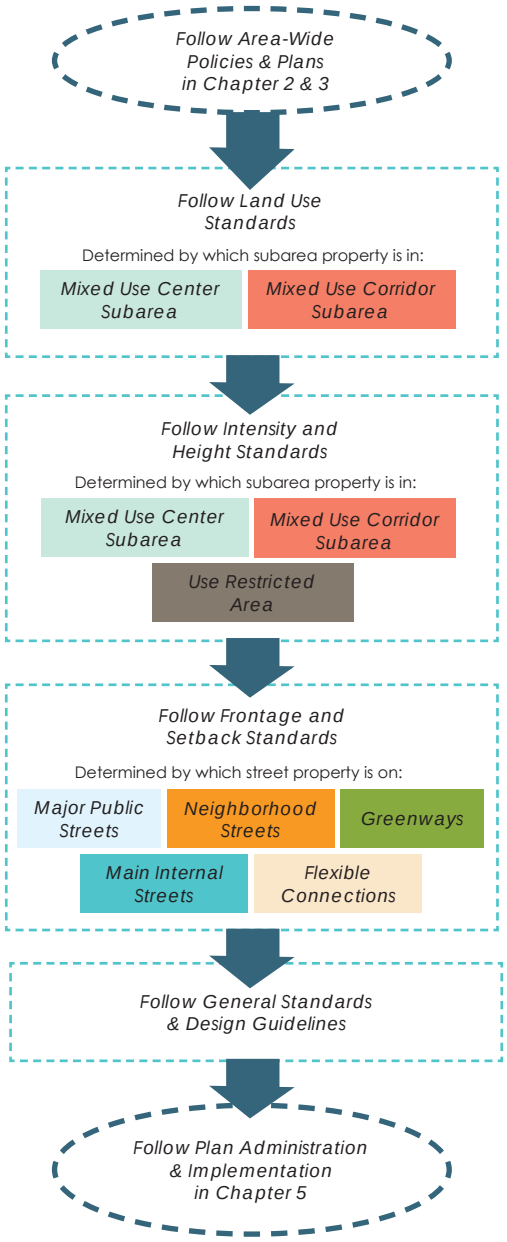
2. **Area-Wide Policies:** This chapter describes the area-wide policies and programs for Circulation, Open Space, Urban Form and Character, Land Use, and Parking and Transportation Demand Management. These policies provide the regulatory foundation for future development, and the Plan's standards and public improvements.

3. **Streetscape and Mobility**: This chapter identifies circulation improvements for the entire Precise Plan Area and describes improvements for vehicular, pedestrian and bicycle circulation, including parking and transportation demand management.

4. **Development Standards and Guidelines:** This chapter identifies standards required of future development, including land use, frontage, sub-areas' height and intensities, and general requirements, as well as development guidelines recommended throughout the Plan Area.

5. **Administration and Implementation:** The final chapter describes how the Plan should be implemented, including administrative procedures and funding sources.

FIGURE 1-4 How to Use the Precise Plan



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2 AREA-WIDE POLICIES

This chapter describes the defining circulation, open space, urban design and land use concepts and related policy objectives guiding future growth and revitalization of the San Antonio Precise Plan Area.

These concepts provide direction for redevelopment and consolidation of retail, residential and office space, and include circulation, urban design and open space improvements to accompany redevelopment. The Plan recognizes that separate ownerships and long-term ground leases could mean Plan Area transformation occurs gradually. The area-wide policies will help ensure development supports the Plan's Vision and Guiding Principles, regardless of when it occurs.

As introduced in Chapter 1, the vision for the Plan Area is a mixed-use, walkable, and bikeable area with amenities for residents, shoppers, employees and visitors. New streets and improved connections provide better access between destinations in the Plan Area to transit nodes and to surrounding neighborhoods and cities. Smaller, more finely scaled blocks and a variety of open space areas for gathering are integral to the urban design of the Plan Area. At its core, the Plan Area remains a regional shopping destination, and will be revitalized with new development, land uses, efficient parking, amenities and an urban design that also encourages people to come to the area to live, shop, eat, work and play.

Coordinated efforts among property owners are a key element to improving the Plan Area over time. The area-wide policies and requirements provide the general mandates for comprehensive and integrated redevelopment. Future growth must address these policies to implement the Plan's Vision and Guiding Principles. The area-wide policies also inform the design standards and implementation strategies in Chapter 4 and Chapter 5, respectively.

This chapter is organized in the following sections:

A. Circulation

B. Open Space, Urban Form and Character

C. Land Use

D. Parking and Transportation Demand Management

Plan Area policies strive to ensure an attractive and active multi-modal environment results from future development.

A. CIRCULATION

Improved circulation is a critical building block for achieving the Plan vision. The overall circulation concept provides direction for improvements to public street rights-of-way (ROW), including pedestrian and bicycle improvements, and future internal roadways on private development sites.

The proposed circulation plans are multi-modal; they are designed to improve existing connections and identify new facilities for residents, workers and visitors travelling by foot, bike, transit, or car. The new street network aligns priority connections with the location of open spaces, transit stations, and existing bicycle and pedestrian connections (see Figure 2-1).

The following policies and circulation improvements (including standards identified in Chapter 3) support the Plan vision to transform the street network, especially for bicycle and pedestrian travel so these modes become more viable alternatives to driving.

Improvements to non-automotive modes, including access to transit services, is critical to the success of a growing area with new living, working and shopping opportunities in Mountain View. The policies and improvements apply to all public rights-of-way and internal site connections to public streets. They can be implemented through a combination of capital improvement projects and private development. Circulation and streetscape standards are located in Chapter 3, and include some flexibility for the locations and design of internal connections.

Pedestrian connection.

Policies

The following policies are the Plan's overarching policies for circulation. Additional objectives for vehicular, pedestrian and bicycle circulation, and transit are described on the following pages.

- **CIRC-1.1:** Create a well-defined hierarchy of attractively landscaped major internal streets and provide flexible connections to improve access to major destinations within and beyond the Plan Area.
- **CIRC-1.2:** Implement an integrated network of publicly-accessible complete streets, balancing vehicle access needs with required improvements for pedestrians and bicyclists to improve the circulation system.
- **CIRC- 1.3:** Improve access through the Plan Area with a walkable, small block, grid-like system of publicly-accessible streets and connections.
- **CIRC-1.4:** Break up large blocks with new and improved streets and pedestrian/bicycle-only connections to allow a variety of comfortable routes for pedestrians and bicyclists.
- **CIRC-1.5:** Provide pedestrian facilities on all internal streets and connections.
- **CIRC-1.6:** Identify and implement circulation improvements providing access to nearby neighborhoods, cities and other destinations.
- **CIRC-1.7:** Identify traffic-calming opportunities to limit cut-through traffic on neighborhood streets and create comfortable shared roadways for bicycles and vehicles.
- **CIRC-1.8:** Coordinate Plan Area circulation improvements with other citywide planning efforts for existing and/or future facilities.
- **CIRC-1.9:** Focus infrastructure investment on publicly-accessible bicycle and pedestrian improvements to support viable alternatives to driving and meet the growing infrastructure needs of increased development in the Plan Area.
- **CIRC-2.1:** Prioritize pedestrian and bicycle connections to provide efficient access to transit stations and open space areas, between commercial destinations, and in active frontage locations.
- **CIRC-2.2:** Provide pedestrian and bicycle intersection crossing improvements to existing conditions at the time of Plan adoption.

- **CIRC-2.3:** Prioritize bicycle facilities with separated bicycle lanes in key locations on public streets and within San Antonio Center. Coordinate the design and location of pedestrian and bicycle facilities with Plan Area transit stations and stops.
- **CIRC-2.4:** Coordinate circulation improvements across adjacent properties to support current and future shared access and coordinated parking.
- **CIRC-2.5:** Minimize driveway curb cuts and other potential vehicle conflicts with pedestrians and bicyclists.
- **CIRC-2.6:** Ensure that street configurations prioritize pedestrian and bicycle comfort, and accommodate necessary delivery, emergency and solid waste vehicle access.

FIGURE 2-1 Street Network

New internal streets.

Public parking garage.

Clear parking signage.

Vehicular Circulation

Although every attempt should be made to accommodate all modes on all streets, certain streets will continue to carry a majority of the vehicle trips within the Plan Area. The proposed strategy for public streets is to retain current vehicle capacity and expand roadways only to add or improve bicycle and/or pedestrian facilities or to make limited operational improvements at intersections. This objective does not preclude vehicle lane reductions in the future, but such changes would require additional analysis as future development occurs.

Vehicles will be able to access private development sites from multiple streets, but primary entries are identified that will likely experience the majority of the Center's traffic due to their location along public streets and direct access to parking facilities (see Figure 2-2). Development projects should be reviewed to ensure pedestrian/vehicle and bicycle/vehicle conflicts are minimized, visibility issues are addressed (especially at night), and site designs address other risks, including speeding.

Improvement design criteria for vehicular facilities are described in Chapter 3.

FIGURE 2-2 Vehicle Circulation Concept

Curb bulb-outs create improved crossings.

Tree canopy over pedestrian connections.

Landscaped sidewalks with street furniture.

Pedestrian Circulation

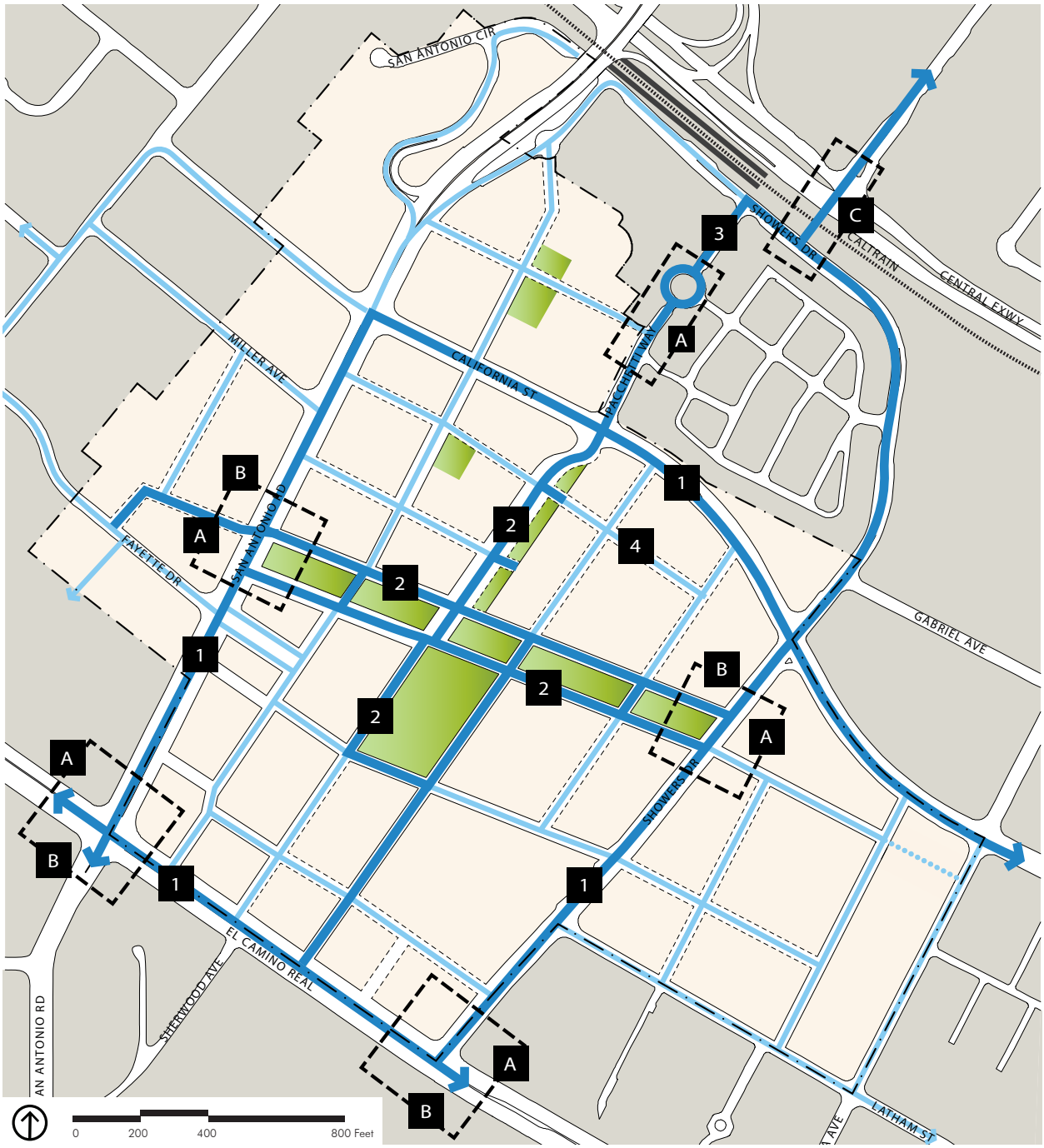
Improved pedestrian circulation is a critical element to the success of the Plan Area. Improved streetscapes, extensive and attractive internal connections in the Mixed Use Center and direct connections to transit services are key components of the redesigned street network. The proposed pedestrian plan envisions pedestrian improvements will be addressed in the design of all streets and connections in the Plan Area.

Figure 2-3 shows proposed primary pedestrian routes. While the exact design and location may vary slightly, pedestrian routes must satisfy the overall policy objectives and network connections described in this Chapter. Primary routes should align with open space, active building frontages with pedestrian-scaled features, and other important destinations. These routes should be prioritized for improvement.

Secondary pedestrian routes shown in Figure 2-3 may not receive the same implementation priority as primary routes or attract as much foot traffic, but require the same level of attention to providing comfortable pedestrian access. Secondary pedestrian routes occur mostly along new interior connections or existing streets with limited pedestrian improvements. Design criteria for pedestrian facilities are described in Chapter 3. City improvement requirements and related implementation actions for key potential improvements are described in Chapter 5.

Primary pedestrian objectives for all streets and connections include:

- Continuous sidewalks wide enough to accommodate two or more people passing each other at one time.
- Pedestrian crossing improvements at current and future intersections.
- Direct connections to transit and destinations, such as parking garages and home / work / shopping areas.
- Attractive streetscape landscaping, including new street trees.



- A. Potential Improvement - Requires additional analysis.
- B. Potential Improvement - Requires coordination with outside agency.
- C. Potential Improvement - To be studied in other City Planning efforts.

1. Wider, landscaped sidewalks.
2. Pedestrian routes along large new central open space and other smaller green spaces.
3. Pedestrian routes along new north/south connection between Caltrain station and the central open space.
4. Pedestrian routes between buildings and parking facilities, throughout.

Primary Ped Route | Secondary Ped Route | Open Space | Precise Plan Area

FIGURE 2-3 Pedestrian Circulation Plan

Separated Bicycle Facilities. Source: Matt Johnson

Bike lanes on public streets.

Shared Lanes. Source: Portland Afoot

Bicycle Circulation

Bicycling has become an increasingly important travel mode in Mountain View. Similar to pedestrian improvements, it is critical to provide a well-designed and integrated bicycle network. The Plan identifies bicycle connection improvements within the Plan Area and to bicycle facilities beyond the Plan Area to enhance access to/from nearby neighborhoods and important destinations such as Downtown Mountain View, Los Altos, Palo Alto, and North Bayshore.

The Plan identifies bicycle improvements to make it easier to bicycle through and around the Plan Area. The Plan identifies major improvements along primary routes in the heart of the Mixed Use Center subarea and in key locations along public streets.

Secondary bike facilities (see Figure 2-4) include potential improvements to existing facilities and new bike facilities on San Antonio Road, Ortega Avenue and other neighborhood streets. (Any specific improvements on Ortega Avenue may be addressed in the City's Bicycle Transportation Plan since the street is not within the Precise Plan's boundaries.) These secondary facilities provide additional linkages to surrounding areas, including northern Mountain View and Palo Alto to the north; Rengstorff Park and Downtown Mountain View to the east; Downtown Los Altos to the south; and Palo Alto to the west.

Some of the bicycle facilities will be implemented through private redevelopment projects. Other improvements will require coordination with outside agencies and/or consideration in other city-wide circulation plans given their connectivity beyond the Precise Plan's boundaries. While the exact design and location may vary slightly, bicycle improvements must satisfy the overall policy objectives and network connections illustrated in Figure 2-4. Design criteria for bicycle facilities are described in Chapter 3. City improvement requirements and related implementation actions for key potential improvements are described in Chapter 5.

Primary bicycle objectives include:

- Integrated bicycle network, with facilities that close existing gaps.
- Improved existing bike facilities and new connections through large blocks.
- Clear wayfinding signage and well-marked routes.
- Bicycle crossing improvements at current and future intersections.

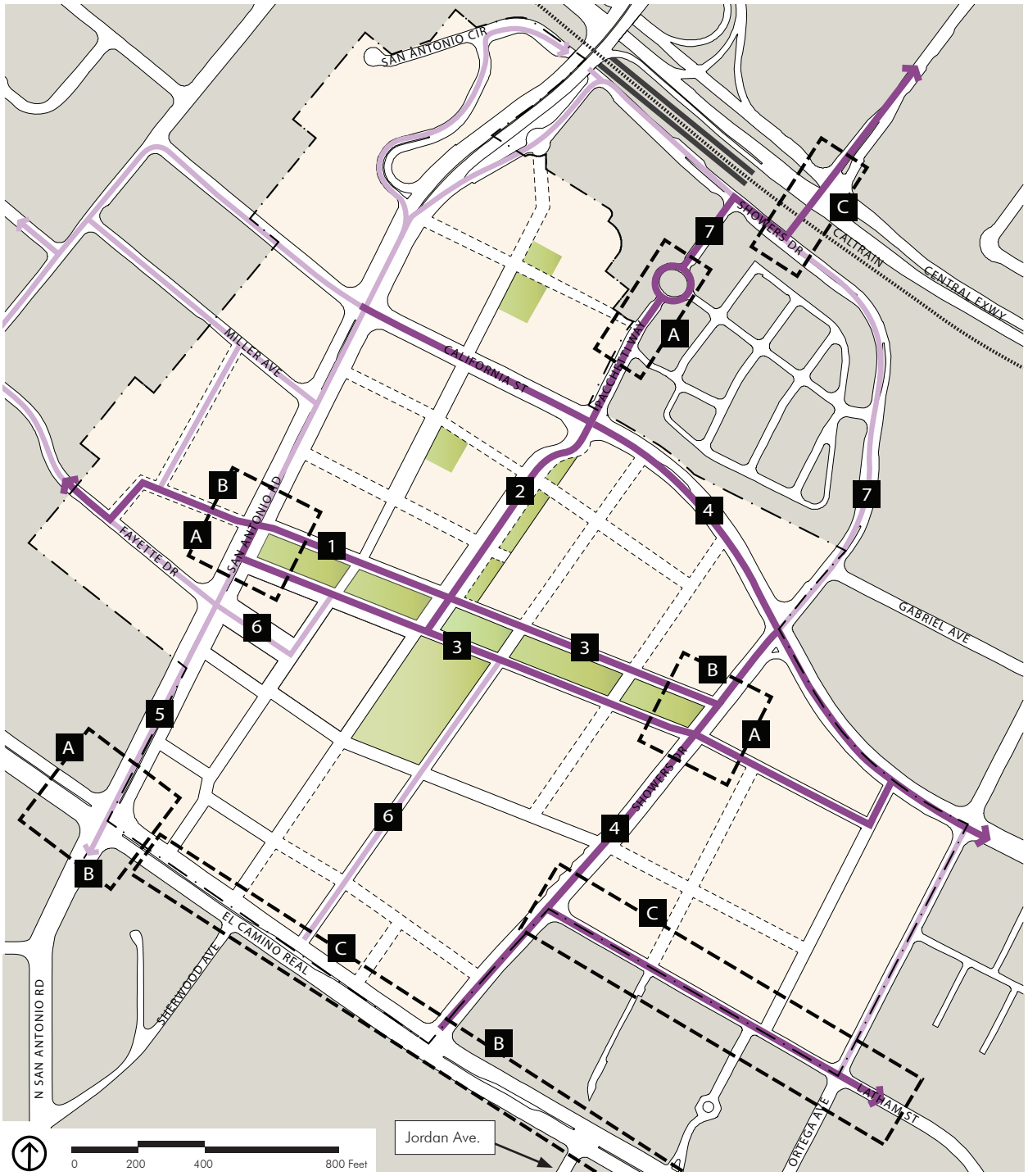


FIGURE 2-4 Bicycle Circulation Plan

Transit station with bikeshare.

Pedestrian seating.

Wayfinding at transit stops.

Transit

The Plan Area is well-served by public transit. The entire area is within a half-mile walk from a transit stop. The San Antonio Caltrain Station is just north of the Plan Area on Showers Drive (see Figure 2-5). The Santa Clara County Valley Transportation Agency (VTA) operates bus service within and surrounding the Plan Area. The San Antonio Transit Center on Showers Drive at Latham Street is the transfer station for six regional bus routes that serve Santa Clara County. A Bus Rapid Transit (BRT) line is also proposed by VTA along El Camino Real and may include a stop near the intersection of Showers Drive and El Camino Real. These bus services are located in close proximity to shopping and employment destinations in the Plan Area and along El Camino Real.

The General Plan focused new growth and land use intensities in the Plan Area to leverage these transit services. Because the proximity of transit to office uses has the highest potential to leverage transit use and reduce vehicle trips, to the extent it is allowed, the Precise Plan prioritizes office and mixed-use development in close proximity to the Caltrain Station, the San Antonio Transit Center and the proposed BRT stop on El Camino Real.

The Plan's primary transit objectives include:

- Direct pedestrian and bicycle connections to transit stations and stops.
- Coordination with associated transit agencies to integrate pedestrian and bicycle facilities with station and stop designs.
- Building and site design oriented to transit connections and transit stations/stops.
- Transportation demand management programs and standards supporting transit use.

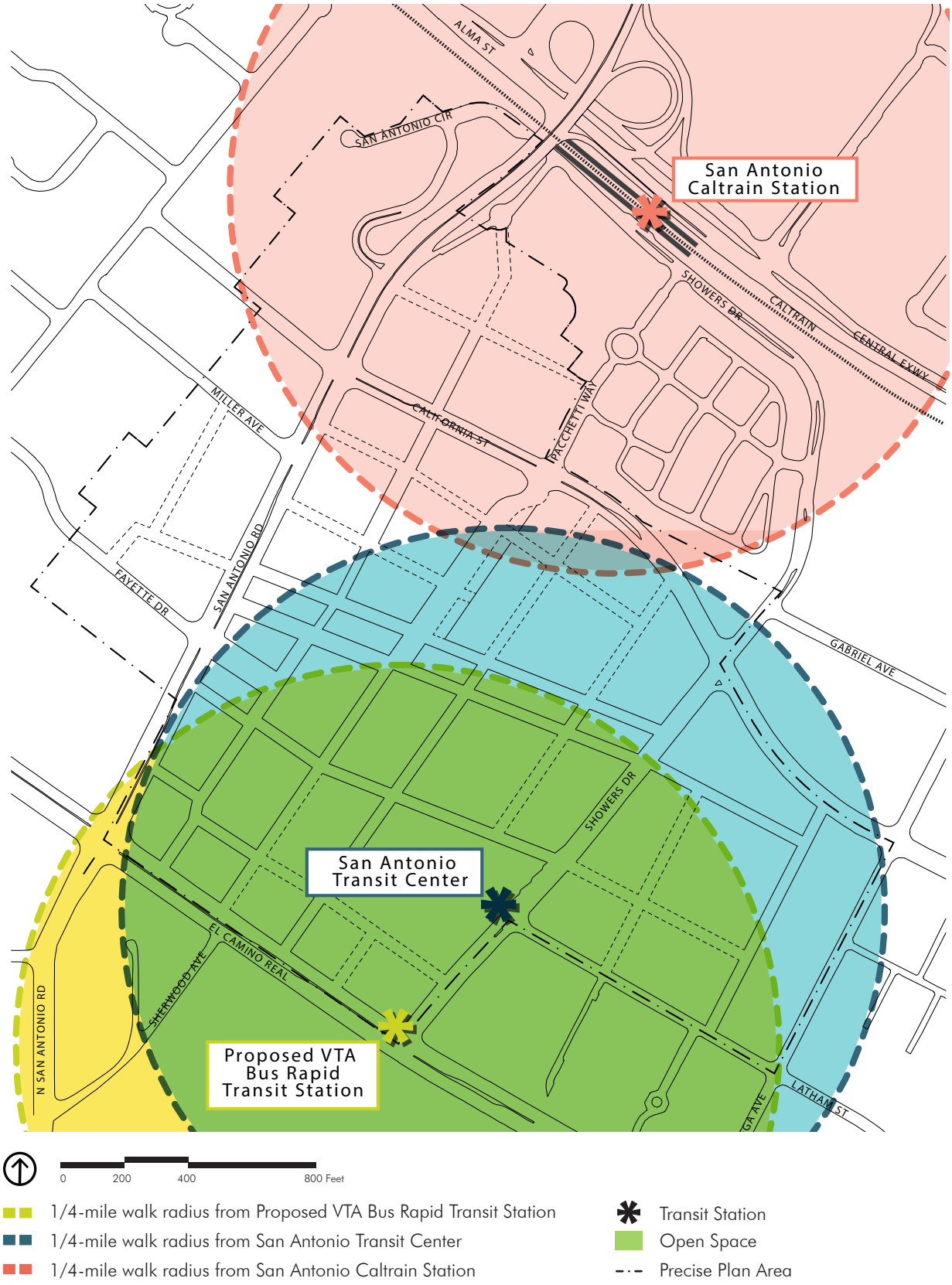


FIGURE 2-5 Transit and Walkability Plan

B. OPEN SPACE, URBAN FORM AND CHARACTER

Historically, the Plan Area has contained limited open space amenities and quality urban design features to make the area pleasant for walking, biking, shopping, or living. With recent residential and mixed-use development, new publicly accessible open areas have been developed within the Hetch Hetchy corridor, which runs through the Center. This recent development has also brought higher quality urban design in the form of buildings that relate to the street, and provides better zones for pedestrians to walk and areas to gather. The open space, urban form and character policies build upon these recent trends to reach the Plan vision.

Varied, pedestrian-friendly building edge.

Landscaped sidewalks at building frontages.

Policies

The following policies are the overarching policies for open space, urban form and character. Specific objectives for open space and urban form and character are described on the following pages.

- **OSUF-1.1:** Prioritize the creation of centralized and easily-accessible open space areas and attractively landscaped connections in new development to transform the character and appearance of the Plan Area.
- **OSUF-1.2:** Coordinate publicly-accessible pathways, open spaces, building locations, and parking areas across adjoining properties to create a successful and integrated mixed-use neighborhood.
- **OSUF-1.3:** Prioritize pedestrian- and bicycle-oriented site and building features adjacent to open spaces, through parking areas and along major internal connections and enhanced public streets.
- **OSUF-1.4:** Locate buildings to face new and improved streets and connections, and design them to improve the experience of and encourage the use of non-vehicular transportation.
- **OSUF-1.5:** Include substantial and sustainable landscape and site design improvements during major remodeling and tenant improvement projects to realize the Plan Area's vision for a mixed-use, walkable place with attractive landscaping, stormwater treatment, abundant tree canopy and an overall high-quality built environment.
- **OSUF-1.6:** Design buildings to accommodate a range of uses over their lifetime.
- **OSUF-1.7:** Increase tree canopy and provide varying and visually engaging facades in new development.
- **OSUF-1.8:** Design new development to limit visual and noise impacts on open space and residential areas.
- **OSUF-1.9:** Provide a variety of public and private open spaces areas that are attractive, pedestrian-oriented streetscapes and gathering spaces to meet the needs of new and existing residents, visitors, workers and businesses.
- **OSUF-2.1:** Design and program open space areas to respond to the anticipated mixed-use environment and the needs of a variety of future users for both passive and active gathering spaces.

Open Space

The need for more open space in the Plan Area is identified in the Mountain View Parks and Open Space Plan (POSP). The POSP addresses deficiencies in the broader neighborhood area to support the needs of existing and future residents. Along with circulation improvements, open space is a major organizing element of the Plan Area. In the Mixed Use Center subarea, a new central open space is envisioned as a major amenity, linked to surrounding streets by a series of landscaped linear greenways. The east-west greenway is planned along the Hetch Hetchy right-of-way, and will follow San Francisco Public Utilities Commission requirements for access to and limited infrastructure within the right-of-way. The north-south greenway will align with Pacchetti Way and may provide active frontage area for new development along the greenway.

Outside the Center, the linear greenways will transition into attractively landscaped pathways, prioritizing bicycle and pedestrian circulation. In the Mixed Use Corridor subarea, the new mixed-use area north of California Street will feature a smaller, central open space.

The objectives for the major open space improvements are to create spaces that:

- Help transform the Plan Area.
- Draw visitors to Plan Area businesses.
- Provide amenities for future residents and workers.
- Provide space for passive recreation, additional tree canopy, commercial plazas, amenities for small gatherings and bicycle and pedestrian connections.
- Are publicly accessible and complement private open space in residential development.
- Include sustainable site design features, such as stormwater treatment.

The planned open space locations illustrated in Figure 2-6 are conceptual. Specific design of these open spaces will be reviewed as part of proposed development projects in these areas. However, each of the open spaces must remain consistent with applicable policies and related circulation plan improvements and objectives. Final design, lighting, trash receptacles, and signage will be coordinated with adjacent land uses to ensure compatibility. Design criteria for these features are described in Chapter 4.

Plazas and other street-level open spaces establish special amenity areas.

Passive and active gathering spaces.

Open space on the Hetch Hetchy right-of-way.

Pedestrian-oriented entries.

Active frontage space with landscaping and outdoor dining.

Pedestrian space framed by tree canopy and engaging building facades.

Urban Form and Character

The Plan responds to existing land uses and urban form and provides guidance on how to transform the long-standing suburban shopping center and strip commercial center conditions into the Plan's vision for attractive urban design, building form and streetscape character. A part of that transformation will entail providing consistent, well-proportioned "street walls" to make the pedestrian experience more varied and comfortable. A street wall is a consistent building edge that frames the street. Well-designed street walls are better for pedestrian environments because they create a more defined and comfortable environment.

The Plan Area has two subareas with distinct urban form and character differences:

- The Mixed Use Center has significant redevelopment potential, allowing building heights up to six or eight stories, concentrated retail and residential mixed-use development with structured parking, and major planned open space amenities.
- The Mixed Use Corridor subarea will be principally limited to four-story buildings, with a flexible mix of uses in buildings that relate to adjacent residential neighborhoods.
- The urban form and character of these subareas is tied to area-wide circulation and land use concepts.

Design standards and guidelines for the Plan Area are described in detail in Chapter 4, including criteria for building heights, upper floor setbacks, active frontages, neighborhood transitions, and parking standards.

FIGURE 2-6 Open Space and Urban Form

Mixed-use regional retail.

Residential buildings facing the street.

C. LAND USE

The Plan Area is organized into two subareas: Mixed Use Center and Mixed Use Corridor. Each subarea supports the Plan's overall vision for a mix of retail, residential and other commercial uses serving residents, workers and visitors traveling to and from the Plan Area by walking, bicycling, transit or private vehicle.

The subareas differ by their historic use, primary functions, interface with surrounding areas, land use policy objectives and planned intensity and amenity areas. The Plan specifies certain parcels where a particular land use, (e.g. mixed-use residential, residential, regional retail or office) is recommended due to the parcel's proximity to existing residential neighborhoods and transit stops, and to maintain the vision as a center for regional retail. These are identified later in this section on Figure 2-9.

Policies

The following policies are the Plan's overarching land use policies. The objectives for the subareas and master plan areas, including their different functions and land use priorities, are described on the following pages.

- **LU-1.1:** Preserve and enhance the core of the area as a vibrant regional shopping destination, with complementary uses to generate additional interest and activity in the area.
- **LU-1.2:** Prioritize new residential units in the area to help create activity throughout the day and support commercial uses.
- **LU-1.3:** Encourage a range of new housing types to meet the City's affordable housing requirements and leverage proximity to transit services in the Plan Area.
- **LU-1.4:** Support existing and new neighborhood-serving, small businesses and organizations that provide local goods, services and other community needs.
- **LU-1.5:** Ensure additional office development is secondary to the Plan's land use priorities for retail and residential development.
- **LU-1.6:** Prioritize higher-intensity, transit-oriented uses in locations closest to transit services, including mixed-use residential and office development.
- **LU-1.7:** Support creative public-private partnerships to facilitate development of a public school in the Plan Area.
- **LU-1.8:** Support Plan Area strategies to transform land use over time, respond to existing property conditions and allow incremental improvements and comprehensive redevelopment to achieve the Plan's objectives for land use, open space, urban design and circulation.
- **LU-1.9:** Prioritize development policies and standards that ensure a pedestrian-oriented character as new development occurs, through engaging ground-floor uses, limited surface parking lots, and design requirements.

Mixed-use regional retail.

Mixed-use residential.

Mixed Use Center Subarea

Recent redevelopment has provided a basic framework for circulation, urban design and open space, whcih this Precise Plan builds and improves upon. Overall, this subarea (see Figure 2-7) is envisioned as a location where new higher General Plan intensities encourage redevelopment to create an active mixed-use environment. The Plan assumes that large-scale retail uses (big and medium "box" businesses) providing comparison and convenience shopping will continue to anchor the subarea, while residential uses and other complementary uses will add vitality, create more demand for the shopping areas and serve surrounding neighborhoods.

To achieve a cohesive development accomplishing the defining Plan policies and development concepts, the subarea is envisioned to be redeveloped to achieve the broad land use vision in this section and more specific objectives defined for this subarea's two Master Plan areas (see the Master Plan section on the following pages). To ensure the proper mix of new uses is achieved, implementation strategies and administrative processes for future land uses are identified in Chapter 5.

Commercial

Regional retail currently exists and will remain the core use in the Center and in the adjacent retail area on the east side of Showers Drive. The Plan envisions:

- Regional retail buildings are redeveloped over time.
- A new mix of land uses are integrated into the subarea, including entertainment and neighborhood-serving retail and services. Complementary commercial uses could include a movie theater, restaurants and cafes, neighborhood shops, and day-care (see Chapter 4 for a full list of permitted uses).
- Mixed-use buildings will replace surface lots and large, inward-facing buildings.
- Limited surface parking, underground parking garages and attractively designed parking structures will provide efficient parking for new development.

Residential

Developing housing for the city's diverse population is an important objective of the Plan. Residential development will:

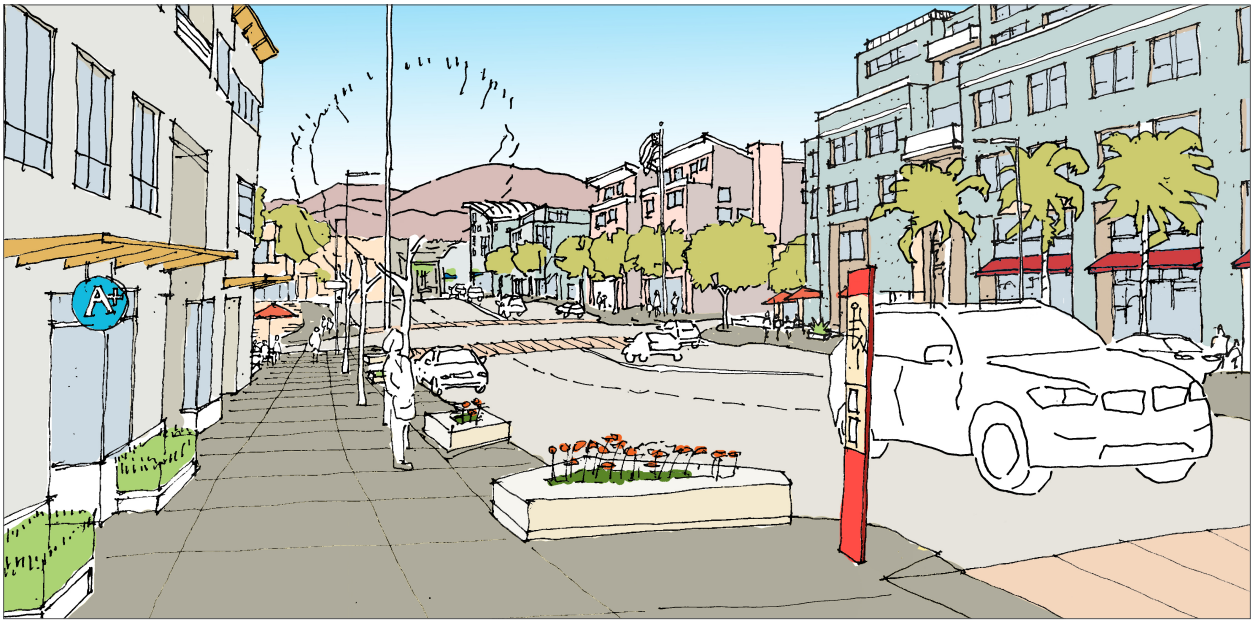
- Complement and support the retail base.
- Be encouraged above active, ground-floor uses (including regional retail and other commercial uses) in multi-story buildings.
- Be permitted throughout the Plan Area above active ground-floor uses, but will be especially encouraged north of the Hetch Hetchy corridor.

This includes development locations along planned greenways and the northeast corner of the subarea, which is closest to adjacent residential neighborhoods. Residential uses in a regional retail environment will require careful design to ensure a high quality of life for residents and land use compatibility (see the Design Guidelines section in Chapter 4).

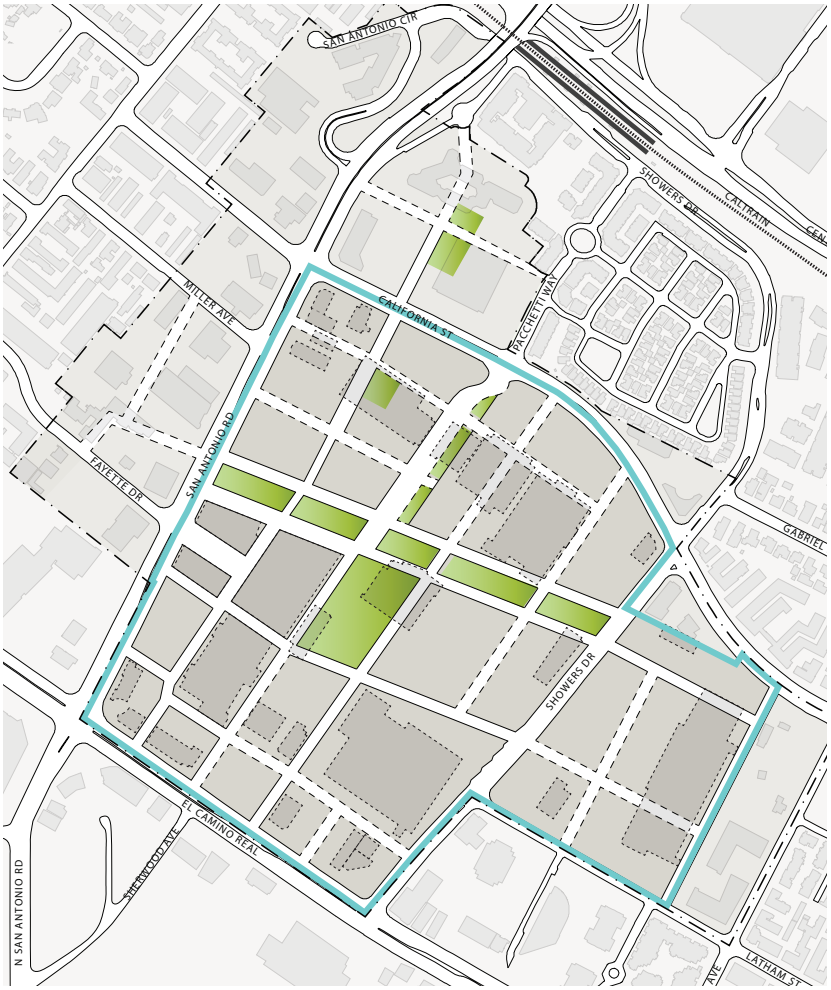
Office

New office development is encouraged close to transit, but is secondary to higher-priority retail and residential mixed-use development. Within this subarea, office uses will be:

- Provisional uses, but may be permitted according overall land use policy direction and the office development cap identified in the following pages. Leveraged to support transit services in the Plan Area over time, including VTA bus service along El Camino Real and Showers Drive, and train service at the San Antonio Caltrain Station.
- Carefully balanced with retail and residential uses.
- Tailored to serve a variety of tenants instead of creating a campus environment.



Sketch illustrating the character desired for the Mixed Use Center.



Active ground-floor retail.

FIGURE 2-7 Mixed Use Center Subarea with Existing Building Footprints

Mixed Use Corridor Subarea

The Mixed Use Corridor subarea covers the majority of the remaining parcels in the Plan Area (see Figure 2-8). A combination of vertical and horizontal mixed-use development types are envisioned for this subarea that include both residential and office buildings with ground-floor retail and active space components.

The subarea is comprised of smaller parcels, which transition to the residential areas surrounding the Precise Plan Area and have allowed for smaller businesses, some locally owned. Given proximity to existing residential neighborhoods, their development standards focus on appropriate transitions. The parcels north of California Street are envisioned to become a Master Plan development comprised of mixed-use residential, office and open space (see the Master Plan section on the following pages for more detail).

As with the Mixed Use Center subarea, implementation strategies and administrative processes for new development are identified in Chapter 5. Land use standards and design guidelines are identified in Chapter 4.

Active space with neighborhood-serving retail.

Residential land uses.

Commercial

Commercial uses are permitted throughout the subarea, and are encouraged on the ground-floor of buildings facing San Antonio Road, California Street, and Showers Drive. Due to the smaller parcel size in this subarea, commercial uses should be:

- Neighborhood-serving and less focused on regional retail.
- Vertically mixed-use, where feasible. Purely commercial structures are generally discouraged, except on parcels where mixed-use development is less feasible due to size or other usual circumstances.
- Sensitively designed when adjacent to residential development to ensure a high quality of life for residents.

Residential

Residential uses are permitted throughout the subarea, and are particularly appropriate in locations adjacent to existing residential development. Residential uses should be:

- Vertically mixed-use, where feasible. Purely residential structures are generally discouraged, except along neighborhood streets and at the southwest corner of California Street and Ortega Avenue (a use-restricted parcel that uses Mixed Use Corridor standards), where commercial uses are not permitted.
- Carefully designed when adjacent to regional retail to ensure a high quality of life for residents.

Office

In general, new office development is encouraged close to transit stations and stops, but the amount of office development in the Plan Area must be:

- Provisional uses, but may be permitted according to overall land use policy direction and the office development cap identified in the following pages.
- Balanced with retail and residential uses (development phasing is described in Chapter 5).
- In close proximity to the San Antonio Caltrain Station. Therefore, office development is strongly encouraged along the eastside of San Antonio Road north of California Street.

Sketch illustrating the character desired for the Mixed Use Corridor.

FIGURE 2-8 Mixed Use Corridor Subarea with Existing Building Footprints

Master Plan Areas

The Plan identifies three "Master Plan" areas and a special Master Plan process for new development or substantial remodels. Two Master Plan locations are within the Mixed Use Center subarea, and one is located in the Mixed Use Corridor subarea (see Figure 2-9 which also identifies any location-specific land use vision). Master Plans provide an opportunity for adjacent property owners to work together to achieve defining Plan policies. The following sections describe the intent for these Master Plan areas:

1. North of California Street Master Plan Area

This Master Plan area includes three parcels bounded by San Antonio Road, California Street and the Plan Area boundary. Given its proximity to the San Antonio Caltrain Station and The Crossings, it is envisioned to include:

- Mixed-use residential uses on the eastern half and mixed-use office uses on the western half.
- A publicly-accessible open space area.
- Publicly accessible roadways that provide access through the site.
- Ground-floor retail on California Street and wrapping the corner of San Antonio Road.

2. Northwest San Antonio Center Master Plan Area

This Master Plan area includes multiple parcels and is bounded by San Antonio Road to the west, California Street to the north, the Pachetti Way greenway to the east, and the Hetch Hetchy greenway to the south. It is considered a gateway project given its location on a major commute route, near the City boundary with Palo Alto. It is envisioned to include:

- A combination of retail, entertainment, residential, hotel and office uses.
- A publicly accessible major plaza area.
- Publicly accessible roadways to provide shared access through the site.
- Ground-floor retail and other active uses along California Street, the Hetch Hetchy corridor, San Antonio Road, and the internal north/south flexible connection facing a centrally located plaza.
- Limited ground-floor retail facing the planned Pachetti Way greenway.

3. East San Antonio Center Master Plan Area

This Master Plan includes multiple parcels, as well as the Hetch Hetchy right-of-way, and is bounded by California Street to the north, Showers Drive to the east, El Camino Real to the south, and the planned extension of Pacchetti Way to the west. Any redevelopment in this area must preserve the Area's role as a regional retail/shopping destination. It is envisioned to include:

- Residential uses above renovated regional retail and other active commercial uses.
- Parking garages either underground or wrapped with active or retail uses, or limited office development.
- Major open space improvements, including a central publicly-accessible park and the planned Hetch Hetchy greenway.
- Publicly accessible roadways with pedestrian and bicycle facilities that provide access within and through the site.
- Ground-floor retail throughout the Master Plan area except on designated service lanes.

Although Master Plan Areas 2 and 3 are identified as standalone Master Plan locations, street improvements in these areas must be coordinated with the remainder of the Center. Each Master Plan shall contain sufficient detail about site design, based on Plan policies and standards, and architectural design such that it could be feasibly built and result in a final development that achieves applicable Plan objectives. Master Plans should be fully integrated internally and with the adjacent areas, including subsequent development phases. Chapter 5 describes the administrative process for Master Plans, including more detailed information on the topics they must address.

FIGURE 2-9 Master Plan Areas

Office Development Regulations

The Plan supports revitalization of the area as a regional and local shopping destination, with a second priority to develop additional residential uses to support the retail shopping base and increase and diversify housing stock. While the Plan envisions a diverse mix of higher-intensity uses near transit services, a balanced mix of new uses is also needed.

In order to prioritize residential development and balance office development with future housing growth, the Plan requires the following strategies and standards for office development:

- **Office development cap.** An area-wide maximum of 600,000 square feet of net new office development is allowed. Up to 400,000 square feet may occur within the Northwest San Antonio Center Master Plan Area (see Figure 2-9). Office development beyond this cap will require an amendment to this Plan. There is no cap on housing development in the Plan Area.
- **Exception.** An exception to the office development cap is allowed for limited office development to support existing small business expansion and facilitate the creation of work spaces for small businesses, according to the administrative process detailed in Chapter 5.

D. PARKING AND TRANSPORTATION DEMAND MANAGEMENT

The Plan requires parking and transportation demand management (TDM) strategies to address urban design objectives for the configuration of structured parking and limitations on surface parking lots, and principles to reduce the amount of automobile travel to/from the Plan Area in order to contribute to the overall transition from a suburban style shopping center into a more urban mixed-use destination.

Policies

The following policies are the Plan's overarching policies for parking and TDM. The standards and objectives for the parking and TDM are described on the following pages.

- **PTDM-1.1:** Provide consolidated, centralized underground garages and/or parking structures to facilitate a "park once" experience in the Mixed Use Center subarea.
- **PTDM-1.2:** Prioritize underground parking to limit the visual impact of parking structures.
- **PTDM-1.3:** Wrap aboveground parking structures with residential or commercial uses and/or employ other design enhancements to improve their appearance.
- **PTDM-1.4:** Locate garage and service bay openings in alleys and at the rear of buildings.

- **PTDM-1.5:** Improve and coordinate connections through parking areas and with the overall circulation plan.
- **PTDM-1.6:** Provide clear wayfinding for vehicle access to parking areas.
- **PTDM-1.7:** Locate and design parking areas efficiently and consider the building uses, shared parking options, access to transit services, and tenant space size.
- **PTDM-1.8:** Allow parking regulations to make parking requirements consistent with parking demand.
- **PTDM-1.9:** Monitor parking standards and programs and adjust as needed over time to address any neighborhood impacts.
- **PTDM-2.1:** Provide convenient, secure and accessible bicycle parking.
- **PTDM-2.2:** Develop and implement transportation management standards and programs through new development to improve transit use and reduce private vehicle trips, such as transportation demand management programs and transportation management associations.
- **PTDM-2.3:** Encourage increased transit ridership and access through building design; pedestrian and bicycle access improvements; enhanced transit station amenities; and transit incentives provided by individual development projects.
- **PTDM-2.4:** Leverage trip reduction measures with the Plan's proposed multimodal improvements and transit-accessibility.

Coordinated transit, bike share and wayfinding.

Wayfinding signage making it easier to bicycle.

Parking

Managing the design, supply and use of parking is a key element of the Plan's parking policies. The Plan will require parking consistent with the City's Zoning Ordinance parking standards. Although each individual development must satisfy its own parking requirements, shared parking is strongly encouraged. Additionally, some existing parking requirements are higher than expected or do not support policy objectives for efficient, shared parking. The Plan identifies opportunities for parking reductions in the following sections.

Vehicular Parking

The majority of the existing parking in the Plan Area is surface parking. While parking is necessary for the success of retail uses in the Plan Area, its design and use should not hinder the Plan's urban form and character vision and specific parking policy objectives.

Certain types of land uses, development locations and TDM programs may require less parking and/or be able to share parking between uses. To recognize the objectives of the Plan's parking policies and characteristics of parking in the Plan Area, Chapter 5 provides administrative processes for parking reductions for new development and/or use(s) providing any of the following (see Table 2-1):

- Shared parking for uses with different peak periods (e.g. office and restaurant).
- Caltrain or proposed Bus Rapid Transit access (within 1,000 feet walking distance)
- Parking or TDM program
- Multi-family residential

The Plan's parking management strategies support objectives for long-term growth in the Plan Area to result in limited surface parking spaces, primarily occurring as street parking along new internal connections. They complement other parking and urban form and character policies that prioritize centralized parking structures that are well-linked to open space and shops with comfortable sidewalks allowing for a "park once" experience. Visitors will access centralized, publicly accessible parking structures via the new internal street network, connected to the existing bounding public streets. Visitors can park once and have direct pedestrian connections to commercial destinations and open space.

Additional Vehicular Parking Requirements

- **Off-site parking.** Applicants may be allowed to meet minimum parking requirements through the use of nearby off-site facilities, if they are designated for that purpose. Determination of capacity of those facilities shall be on a case-by-case basis.
- **Location of off-site parking.** The allowable distance for a project to use off-site parking is 600 feet walking distance, from the nearest corner of the parking facility to the nearest corner of the destination building. The project site shall not be on the opposite side of a major public street from the parking.
- **Multi-family residential parking.** All multi-family residential projects may use the following reduced parking requirement:
  - Studio and 1-bedroom units: 1 stall
  - Units with 2 or more bedrooms: 2 stalls
  - 15% of required parking must be available to guests.

Bicycle Parking

Refer to the City's Zoning Ordinance for bicycle parking standards. Master plan developments and retail and office developments shall provide bicycle parking in excess of the City standards, in place at the time of Plan adoption. Particular attention shall be paid to providing plentiful bicycle parking in locations convenient to Plan Area buildings, destinations, and bicycle connections.

Note: Best practices for bicycle parking standards in comparable cities and the Association of Pedestrian and Bicycle Professionals' (APBP) Bicycle Parking Guidelines, Second Edition may be used as reference for increased parking options.

TABLE 2-1: Vehicular Parking Reduction Standards

REQUEST	APPLICATION REQUIREMENTS	POTENTIAL REDUCTION
Parking for uses with different peak periods (eg, office and restaurant)	Applicants shall submit a description of uses and analysis supporting the requested parking reduction.	Up to 20%
Caltrain or proposed Rapid Bus access – within 1,000 feet walking distance	Applicants shall provide a map or calculation, including information about onsite accessibility.	Up to 10%
Parking or TDM program	Applicants shall submit a detailed description of the parking management and/or transportation management programs that justify the reduction.	Up to 10%

Transportation Demand Management

Reducing single-occupancy vehicle trips is a critical concern for Mountain View. A core goal of this Plan is to increase the multimodal connections throughout the Plan Area to make the Center more accessible by foot, bike and transit. The Plan's Transportation Demand Management (TDM) approach combines complementary strategies to reduce overall roadway and parking demand. The following strategies strike a balance between allowing travel choices and providing incentives to reduce automobile use:

- Require TDM programs for all new development using Tier 1 (described in Chapter 4) with trip reduction targets consistent with the employment generation/sizes according to the standards in Table 2-2.
- Require new development using Tier 1 to join the Mountain View Transportation Management Association (TMA), or form and join a San Antonio-specific TMA.

The City will require TDM strategies be implemented through the development review process.

TMA requirements will help achieve vehicle trip reduction objectives by providing a collaborative, adaptable, and member-controlled system to efficiently implement TDM measures. TMAs can provide services such as shuttles, provide financial savings to businesses and employees providing TDM programs, and can also be a tool to help manage shared parking facilities.

Post construction, businesses will be required to submit an annual TDM Performance Report to the City that identifies TDM measures implemented and the impact of the measures on their employees' drive-alone peak hour commute trips.

TABLE 2-2: Transportation Demand Management Requirements

DEVELOPMENT TYPE	TDM REDUCTION TARGET
New Non-residential Development That Generates More Than 50 Employees	8% [1]
New Office Development of at least 10,000 square feet	20-30% [2]
New Residential Development	Provide transit pass subsidies for residents and employees. Options include: (1) at minimum, provide transit subsidies to each new resident for 1 year, for the first 10 years of the project; (2) projects with 25 or more units must participate in VTA's EcoPass, or equivalent, program for the first 3 years of the project.
Existing Businesses	Encouraged to implement TDM programs and measures on a voluntary basis and will not be subject to the TDM ordinance.

1. Per Mountain View's Greenhouse Gas Reduction Program. Retail/commercial development should focus on transit subsidies for onsite employees.
2. Larger developments will be expected to meet the high-end of the range.

3 STREETSCAPE & MOBILITY

This chapter consists of standards and potential improvements for the area-wide circulation networks described in Chapter 2. The design of a new network of attractive streets and bicycle and pedestrian connections is critical to transform the character of the Plan Area as new and more intense mixed-use development replaces existing low-intensity stores and surface parking lots.

Multimodal standards and guidelines are provided for both public rights-of-way and improvements on private property, to address vehicle, bicycle, and pedestrian improvements. They will help develop the San Antonio Precise Plan Area into an accessible place for all travel modes and better integrate the Plan Area with surrounding areas in Mountain View, Los Altos and Palo Alto.

A. STREET NETWORK

The upgraded street network will require improvements to better serve pedestrians and bicyclists on the Plan's public streets. It will also require significant changes within the San Antonio Center (the Center), which has a poorly connected internal circulation system built to provide easy vehicle access to existing surface parking areas but not convenient or comfortable pedestrian and bicycle connections.

The circulation plans in Chapter 2 envision priority improvements in the Center to establish major east/west and north/south connections to serve as the main locations for pedestrian, bicycle, and vehicular circulation. These connections will be aligned with the Hetch Hetchy right-of-way and Pacchetti Way, and will provide a unifying circulation and open space element.

Within the Center and other large parcels, additional new and improved internal connections will implement Plan policies for a network of smaller blocks to improve accessibility. These connections must be coordinated across adjacent properties to ensure shared access and parking can occur.

The Plan Area's street network includes the following street types, as shown in Figure 3-1:

- **Major Public Streets.** These are the four vehicular corridors that bound the Center and provide access to/from the Plan Area. El Camino Real and San Antonio Road are high-volume roadways that serve as part of a regional commute corridor, while California Street and Showers Drive provide important local access to regional retail uses and transit services. This Plan proposes new or upgraded bicycle and pedestrian facilities on all of these roadways.
- **Neighborhood Streets.** These streets are lower-volume roadways that primarily provide connections to surrounding neighborhood areas for vehicles, bicycles, and pedestrians alike. This Plan primarily focuses on how future development will engage these street frontages.
- **Greenways.** Greenways are new publicly-accessible internal roadways along major open space areas proposed within the Center. The greenways provide vehicular access and on-street parking for internal retail uses, and also serve as the primary bicycle and pedestrian corridors through the Plan Area.
- **Main Internal Streets.** Along with the Plan's greenways, these streets provide main entry roads within the Mixed Use Center core. They are expected to provide interesting and pedestrian-oriented street frontages with landscaping and street furnishings.
- **Flexible Connections.** Flexible connections are required to implement this Plan's vision, policies and standards for better multi-modal connections and a more fine-grained network of streets. Flexible connections include both vehicle and non-vehicle roadways and may serve a variety of purposes such as delivery/loading corridors, pedestrian/bicycle-only pathways, and/or additional vehicle access. These connections may be configured in a variety of ways based on future development proposals. Regardless of their primary purpose, these connections are required to accommodate pedestrian and bicycle access.

Specific standards, design objectives and graphics for these street types are provided in the following sections. In most cases, implementation of the street standards will require site-specific analysis and review by the City and may not take the exact form shown in this chapter. The basic intent of these standards must be met along all frontages.

Major Public Streets.


Main Internal Streets.

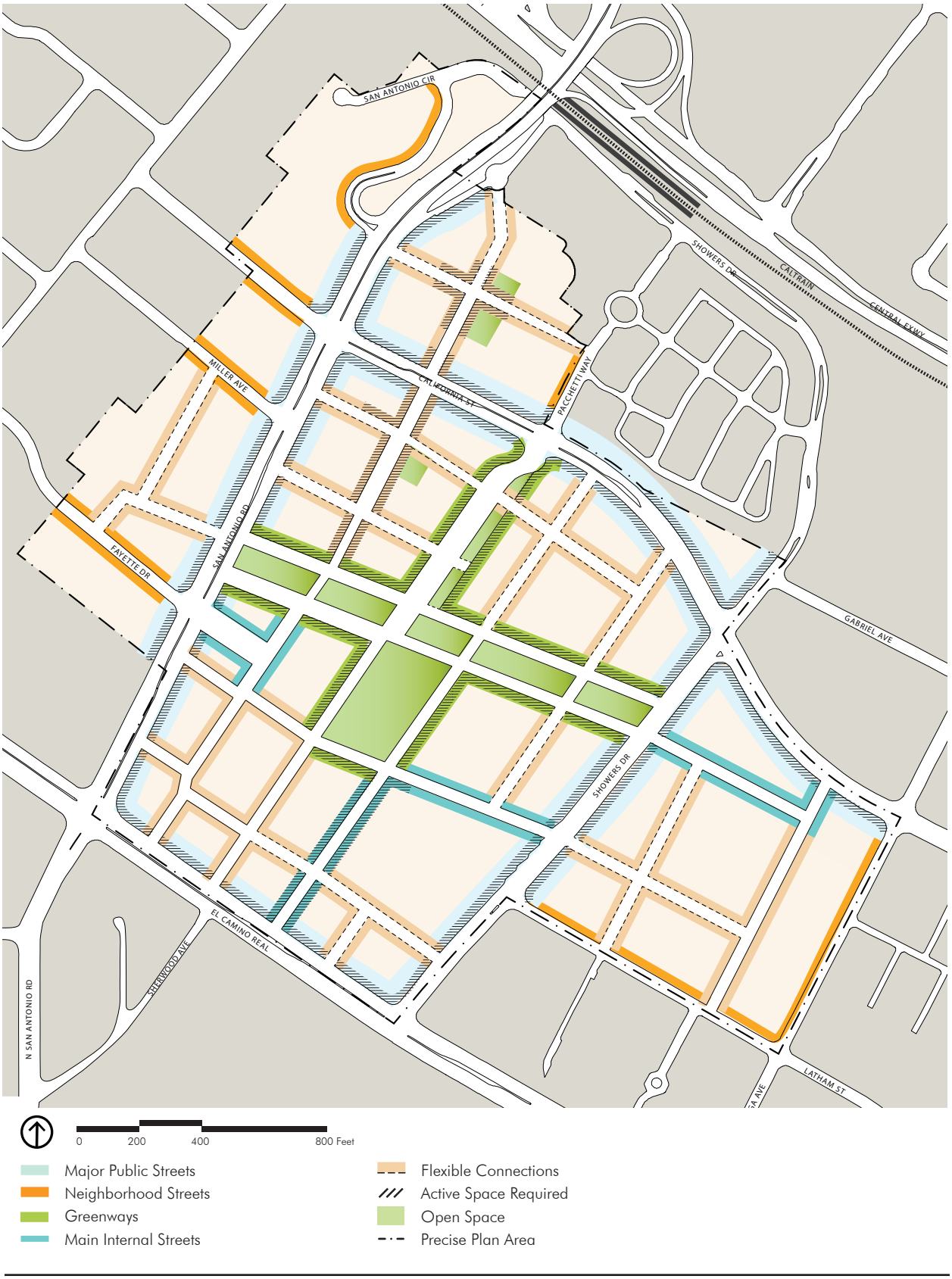


FIGURE 3-1 Street Types

Improvement Timing

Streetscape improvements will occur over time, as redevelopment and Plan implementation strategies help to transform the urban design and connectivity in the Plan Area. To achieve the vision for a better-connected, walkable and bikeable area, the Plan provides for incremental improvements. Figure 3-2 provides an illustrative example of how improvements could occur overtime, based on the scope and timing of future development proposals. The Plan will likely take place in two phases.

- **Phase I.** The first phase includes focused changes to improve pedestrian and bicycle connectivity in the Center. These changes are less costly and should be feasible with smaller development or partial near-term redevelopment and will not require comprehensive redevelopment. They primarily include required improvements on public street frontages and the roadway extension of Pacchetti Way through the Center. They could also include east/west roadway and bike facility to the south of the Hetch Hetchy right-of-way.
- **Phase II.** The second phase requires comprehensive redevelopment to replace surface parking lots and lower intensity buildings with new regional retail, structured parking and mixed-use development. Phase II development will also create new open space amenity areas for area residents, regional retail shoppers and visitors. Additional publicly accessible streets and pedestrian/bicycle connections will be constructed in the Center to allow for smaller, walkable blocks and align with new and existing connections in surrounding Plan locations and neighborhoods.

These phases characterize the level of improvements expected with different types of redevelopment. While incremental improvements are anticipated to occur first, more significant changes could occur at any time with major redevelopment activity.

Sidewalks and pedestrian facilities are limited within the existing Center.

Phase II requires the replacement of existing surface lots with major redevelopment.

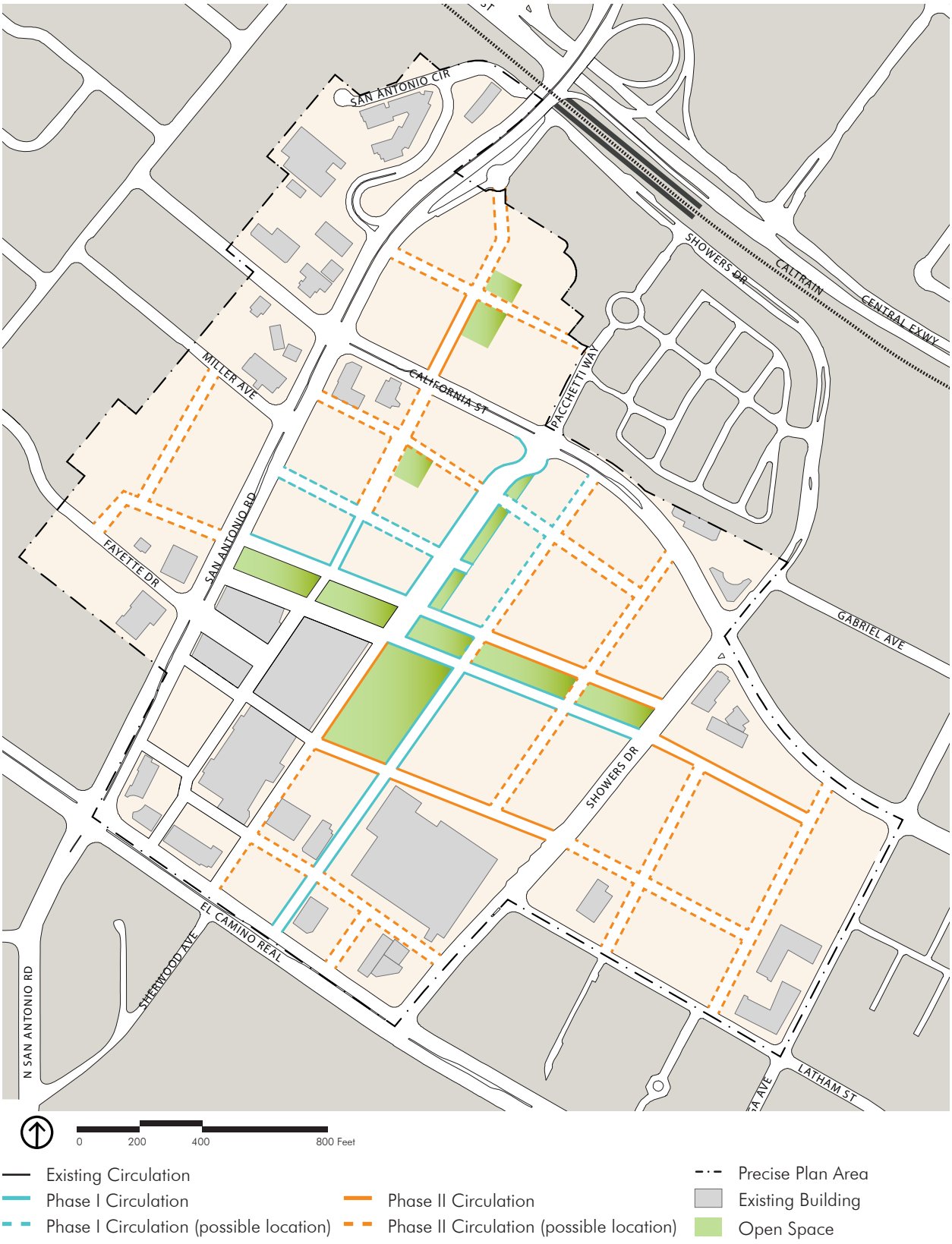


FIGURE 3-2 Illustrative Street Phasing

B. STREET IMPROVEMENT STANDARDS

The following sections provide improvement standards for required streets to support future development and achieve Plan objectives for improved multimodal environment and urban design. As shown in Figure 3-1, there are five street types in the Plan Area: major public streets, greenways, neighborhood streets, main internal streets, and flexible connections.

The following pages provide street cross sections for each street type, including standards for the typical minimum dimensions of roadways (curb-to-curb distance), travel lanes, parking lanes, bicycle facilities, walk zones, amenity/planting zones, and exterior active spaces. The locations of these cross sections are identified on the Key Map (Figure 3-3). Intersection improvements are discussed later this chapter.

The enclosed street cross-sections describe typical proposed improvements. Because conditions such as turn lanes, medians, and existing property lines vary along different streets, the specific roadway design and required easements on a project frontage will need to be determined by the City during the development review process. An illustrative diagram depicting typical sidewalk standards is shown in Figure 3-4. City requirements for when street improvements and public access easements must be provided are identified in Chapter 5.

FIGURE 3-3 Street Section Key Map

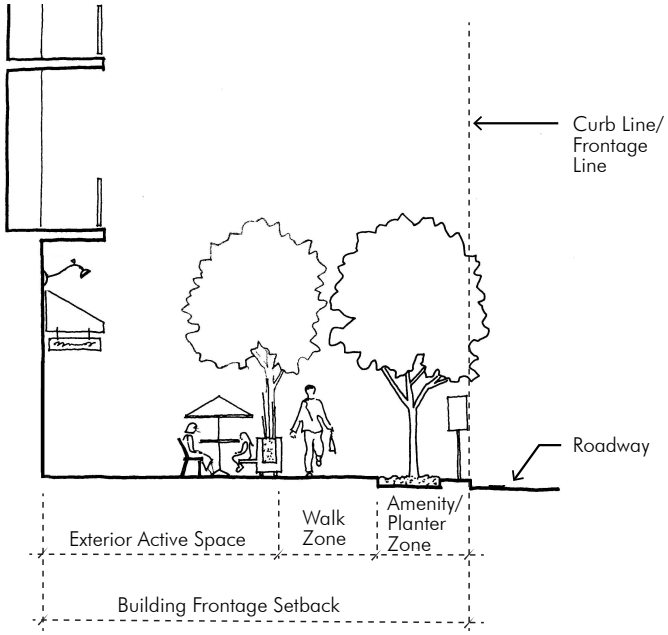


FIGURE 3-4 Sidewalk Diagram (Typical)

El Camino Real

El Camino Real improvements focus on enhanced pedestrian mobility, because the City jurisdiction for the roadway is limited to public improvements behind the curb line. Required dimensions for sidewalk and planting zone improvements are provided in Table 3-1. The Plan also envisions intersection improvements, beyond the existing curb line, at Showers Drive and San Antonio Road. The design and implementation of these improvements will require coordination with outside agencies and additional design guidelines in the El Camino Real Precise Plan.

Existing sidewalk with planter zone along El Camino Real.

TABLE 3-1 El Camino Real Standards (Typical)

SIDEWALK	
Building Frontage Setback	20 ft. min.
Walk Zone (Public)	10 ft. min.
Amenity/Planter Zone (Public)	6 ft. min.
Exterior Active Space	4 ft. min.
ROADWAY	
Bicycle Facilities	None
Parking	None

San Antonio Road

San Antonio Road improvements focus on balancing mobility, access, safety and comfort for pedestrians, vehicles, and bicycles, as shown in Figure 3-5. Overall improvements are contingent upon the expansion of the existing right-of-way to 130 feet, and some adjustments to existing curb lines. By increasing the available right-of-way, the right-of-way can accommodate:

- New Class II bicycle lanes painted green in each travel direction. This improvement will link the Plan Area to the existing Class II bicycle lane in Los Altos, and lead bicyclists to local roads providing access to the San Antonio Caltrain Station.
- Expanded public sidewalk, with new planting/amenity zones, to improve the pedestrian environment along this high-traffic roadway.

Typical street dimensions are provided in Table 3-2. Dedication of private property will be required to implement this 130 foot right-of-way, as discussed in more detail within Chapter 5. This frontage dedication will be required unless future study demonstrates changes within existing rights-of-way are feasible to provide proposed multimodal improvements and maintain vehicle access.

Landscaped median.

High-visibility ladder-type pedestrian crossings.

Class II bicycle lane with green paint.

TYPICAL NEW STREET SECTION

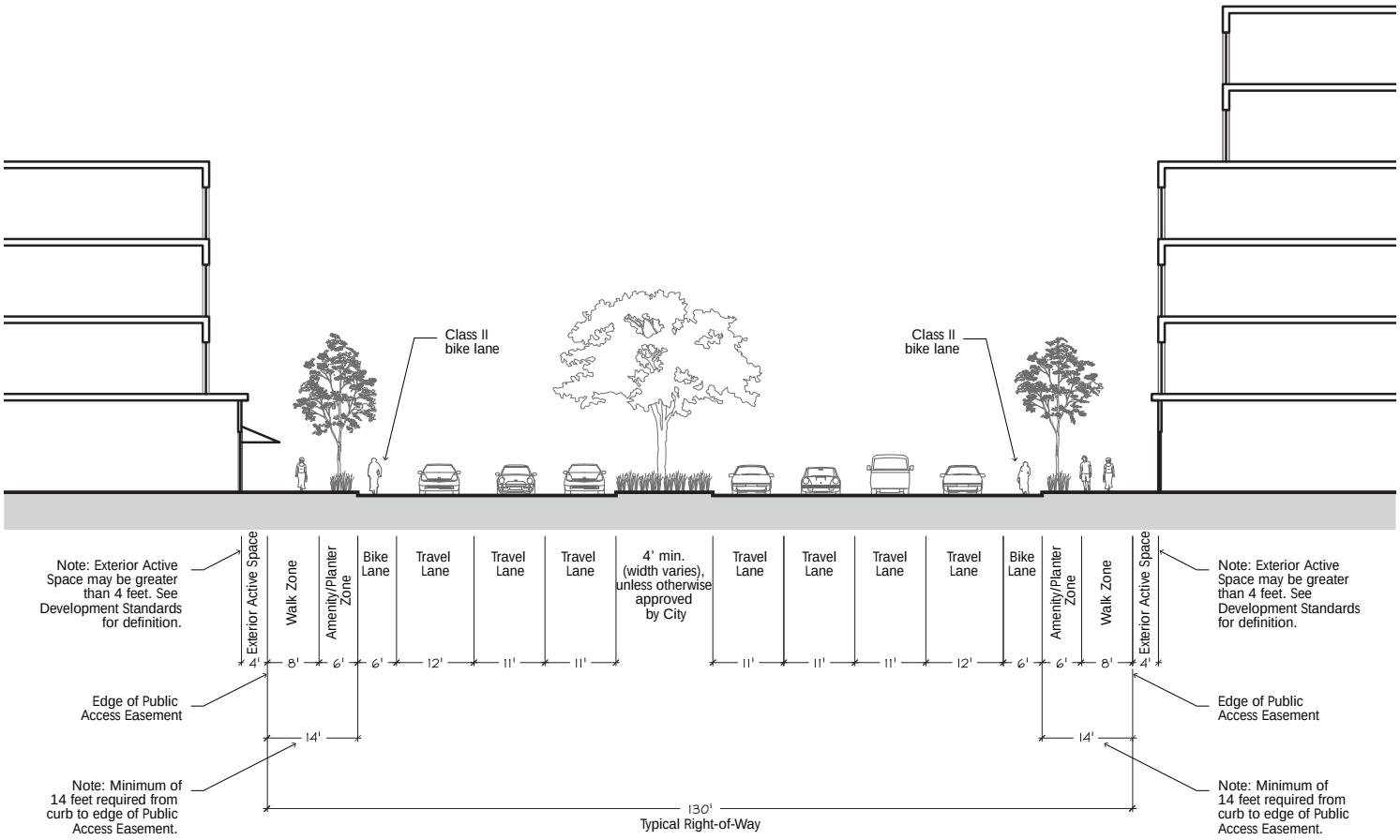


FIGURE 3-5 San Antonio Road Section (A-A)

TABLE 3-2 San Antonio Road Standards (Typical) — Requires Easement Dedication

SIDEWALK	
Building Frontage Setback	18 ft. minimum
Walk Zone (Public)	8 ft. minimum
Amenity/Planter Zone (Public)	6 ft. minimum
Exterior Active Space	4 ft. minimum
ROADWAY	
Bicycle Facilities	Class II: 6 ft. lane
Travel Lanes	Three travel lanes in each direction; right turn lane and center turn lane/median
Parking	None

California Street

California Street improvements focus on enhanced pedestrian and bicycle mobility within the Plan Area. In order to maintain wide sidewalks, add street tree canopy and improve the existing bicycle lane, the existing right-of-way will need to expand to 102 feet, as shown in Figure 3-6. Existing curbs would need to move back towards existing property lines. This expanded right-of-way would accommodate:

- Buffered Class II bicycle lanes in each travel direction. This improvement will link the Plan Area to an existing bicycle bridge to Palo Alto, and coordinate with improvements outside the Plan Area to access Downtown Mountain View.
- Expanded public sidewalk, with new planting/ amenity zones, to improve the pedestrian environment along this busy roadway.

Typical street dimensions are provided in Table 3-3. Dedication of private property will be required to implement this 102 foot right-of-way, as discussed in more detail within Chapter 5. This frontage dedication will be required unless future study demonstrates changes within existing rights-of-way are feasible to provide proposed multimodal improvements and maintain vehicle access.

Expanded public sidewalks with new planting strips, landscaped setbacks, and building entries.

Class II bike facility with white buffer stripes and physical barrier.

TYPICAL NEW STREET SECTION

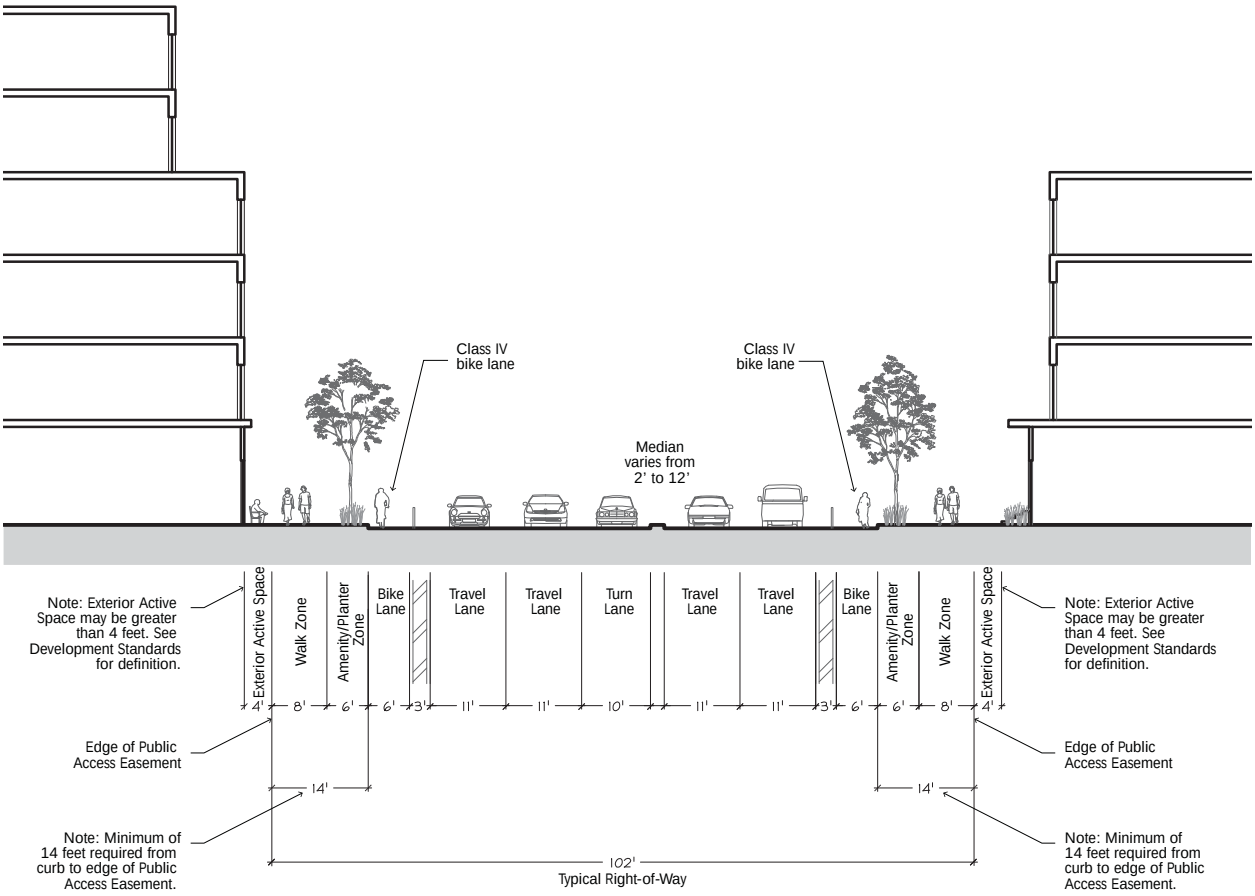


FIGURE 3-6 California Street Section (B-B)

TABLE 3-3 California Street Standards (Typical) — Requires Easement Dedication

SIDEWALK	
Building Frontage Setback	18 ft. minimum
Walk Zone (Public)	8 ft. minimum
Amenity/Planter Zone (Public)	6 ft. minimum
Exterior Active Space	4 ft. minimum
ROADWAY	
Bicycle Facilities	Class IV: 6 ft. lane and 3 ft. buffer
Travel Lanes	Two travel lanes in each direction Center turn lane/landscaped median
Parking	None

Showers Drive

Showers Drive improvements focus on balancing mobility and access for pedestrians, bicycles, and vehicles accessing major shopping destinations. There is additional focus on improving connections between San Antonio Center and surrounding areas. Overall improvements are contingent upon the expansion of the existing right-of-way to 100 feet, as shown in Figure 3-7. By increasing the available right-of-way, the road will be able to accommodate:

- Buffered Class II bicycle lanes in each travel direction. This improvement will provide a more comfortable north-south connection through the Plan Area and could link to future improvements, if implemented, along El Camino Real to provide southerly access to destinations in Los Altos.
- Expanded public sidewalks with new planting/amenity zones to improve the pedestrian environment. These improvements may also include new landscaped central medians to improve crossing conditions for pedestrian access to surrounding areas.

Typical street dimensions are provided in Table 3-4. Dedication of private property and coordination with the existing VTA bus station will be required to achieve this right-of-way. This frontage dedication will be required unless future study demonstrates changes within existing rights-of-way are feasible to provide proposed multimodal improvements and maintain vehicle access.

Mid-block pedestrian crossing with landscaped median, pedestrian refuge, and signage to alert drivers.

Class II bike facility with painted green lane and white buffer stripes.

TYPICAL NEW STREET SECTION

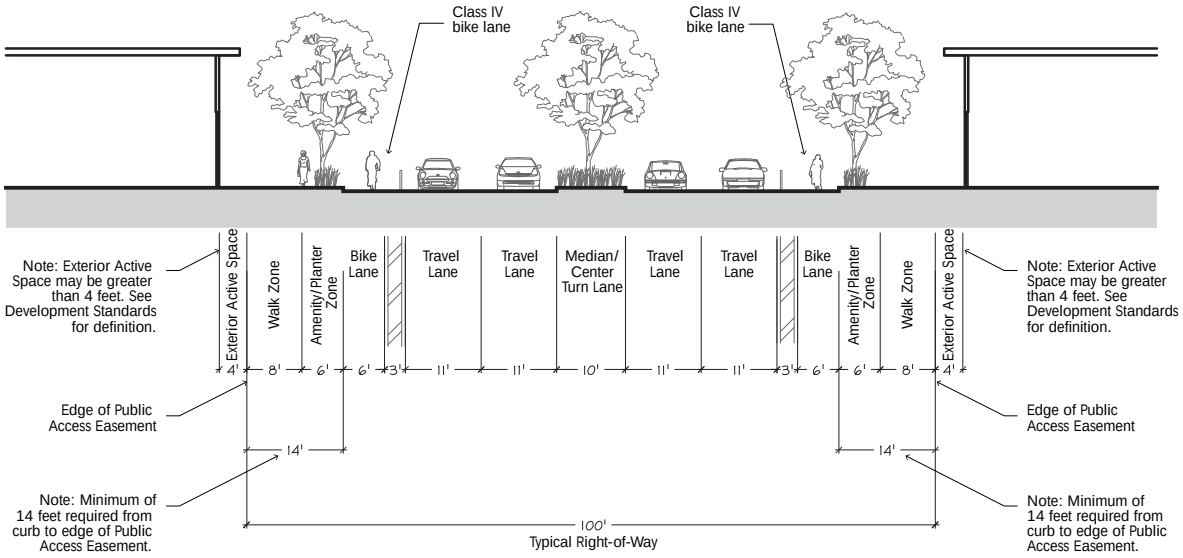


FIGURE 3-7 Showers Drive Section (C-C)

TABLE 3-4 Showers Drive Standards (Typical) — Requires Easement Dedication

SIDEWALK	
Building Frontage Setback	18 ft. minimum
Walk Zone (Public)	8 ft. minimum
Amenity/Planter Zone (Public)	6 ft. minimum
Exterior Active Space	4 ft. minimum
ROADWAY	
Bicycle Facilities	Class IV: 6 ft. lane and 3 ft. buffer
Travel Lanes	Two travel lanes in each direction Center turn lane/landscaped median
Parking	None

Neighborhood Streets

For all neighborhood streets (see Figure 3-1), the typical curb-to-curb distance will remain 38 to 50 feet with 11- to 12-foot travel lanes, depending on whether bike lanes are provided, and 8-foot parking lanes. Additionally, a minimum 6-foot wide sidewalk with 4-foot landscape buffer must be provided on each side of the street, as shown in Figure 3-8. Wider walk zones are encouraged within street setback areas along new development frontages. Public bicycle improvements will vary from street to street, depending on their location within the overall bicycle network described in Chapter 2, and could include:

- A 6-foot wide Class II bike lane should be placed between the parking lane and travel lane in each direction, if the right-of-way allows.
- Shared roadways with sharrows for bike travel, if right-of-way does not allow a bike lane.

Typical street dimensions are provided in Table 3-5. Intersection improvements may also be required where neighborhood streets intersect major public streets within the Plan Area.

New sidewalks and crosswalks.

Street trees and planting between walk zone and parking lanes.

TYPICAL NEW STREET SECTION

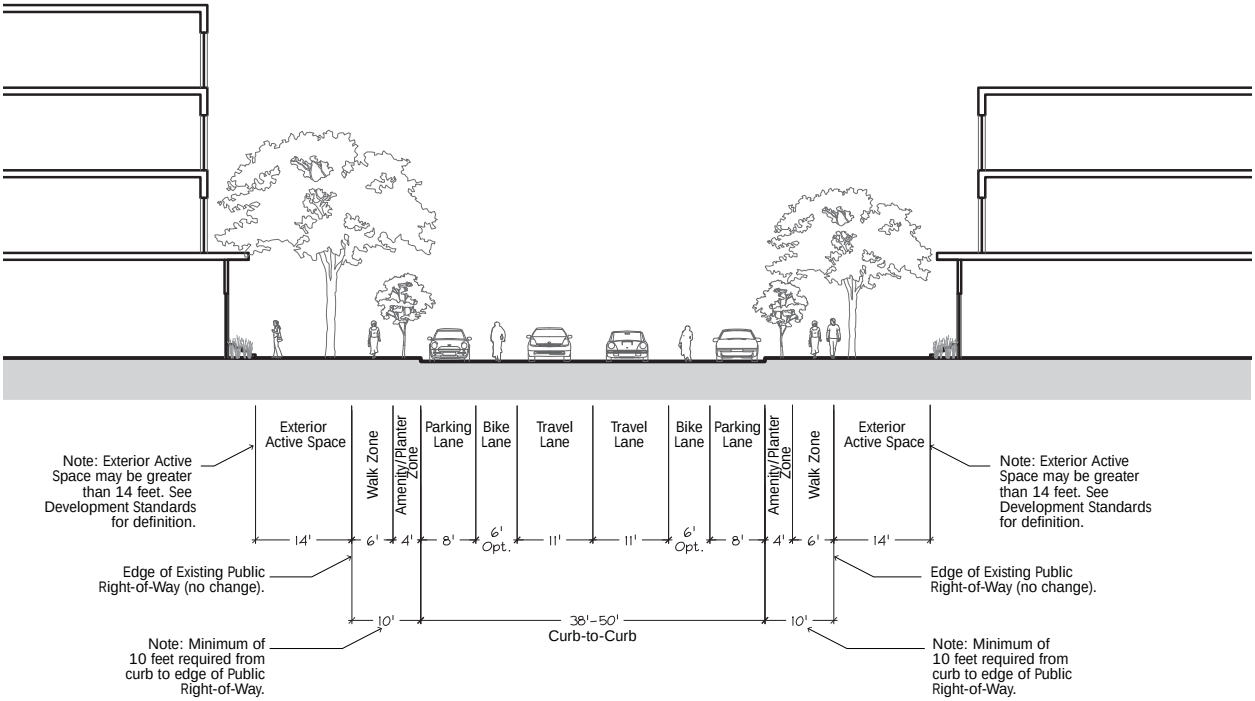


FIGURE 3-8 Typical Neighborhood Street Section (D-D)

TABLE 3-5 Neighborhood Street Standards (Typical) — No Change to Right-of-Way Width

SIDEWALK	
Building Frontage Setback	24 ft. minimum
Walk Zone (Public)	6 ft. minimum
Amenity/Planter Zone (Public)	4 ft. minimum
Exterior Active Space	14 ft. minimum
ROADWAY	
Bicycle Facilities	(Optional) Class II: 6 ft. lane
Travel Lanes	One 11-ft. travel lane in each direction; One 12-ft. travel lane in each direction if no adjacent bike lane.
Parking	One 8-ft. parallel lane in each direction

Hetch Hetchy Greenway

The Plan Area will have two new major greenways in San Antonio Center, as shown in Figure 3-1. Greenway improvements are focused on improving pedestrian and bicycle mobility in the Center and coordinating primary pedestrian pathways with new open space amenities. These greenways will form a new publicly-accessible roadway spine within the Center to facilitate the movement of pedestrians, bicycles and vehicles through the area. Each greenway will be designed as follows.

The Hetch Hetchy Greenway will align with the Hetch Hetchy right-of-way. Part of the Hetch Hetchy right-of-way is already used as a greenway open space on the western edge of the Center. This landscaped open space improvement will be extended east to Showers Drive. Roadway improvements on each side of the Hetch Hetchy right-of-way will include a tree landscaped buffer area, a shared bike and travel lane, an 8-foot parking lane and ample sidewalks on both sides of the street as shown in Figure 3-9. Typical street dimensions are provided in Table 3-6.

Within San Antonio Center, the roadway design shall use special grading, bicycle markings and/or materials to moderate travel speeds, clearly identify bicycle improvements in the shared roadway and safely accommodate all travel modes. This street will be privately maintained and publicly accessible. Outside San Antonio Center, the greenway transitions into an attractive landscaped bicycle and pedestrian connection along the Hetch Hetchy right-of-way..

Greenway with street trees and pedestrian path.

Shared Streets.

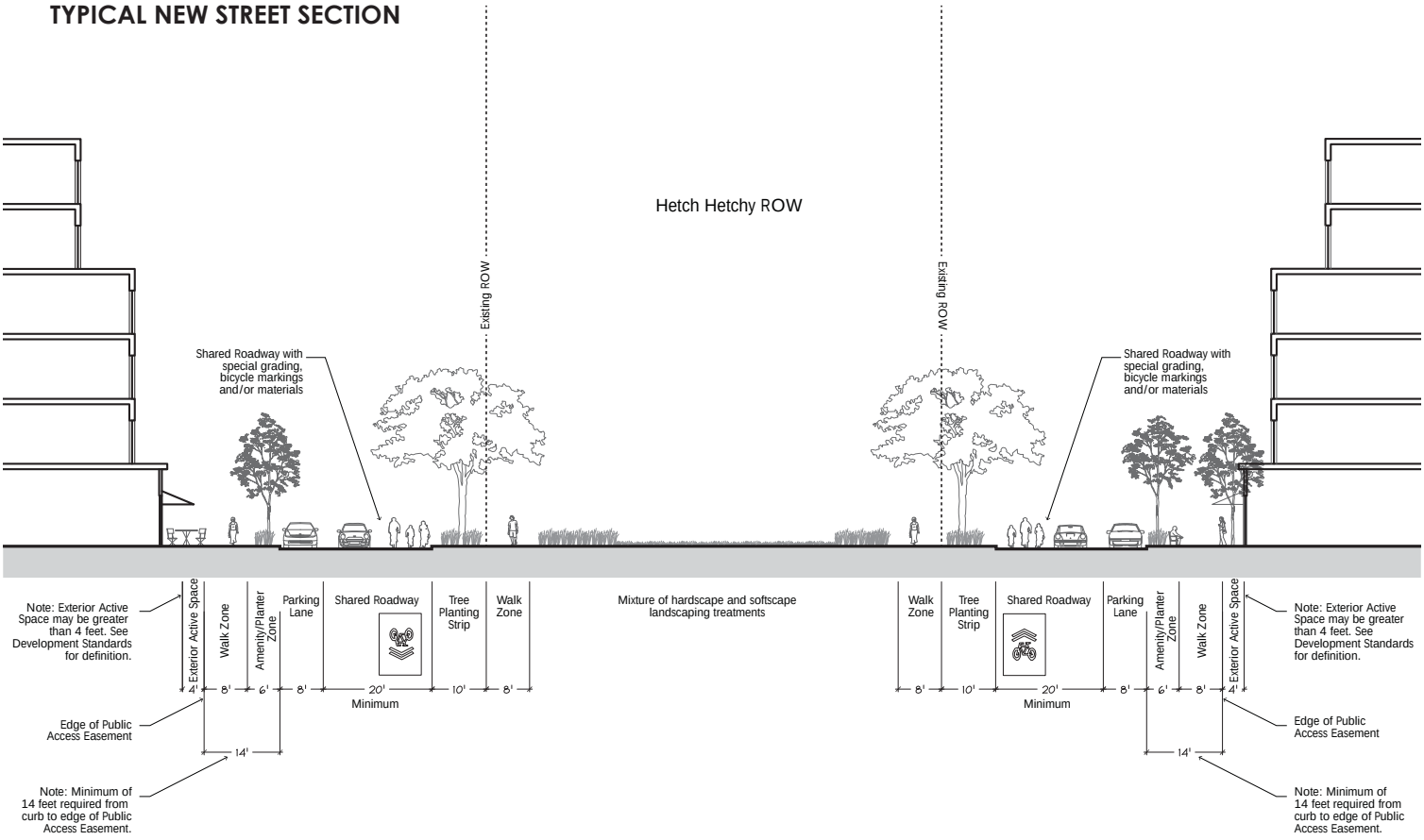


FIGURE 3-9 Hetch Hetchy Greenway Section (E-E)

TABLE 3-6 Hetch Hetchy Greenway Standards (Typical) — Requires Easement Dedication

SIDEWALK	
Building Frontage Setback	18 ft. minimum
Walk Zone (Public)	8 ft. minimum
Amenity/Planter Zone (Public)	6 ft. minimum
Exterior Active Space	4 ft. minimum
ROADWAY	
Bicycle Facilities	Class III: Shared Lane Markings
Travel Lanes	One-way 20-ft. shared travel lane in each direction
Parking	One 8-ft. parallel lane in each direction

Pacchetti Greenway

The Pacchetti Greenway will extend into San Antonio Center, starting at the California Street intersection with Pacchetti Way, as shown in Figure 3-10. The open space will be located adjacent to the eastern parcels in San Antonio Center and could provide active space for businesses along this frontage. Improvements will include a buffered Class II bicycle lane, or comparable improvement, and travel lane in each direction. Ample sidewalks and 8-foot parking lanes complete the greenway improvement on both sides of the street. The eastern sidewalk is envisioned to be located between the open space and future buildings, rather than between the roadway and the open space. Typical street dimensions are provided in Table 3-7. This street will be privately maintained and publicly accessible.

Greenway between storefronts and street.

Clearly designated zones for walking and active space.

TYPICAL NEW STREET SECTION

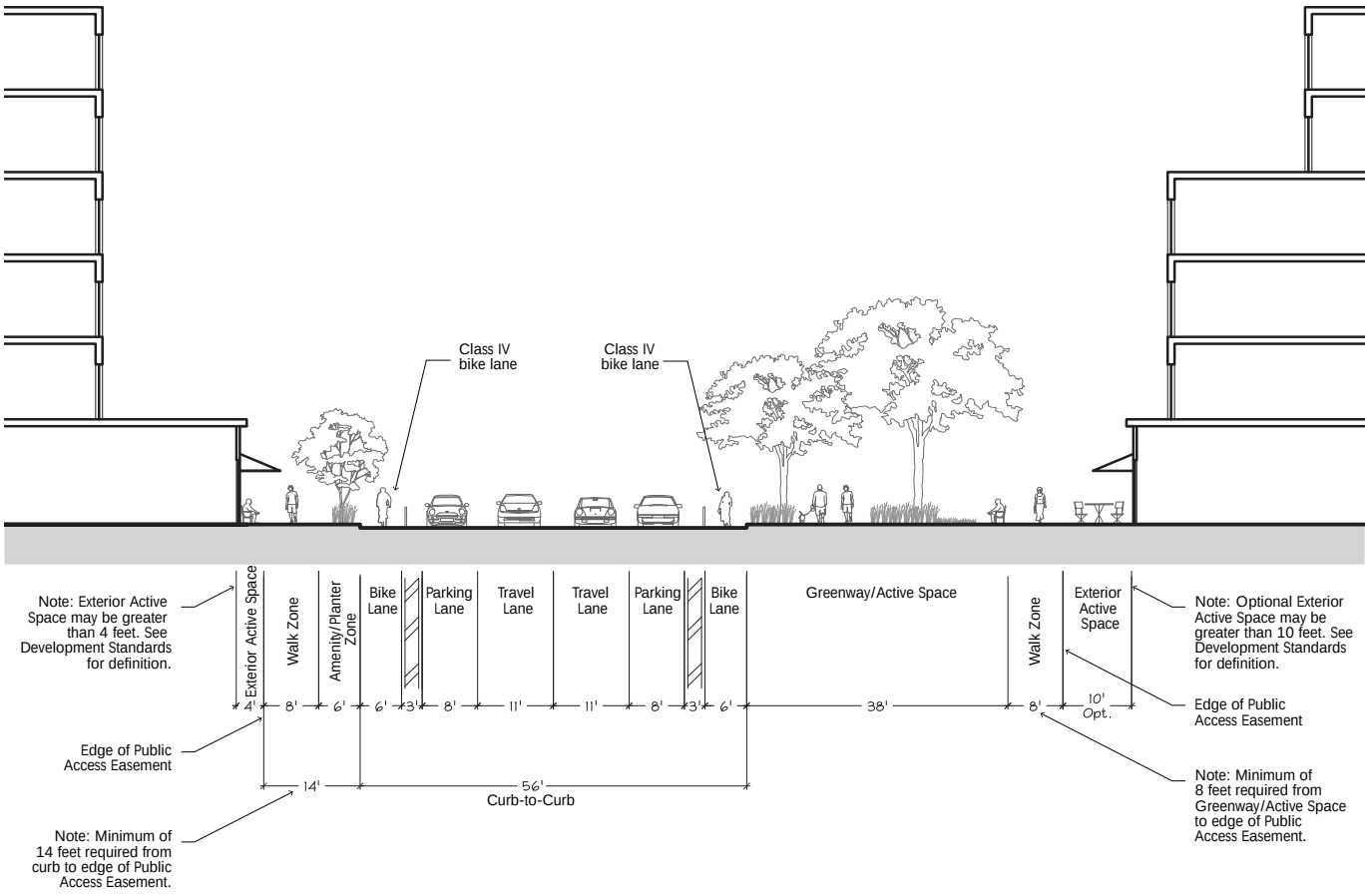


FIGURE 3-10 Pacchetti Greenway Section (F-F)

TABLE 3-7 Pacchetti Greenway Standards (Typical) — Requires Easement Dedication

SIDEWALK	
Non-Greenway Frontage Setback	18 ft. minimum
Walk Zone (Public)	8 ft. minimum
Amenity/Planter Zone (Public)	6 ft. minimum
Exterior Active Space	4 ft. minimum
Greenway Frontage Setback	8 – 18 ft.
Walk Zone (Public)	8 ft. minimum
Amenity/Planter Zone (Public)	0 – 6 ft.
Exterior Active Space	No minimum
ROADWAY	
Bicycle Facilities	Class IV: 6 ft. lane and 3 ft. buffer
Travel Lanes	One 11-ft. travel lane in each direction
Parking	One 8-ft. parallel lane in each direction

Main Internal Streets

The typical curb-to-curb distance for main internal streets, as shown in Figure 3-11, will be 42 feet with 8 foot parking lanes and 11 to 13-foot travel lanes. The wider lanes may be needed where shared bicycle and vehicle lanes are required. A minimum 6-foot sidewalk with 4-foot planting/amenity buffer must be provided on each side of the street, as shown in Figure 3-11. Additional building setback for more sidewalk landscaping is encouraged. However, where active space is required (see Figure 3-1), buildings must be set back far enough to provide required sidewalk zone improvements and additional area for landscaping and/or other active use space.

Typical street dimensions are provided in Table 3-8. Incremental improvements may be limited to bicycle improvements within the existing roadways and pedestrian improvements on both sides of these streets. Major redevelopment would be expected to build out the full street design. These streets will be privately maintained and publicly accessible.

Main Internal Street.

Flexible Connections.

TYPICAL NEW STREET SECTION

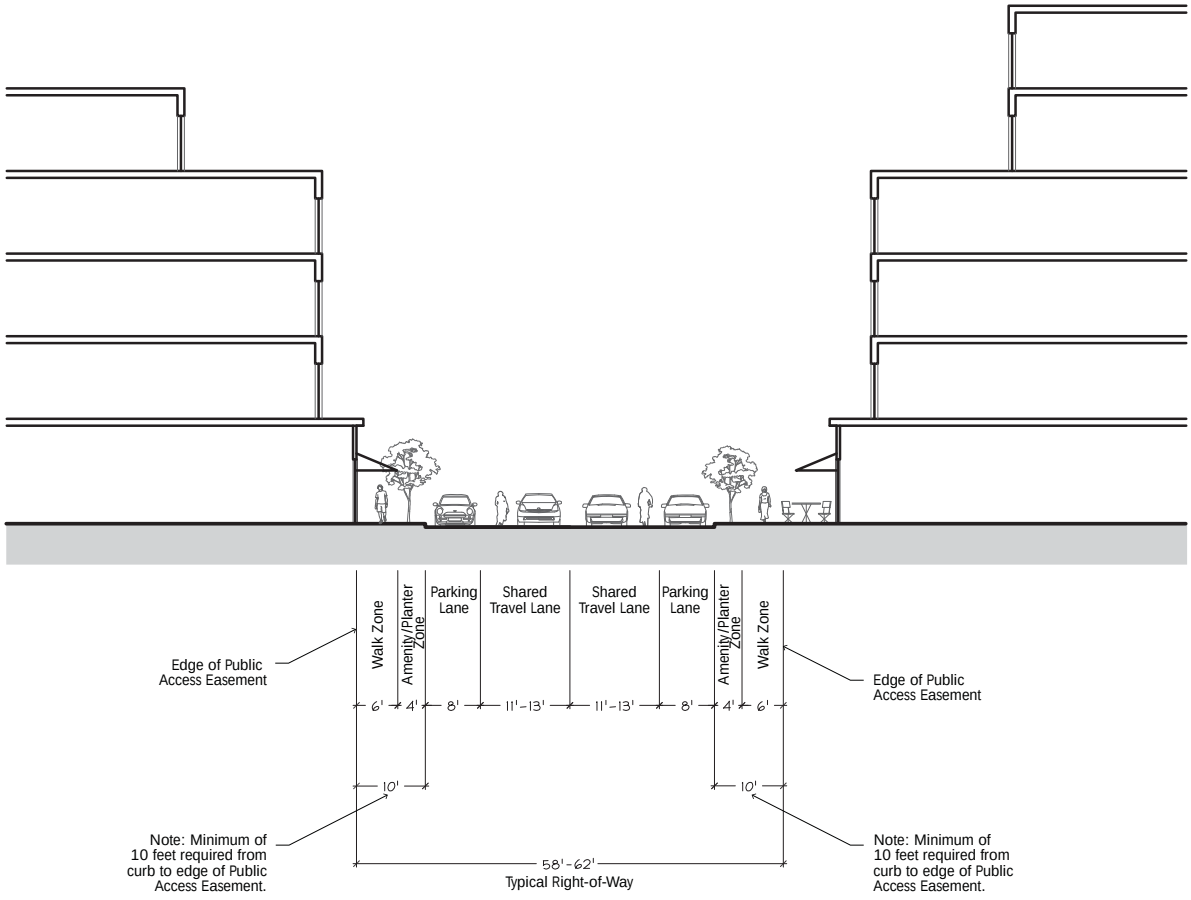


FIGURE 3-11 Typical Main Internal Street Section (G-G)

TABLE 3-8 Main Internal Street Standards (Typical) — Requires Easement Dedication

SIDEWALK	
Building Frontage Setback	10 ft. minimum
Walk Zone (Public)	6 ft. minimum
Amenity/Planter Zone (Public)	4 ft. minimum
Exterior Active Space	No minimum
ROADWAY	
Bicycle Facilities	Class III: Shared Lane Markings
Travel Lanes	One 11- to13-ft. travel lane in each direction
Parking	One 8-ft. parallel lane in each direction

Flexible Connections

Flexible connections may allow for vehicle traffic or provide pedestrian- and bicycle-only connections. For connections allowing vehicle access, a typical minimum curb-to-curb width of 20 feet is required. Pedestrian access shall be provided along these connections, with a minimum 6-foot sidewalk and 4-foot landscape buffer. Additional setback area may be required depending on the building heights on either side of the connection, and, if required, should be added to the pedestrian zone. Eight-foot parallel parking lanes are optional, as shown in Figure 3-12. For flexible connections without vehicular access, the improvement must typically include an 8- to 20-foot throughway for pedestrians and/or bicyclists with 4- to 8-foot amenity/planter zones on each side of the throughway. Improvement widths will vary based on the role of the connection, including whether bicycle travel is allowed. These streets will be privately maintained and publicly accessible.

Typical improvement dimensions for flexible connections with vehicular access are provided in Table 3-9.

Flexible Connections for pedestrians only.

Flexible Connection for all modes.

TYPICAL NEW STREET SECTION

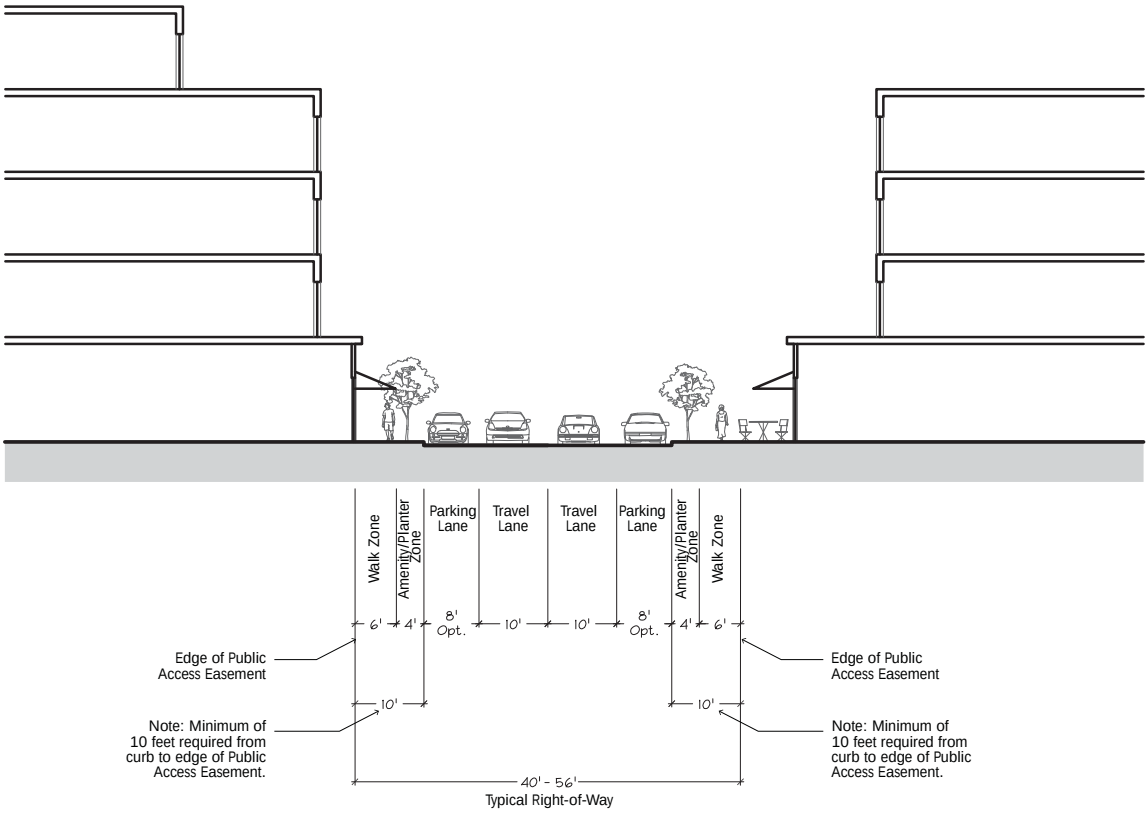


FIGURE 3-12 Typical Flexible Connection with Vehicle Access Section (H-H)

TABLE 3-9 Flexible Connection with Vehicle Access Standards (Typical) — Requires Easement Dedication

SIDEWALK	
Building Frontage Setback	10 ft. minimum
Walk Zone (Public)	6 ft. minimum
Amenity/Planter Zone (Public)	4 ft. minimum
Exterior Active Space	No minimum
ROADWAY	
Bicycle Facilities	No minimum improvement required
Travel Lanes	One 10-ft. travel lane in each direction
Parking	(Optional) One or two 8-ft. parallel lanes

C. INTERSECTION DESIGN STANDARDS

The following sections provide intersection design standards and guidance for Plan Area improvements. This information includes typical standards, which may apply in different ways at intersections throughout the Plan Area. Conceptual opportunities for pedestrian and bicycle crossing improvements at key locations in the Plan Area are identified in this section. The detailed design of each intersection will require further analysis and coordination with the City during a project's development review process, as discussed in greater detail in Chapter 5 (see Implementation Strategy and Public Access & Utility Easements sections).

Key Intersection Improvements

The following section identifies opportunities to improve pedestrian and bicycle crossings at key locations in the Plan Area. This information builds on typical improvement standards identified in this chapter, and focuses on opportunities that should be considered in the design of specific intersections during City review of off-site improvements required as part of future development applications

- **California Street and Pacchetti Way.** This intersection provides a key pedestrian and bicycle linkage between the Center and the San Antonio Caltrain Station. Improvements should focus on corner and median improvements to shorten crossing distances, and special intersection markings for bicycles. They should be coordinated with analysis of improvements to Pacchetti Way, north of California Street, focused on traffic calming as a means to improve the pedestrian and bicycle environment and limit cut-through traffic.
- **California Street and Showers Drive.** This location provides another key linkage to the San Antonio Caltrain Station and is at the intersection of two primary bicycle facilities. Improvements should focus on special corner and crossing improvements to increase pedestrian visibility, shorten crossing distances and potentially remove or alter the existing right hand "slip lanes" to improve bicycle and pedestrian conditions.
- **Showers Drive and Hetch Hetchy Greenway**. This improvement would create a new controlled crossing of Showers Drive, and promote pedestrian and bicycle circulation between different parts of the Plan Area. The intersection will require detailed design and feasibility analysis to determine the best location for the crossing, the configuration of vehicle and bicycle lanes on Showers Drive and adjacent private properties, and coordination with the traffic signal at Showers Drive and California Street. Conceptually, this intersection could include a two-stage crossing immediately to the south of the Hetch Hetchy greenway.
- **Showers Drive and Latham Street.** This improvement would build on the existing high-visibility crosswalk of Showers Drive, on the south side of Latham Street, to improve connectivity between the Mixed Use Center core and the adjacent neighborhood. Improvements should focus on integration of buffered bicycle lane improvements on Showers Drive with the VTA bus transfer station, including bicycle turning movements from Showers Drive onto Latham Street, and curb and median improvements to the pedestrian crossing condition.
- **San Antonio Road and Hetch Hetchy Greenway.** This improvement would create a new controlled crossing of San Antonio Road, and promote pedestrian and bicycle circulation between different parts of the Plan Area. The intersection will require detailed design and feasibility analysis to determine the best location for the crossing, the configuration of vehicle and bicycle lanes on San Antonio Road and adjacent private properties, and coordination with the traffic signal at San Antonio Road and Fayette Drive. If this new crossing is not feasible, the bicycle and pedestrian network should focus on access and crossing improvements associated with the existing San Antonio Road and Fayette Drive intersection.
- **San Antonio Road and California Street.** This intersection directs vehicle access to the Plan Area and provides an important connection for the east-west bicycle circulation. In addition to typical pedestrian access improvements, the intersection design should focus on managing vehicle operations and opportunities to provide improved intersection striping for bicycles.

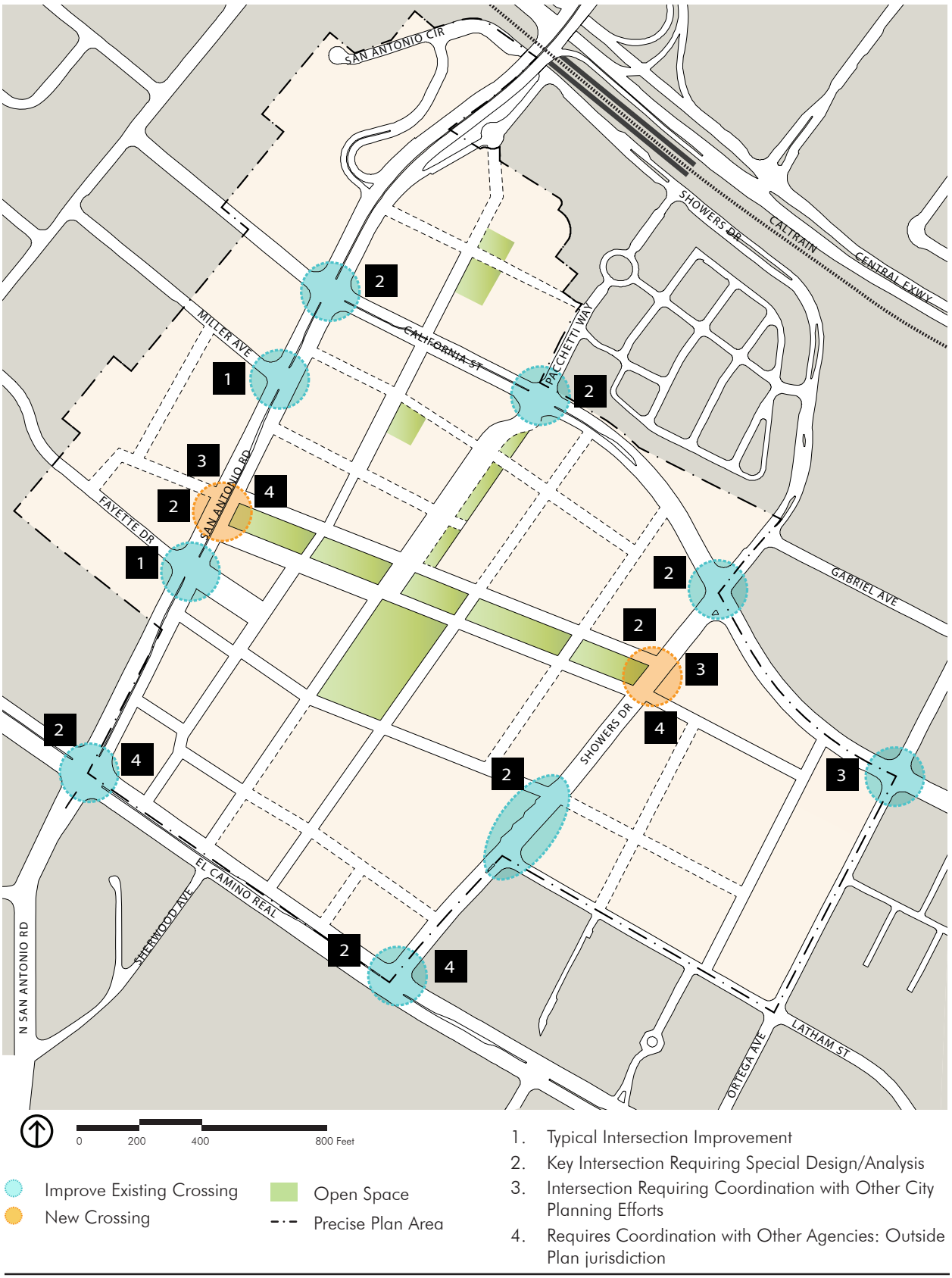


FIGURE 3-13 Key Intersections

Typical Improvement Standards

The typical pedestrian and bicycle improvement targets and standards shown in Table 3-10 address Plan policies to improve the pedestrian and bicycle environment at intersections and other crossing locations. The standards may be applied differently to public street intersections versus connections on private property, and are tools to implement key intersection design objectives identified in Section C.

The City will use best practices and design standards and guidelines from sources such as Caltrans, the Manual on Uniform Traffic Control Devices (MUTCD), the National Association of City Transportation Officials (NACTO), and VTA to determine the best typical improvements to implement at different intersections of the Plan Area.

TABLE 3-10 Pedestrian and Bicycle Improvement Standards

FOCUS AREA	TARGET OF IMPROVEMENT	TYPICAL IMPROVEMENTS
Pedestrian	Reduce the amount of time pedestrians are exposed to traffic. Shorten crossing distances or provide median improvements to shorten exposed time by stages.	Curb bulbouts
		Median refuge islands/median improvements
		"Pork chop" corner refuge islands
		Multi-stage crossings
Pedestrian	Reduce the number of conflicts between pedestrians and vehicles by separating people from cars or "channelizing" movements.	Separate vehicles from pedestrians using barriers
		Eliminate crosswalks from particularly hazardous conflict points
		Implement signal phasing to limit or restrict vehicle movements that conflict with pedestrian movements (e.g., scramble phase)
Pedestrian	Provide additional independence to travel for the disabled.	Curb ramps and minimum sidewalk dimensions (e.g. Close gap on Showers Drive north of California Street)
		Audible signals
		Tactile feedback pedestrian pushbuttons and pavement texture
		Pedestrian countdown signal heads
		Sufficient time to cross entire crossing width for slower pedestrians (Note: Required by Caltrans.)

TABLE 3-10 Pedestrian and Bicycle Improvement Standards *(Cont.)*

FOCUS AREA	TARGET OF IMPROVEMENT	TYPICAL IMPROVEMENTS
Pedestrian/ Bicycle	Reduce the speed at which vehicles travel through intersections.	Reduce curb return radii
		Eliminate or reconfigure high speed channelized right turns ("slip lanes")
		Implement traffic calming measures
Pedestrian/Bicycle	Improve visibility approaching and within intersections.	Appropriate sight distance triangles
		Curb bulbouts
		Intersection safety lighting
		Proper street tree pruning
		Devices that force people to look in the direction of conflicts (e.g., Z Xing)
		Special signage with lighting such as high frequency flashers, or in-road flashers
Pedestrian/Bicycle	Provide information for decision-making by all travelers.	Advanced lane configuration signs
		Advanced warning signs of all types
		Pedestrian countdown signal heads
		Wayfinding and parking guidance systems
		Real time transit arrival signs
Bicycle	Provide enhanced options for bicycle facilities.	Buffered bike lanes for inexperienced or slower riders
		Bike lane painting with new green bike lane treatment to improve visibility
		Caltrans MUTCD approved "Shared Lane Marking" for locations where dedicated Type I or Type II facilities are not feasible
		Bicycle Detector Pavement Markings at all locations of new dedicated bicycle facilities and bicycle priority routes
		If bicycle detection is difficult to implement, install bike push buttons to assist with the activation of intersection signals, especially during low volume vehicular periods
		Intersection pavement striping for bicycles traversing large intersections or where conflicting movements may cause a hazard for bicycles
		On bicycle priority routes implement bicycle timing options at signalized intersections, specifically bicycle green time extension (Note: Required by Caltrans.)
		Signage so users new to the area can follow safe routes

Public pedestrian connection.

Landscaped median and crosswalk.

D. STREET DESIGN GUIDELINES

The following street design guidelines work hand in hand with the design standards in this chapter to implement Plan objectives for a high-quality pedestrian and bicycle environment while accommodating vehicle access needs. They provide additional direction for the envisioned character of streets and pathways in the Plan Area, and may be implemented differently along public streets versus private property. They are categorized into the following categories: Pedestrian, Bicycle, Transit, Landscaping and Amenities, and Green Streets.

Pedestrian

- **Walk Zones.** Required walk zones should remain completely clear of obstructions and encroachments on pedestrian access and meet all applicable ADA regulations. The walk zone may take up a portion of the required frontage setback area to meet Plan standards.
- **Driveways and access.** The number of driveways and vehicle access points should be minimized onto public streets and primary pedestrian routes to improve safety and traffic flow.
- **Public access easements.** Public access easements on private property are encouraged (when not required) to expand sidewalks and usable pedestrian areas.
- **Medians.** Existing raised medians should be retained, if feasible, and improved with landscaping and street lighting. New landscaped medians are strongly encouraged where rights-of-way permit.
- **Curb bulbouts.** Curb bulbouts should be installed where feasible to increase pedestrian visibility and shorten crossing distances, and closely coordinated with adjacent bicycle facility design. Bulbouts should be prioritized along primary pedestrian routes and neighborhood streets, and are preferred over channelizing islands.
- **Median crosswalk features.** Medians with crosswalks through them should provide a minimum width of six feet in the direction of pedestrian travel.
- **School routes.** Signing and pavement markings for Plan Area crossings that are part of designated school routes should be distinguished from typical crossings with signage and pavements markings. MUTCD standards also apply.

- **Special crosswalk improvements.** Crosswalks should employ special colors, markings and/or materials. Limit lines should be set back from the crosswalks to provide buffer from pedestrian crossings and accommodate special bicycle intersection improvements. In special locations on private property, this may include raised intersections or pedestrian crossings.
- **Curb radii.** Curb return radii should be as small as possible while considering bus and truck turning movements.

Bicycle

- **Bicycle-sensitive detectors**. At signalized public street crossings, there should be bicycle-sensitive detectors or accessible push-buttons to allow signals to detect bicycle traffic.
- **Special bicycle intersection markings.** Bicycle crossings should be separate from pedestrian crossings. Intersection designs should consider special improvements such as dotted line lane extensions, shared lane markings, colorized conflict areas and other markings to clarify bicycle crossing paths and limit conflicts.
- **Colorized pavement.** Green colorized pavement should be used for bicycle facilities on San Antonio Road and in San Antonio Center. Colorized pavement may be considered elsewhere in the Plan's bicycle circulation network where appropriate to emphasize bicycle pathways, particularly in high conflict areas.
- **Onsite shared bicycle/vehicle routes.** Shared bicycle and vehicle streets should include colorized in-street bicycle stencils, special materials and other techniques to slow vehicle traffic and integrate pedestrian, bicycle and vehicle improvements.
- **Buffered bicycle lanes.** Buffered bicycle lanes should include raised medians, grade changes or other barriers to provide physical separation of the bicycle lane and the travel lane, between intersections.

Transit

- **Transit integration.** Pedestrian and bicycle improvements should be integrated with transit facilities and be ADA compliant. Special design focus may be necessary to coordinate improvements at major bus stations.

Colorized pavement may be considered at the discretion of the City.

Striping of lanes, raised dividers, and painted buffers can help make bicycle lanes more visible.

Distinctive materials can provide separation between the bicycle lane and the travel lange.

Landscaped planter zone between walk zone and bus/travel lanes, and ADA ramps at crossings.

Curb bulb-outs with street trees and furniture.

Stormwater run-off treatment.

- **Bus turnouts.** The VTA will determine the design of bus stops in the Plan Area. However, bus turnouts are strongly discouraged.
- **Private shuttles.** The location of private shuttle stops should not interfere with public bus service or pedestrian, bicycle and vehicle circulation and improvements.

Landscaping and Amenities

- **Planting/Amenity Zones.** Planting/amenity zones should provide landscape buffer to streets; include periodic gaps for access between on-street bicycle facilities or parking and walk zones; and provide space for street furniture such as benches, bicycle parking, and trash receptacles.
- **Frontage/Setback Zones.** These areas may be appropriate for outdoor display, seating, stoops, porches, accent landscaping, trees to screen different uses and other features to improve the pedestrian environment and provide scaled improvements to private, onsite development.
- **Street trees.** Street trees should be planted at frequent intervals along each new or existing street in the Plan Area, typically 20 to 40 feet on center (trees on public streets should be planted closer together to allow for more streets). The separation between each tree planting may vary based on species and location. Onsite/building setback area tree plantings are encouraged to form a double row of trees, where feasible.
- **On-street parking.** New on-site streets should prioritize short-term and ADA-accessible parking, where on-street spaces are provided near retail or other active frontages.

Green Streets

- **Stormwater run-off treatment.** "Green street" concepts should be integrated into street designs to minimize the impacts of pollution runoff. Green streets typically include biotreatment areas to drain runoff from curb flowlines, but other systems, such as modular wetland systems, may also achieve this objective.
- **Trash capture.** Green street concepts should also consider options to include full or partial trash capture controls, where feasible, to reduce trash discharging into creeks during storm events.

4 DEVELOPMENT STANDARDS & GUIDELINES

This chapter describes standards and guidelines for new development to achieve the Plan's guiding principles in Chapter 1 and design policies in Chapter 2. These standards and guidelines support the development of an area that includes a new network of walkable blocks with active, pedestrian-oriented building frontages along existing and new streets. Figure 4-1 identifies the key elements of the Plan, including the development standards and guidelines in this Plan.

The Chapter is organized into the following sections:

A. Land Use Standards

B. Subarea Intensity and Height Standards

- Mixed Use Center Subarea
- Mixed Use Corridor Subarea
- Use Restricted Areas

C. Frontage and Setback Standards

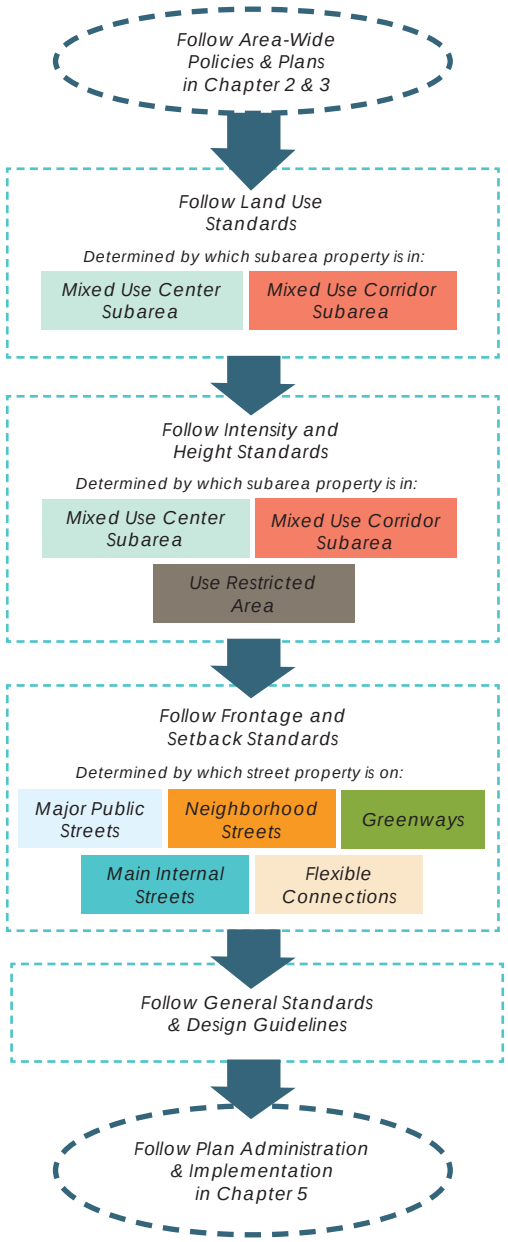
D. General Standards and Exceptions

E. General Design Guidelines

This chapter includes area-wide standards and guidelines as well as subarea-specific direction. Standards are requirements for new development in all cases, except where exceptions are defined in this chapter or through the Master Plan process. Guidelines establish additional design requirements that should be followed whenever feasible, but have greater flexibility in how they are applied. If there are any conflicts between development criteria, the development standards shall be used.

The subareas emphasize pedestrian-oriented development. However, each subarea differs in its building scale and urban form, and, in some cases, permitted land use. These differences will allow for each area to emphasize different aspects of the Plan's guiding principles and exhibit unique character.

FIGURE 4-1 How to Use the Precise Plan



A. LAND USE STANDARDS

The following section provides specific land use regulations for the Mixed Use Center and the Mixed Use Corridor subareas. In general, if a use is not listed as permitted or provisionally permitted in Table 4-1, it is considered prohibited. Additional land use requirements, including prohibited uses, are identified after Table 4-1. Related standards and guidelines for locations where active spaces are required are described later in this section.

General Land Uses

The following land uses are allowed in the Precise Plan Area. Definitions of uses can be found in the City of Mountain View's Zoning Ordinance (Chapter 36).

- **Permitted Uses** (P) do not require discretionary review permits if a project complies with other provisions of this Plan and applicable City codes.
- **Provisional Uses** (PUP) require approval of a provisional use permit as defined by the City's Zoning Ordinance.

TABLE 4-1 Allowed Land Uses

LAND USE	PERMIT REQUIREMENT BY SUBAREA AND FRONTAGE TYPE		
	Mixed Use Center	Mixed Use Corridor	Ground-Floor Active Space*
MANUFACTURING AND PROCESSING			
Recycling — Reverse Vending Machines & Small Facilities	PUP	PUP	
RECREATION, EDUCATION, PUBLIC ASSEMBLY			
Child Day-Care Facilities	PUP	PUP	
Churches		PUP	PUP
Community Centers	PUP	PUP	
Indoor Recreation and Fitness Centers	PUP[1]	P	PUP/P
Libraries and Museums	PUP	PUP	PUP
Membership Organization Facilities & Meeting Halls		PUP	PUP
Outdoor Commercial Recreation	PUP	PUP	PUP
Pool and Billiard Rooms	PUP	PUP	PUP
Schools (Public and Private)	PUP	PUP	PUP
Schools (specialized education and training)	PUP	PUP	PUP
Studios (Dance, Art, Music, Photography, Martial Arts, etc.)	P	P	P
Theaters	PUP	PUP	PUP

* *Allowed land uses where ground-floor "Active Space" is required, per Figure 4-2.*
1 . Indoor recreation and fitness centers accessory to the primary use (residential, hotel, etc.) are permitted.

TABLE 4-1 Allowed Land Uses *(cont.)*

LAND USE	PERMIT REQUIREMENT BY SUBAREA AND FRONTAGE TYPE		
	Mixed Use Center	Mixed Use Corridor	Ground-Floor Active Space*
RESIDENTIAL			
Efficiency Studios	P	PUP	PUP
Live/Work Housing	PUP	P	PUP
Multiple-Family Housing(rental and ownership)	P	P	PUP[2]
Mixed-Use Commercial/Housing	P	P	P
Residential Accessory Uses and Structures	P	P	PUP
Rooftop amenities above 3rd Floor	PUP	PUP	
Rowhouses and Townhouses		PUP	
Senior Care Facility	PUP	PUP	PUP[2]
Supportive and Transitional Housing	P	P	PUP[2]
RETAIL TRADE			
Accessory Retail Uses	P	P	P
Bars and Drinking Places	PUP	PUP	PUP
Building Material Stores[3]	PUP	PUP	PUP
Certified Farmer's Markets	P[4]	PUP	
Furniture, Furnishings, and Home Equipment Stores	P	P	P
Grocery Stores	P	P	P
Liquor Stores	PUP	P	PUP/P
Outdoor Merchandise and Activities[5]	PUP	PUP	PUP
Restaurants Serving Liquor (w/ entertainment)	PUP	PUP	PUP
Restaurants Serving Liquor (w/out entertainment)	P	P	P
Restaurants (with or without beer and wine)	P	P	P
Retail Food Establishment	P	P	P
Retail Stores, General Merchandise	P	P	P
Shopping Centers	P	PUP	P/PUP

** Allowed land uses where ground-floor "Active Space" is required, per Figure 4-2.*
2. Limited ground-floor office and residential uses may be considered in portions of required "active space" frontages, when permitted uses are not feasible.
3. This excludes prohibited large-scale, warehouse-type building material and/or lumber stores (see page 73).
4. PUP required along El Camino Real.
5. "Accessory outdoor merchandise" may be permitted (see land use requirements on page 73).

TABLE 4-1 Allowed Land Uses

LAND USE	PERMIT REQUIREMENT BY SUBAREA AND FRONTAGE TYPE		
	Mixed Use Center	Mixed Use Corridor	Ground-Floor Active Space*
SERVICES			
Animal Service Establishments	PUP	PUP	
Automatic Teller Machines (ATMs)	PUP	P	PUP/P
Banks and Financial Services	PUP	P	PUP/P
Business Support Services	PUP	P	PUP
Cemeteries, Columbariums and Mortuaries		PUP	
Commercial or Off-site Parking	PUP	PUP	
Hotels and Motels	PUP	PUP	PUP
Hotel Accessory Uses and Structures	PUP	PUP	PUP
Medical Services — < 3,000 square feet	PUP	P	PUP/P
Medical Service — 3,000 to 20,000 square feet	PUP	PUP	PUP
Offices — General	PUP	PUP	PUP[2]
Offices — Administrative and Executive	PUP	PUP	PUP[2]
Offices — Research and Development	PUP	PUP	PUP[2]
Personal Services	P	P	P
Public Safety and Utility Facilities	P	PUP	
Repair and Maintenance — Consumer Products		P	P
Repair and Maintenance — Vehicle, Minor Work		PUP	
Service Stations		PUP	
Storage, Accessory	P	P	
TRANSPORTATION AND COMMUNICATIONS			
Pipelines and Utility Lines	P	P	
Transit Stations and Terminals	P	PUP	PUP
OTHER USES			
Other uses not named, but similar to listed uses and consistent with the purpose and intent of the Plan, as determined by the Zoning Administrator	PUP	PUP	PUP

* *Allowed land uses where ground-floor "Active Space" is required, per Figure 4-2.*

2. Limited ground-floor office and residential uses may be considered in portions of required "active space" frontages, when permitted uses are not feasible.

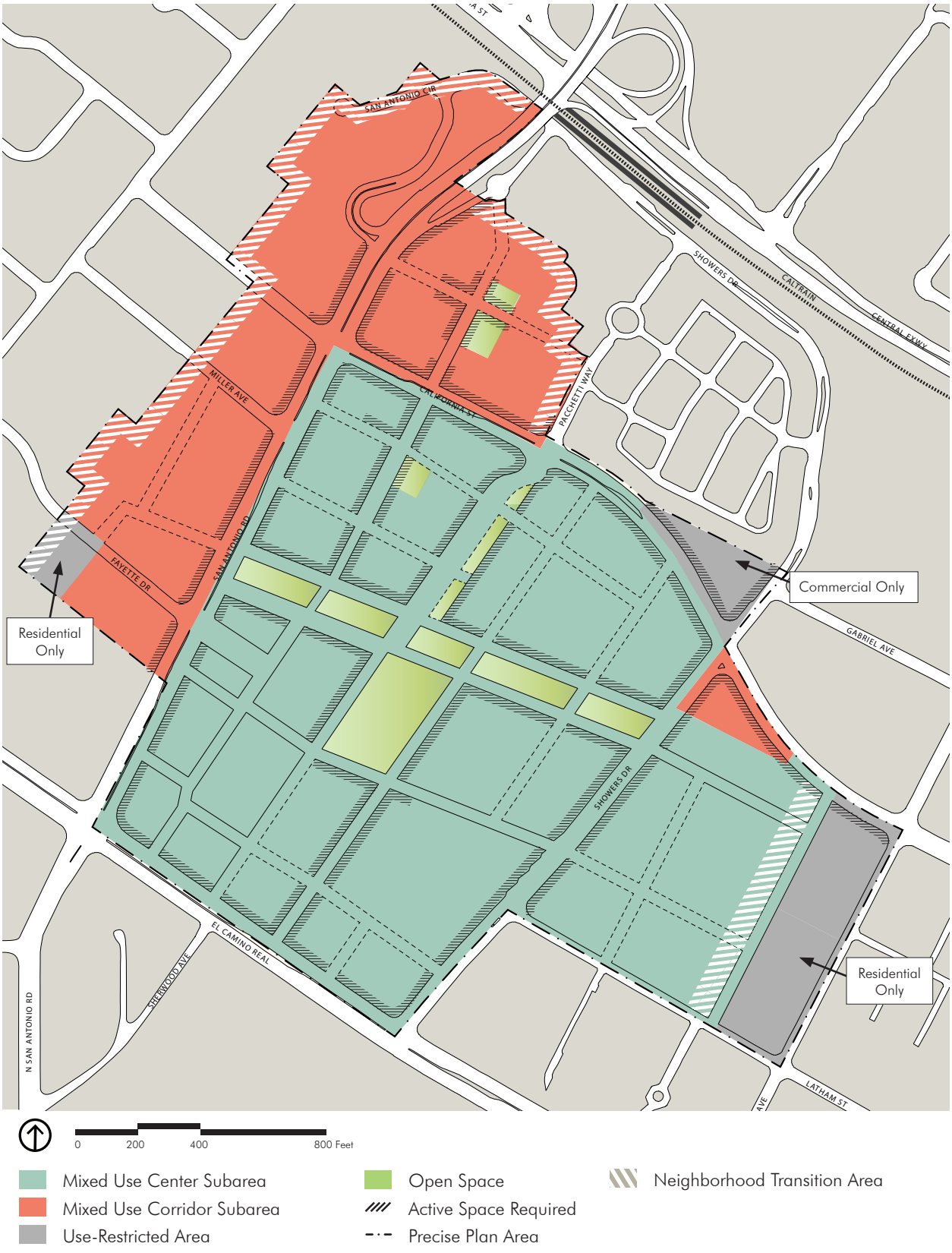


FIGURE 4-2 San Antonio Precise Plan Land Use Subareas

Active Space Standards and Guidelines

Standards

Active space is ground-level interior or exterior space required in portions of buildings along the streets and connections identified in Figure 4-2. Table 4-1 identifies the land uses considered to be active space. Interior active spaces typically include retail or restaurant uses, but may also include hotel lobbies; amenity areas, such as leasing offices, community spaces, lounges or gyms; and office space with design elements to enhance the pedestrian environment. Exterior active spaces enhance the pedestrian realm by providing exterior amenities, such as community open spaces and plazas, stoops or front entries to residential units, or outdoor dining areas.

Active spaces must integrate with required public Walk and Amenity Zones (See Chapter 3), by incorporating design treatments such as transparency, pedestrian access and bicycle amenities. Table 4-2 provides general guidlines on what qualifies as interior and exterior active space. Minimum interior heights to support interior active uses are specified in Table 4-5.

Buillding at frontage line with recessed active space.

Restaurant with fenestration and outdoor seating space.

Guidelines

TABLE 4-2 Permitted Active Space Types

EXTERIOR SPACES
Public open spaces, landscaping & plazas
Stoops or pedestrian entries
Outdoor dining areas
Amenity areas with seating, bicycle parking, etc.
INTERIOR SPACES
Retail and restaurants with transparent storefronts.
Services and educational/cultural spaces that have regular customer foot traffic and transparent storefronts.
Hotel lobbies or residential amenity areas with transparent storefronts.

Where ground-floor active space is required, a majority of the linear façade of a building should be built within 10 feet from the front setback line (see Building Frontage Guidelines on page 86. This ensures a relatively consistent street wall is built and improves the pedestrian experience. Required active spaces should include building design, exterior amenity areas and/or interior uses to activate adjacent pedestrian frontages, including a target of:

- 100 percent of building frontage facing required active space on Major Public Streets (except El Camino Real) and Greenways.
- 75 percent of building frontage facing required active spaces on El Camino Real and Main Internal Streets.
- No minimum along Flexible Connections, however active space may be required for building area on Flexible Connections that provide new primary pedestrian routes or face publicly-accessible open space.
- Streets without required active space have no minimum percentage, but are encouraged to include design features to activate street frontages.

Active spaces must integrate with required public pathways (see Chapter 3) by incorporating design treatments such as transparent storefronts, pedestrian access and bicycle amenities. The majority of each active space façade should have clear visibility into and out of the space.

Clear windows and openings satisfy this requirement, while films, mirrored glass, and spandrel glass do not.

Other Land Use Requirements

The following additional land use requirements supplement or modify the general land uses allowed in Table 4-1.

- **Priority land uses.** See Subarea and Master Plan sections in Chapter 2 for description of priority land uses.
- **Required active space locations.** Includes retail, residential, office, hotel, and open space uses. See Table 4-1 and 4-2 for the types of uses.
- **Office uses.** Office uses are provisionally allowed in the Plan Area. However, enclosed-campus office environments are prohibited.
- **Residential accessory structures and uses.** These residential uses may be allowed in required ground-floor active spaces, and include leasing offices, lounges, fitness rooms and other uses that are compatible with the purpose and intent of these areas. The location, quantity, type and design of these structures and uses will be evaluated through the development review process.
- **Other residential uses.** Other uses within legal dwelling units may be permitted or provisional uses, depending on the type of unit and characteristics of the use. These uses may include home occupations, small- and large-family child day care, residential care homes and rooming and boarding. Permit requirements in the Zoning Ordinance for the R3 zoning district and/or specific land use requirements shall apply to these uses.
- **Outdoor dining, displays and merchandise.** Outdoor dining, display and limited merchandise areas are permitted when associated with a use that is primarily indoors. Site design, structures, furnishings, etc., are subject to development review, and additional parking requirements may apply. Designated areas shall maintain a minimum eight-foot wide clear sidewalk area and minimum eight-foot vertical clearance. Outdoor dining and display areas shall also keep building entrances clear and unimpeded for building access. Merchandise shall be taken indoors at the close of each business day.
- **Temporary uses.** Special outdoor and seasonal product sales, including certified farmers markets, are considered temporary uses and shall comply with temporary use permit requirements in the Zoning Ordinance.
- **Use restricted areas.** While the majority of the Plan Area permits vertically-integrated mixed-use development, there are locations where either residential or commercial uses are prohibited, as noted in Figure 4-2). Special standards for these locations are provided in Section B of this Chapter.
- **Nonconforming uses and structures.** Non-conforming uses and structures do not comply with Plan requirements, but were generally developed under prior zoning regulations. It is the intent of the Plan to allow these existing uses and structures to remain, except when new construction or major expansions are proposed. Chapter 5 identifies the public hearing process for any request for alteration, replacement, expansion and/or changes in use for non-conforming uses and structures.
- **Prohibited uses in the Mixed Use Center subarea.** The following uses are specifically prohibited:
  - **All drive-through or drive-up operations.** This includes operations where food or other products or services may be purchased by motorists without leaving their vehicles, such as drive-through restaurants, drive-up teller windows in banks and drive-up oil changing facilities, etc. This does not include automatic teller machines (ATMs).
  - **Outdoor vending machines.** Vending machines such as those dispensing sodas, snacks, movie rentals and cigarettes may only be allowed as an accessory use within a fully enclosed building. This prohibition does not apply to reverse vending recycling redemption centers.
  - **Large-scale, warehouse-style building material and/or lumber stores.** These stores are wholesale or retail establishments selling lumber and/or other construction materials and building supplies as their primary use.
  - **Auto-oriented uses.** This includes service stations and repair garages (major and minor automobile repair).

B. SUBAREA INTENSITY AND HEIGHT STANDARDS

Mixed Use Corridor Subarea

This subarea covers the majority of the Plan Area outside the Mixed Use Center subarea. A combination of vertical and horizontal mixed-use development is envisioned in this area. This would include both residential and office mixed-use with ground-floor retail in required active space locations. In both subareas, office development will need to comply with the development phasing requirements identified in Chapters 2. Retail in this subarea is focused on more neighborhood-serving uses since it abuts existing residential neighborhoods.

The intensity and height standards below apply to all projects in the Mixed Use Corridor subarea. Applicants shall use the base intensity and height standards below, unless a Tier 1 development is requested according to the standards below and the administrative process described in Chapter 5.

Intensity and Height Standards

The Mixed Use Corridor subarea allows lower-intensity mixed-use and residential development. It serves as a buffer between the more intensive Mixed Use Center subarea and the existing residential neighborhoods surrounding the Plan Area. Table 4-3 provides the details of the following intensity and height standards.

- **Base Floor Area Ratio (FAR).** To build to the Base FAR, a proposal shall meet the development standards identified in Table 4-3. Public benefits are not required.
- **Tier 1 FAR.** If a development proposes higher FAR and heights (as identified in Table 4-3), the Tier 1 process will be required, including an agreement specifying required public benefit contributions.
- **Exemptions from FAR calculations.** Floor area for existing small businesses preserved as part of a new development or relocated small businesses, is exempt from FAR calculations at the discretion of the Zoning Administrator and/or City Council. This exemption applies to:
  - Up to 7,500 square feet of building area for one or more qualifying businesses, such as nonprofit organizations; other cultural/public services providers; and existing neighborhood-serving retail businesses, providing goods and services to residents in the surrounding area and generally excluding businesses with multiple regional, statewide and/or national locations.

  An agreement or similar notice of development restriction shall be recorded on the property deed to identify the approved FAR exemption and reservation of FAR exempt space for qualified small businesses.
- **Flexible FAR.** FAR can be calculated cumulatively across multiple, adjacent parcels that comprise one project site at the discretion of the Zoning Administrator and/or City Council as part of a major redevelopment and/or Master Plan application, and as long as other Plan standards and guidelines are addressed.
- **Dedications for circulation improvements.** New development may be required to provide dedications and/or easements deemed necessary for circulation. Public right-of-way improvements, new paths, or other circulation improvements, and utility easements will not be deducted from the site's gross lot area for the purposes of calculating FAR.

Open Area Standards

- **Common usable open space (residential).** Residential projects shall provide a minimum of 175 square feet of common usable open space per residential unit. See Section D for more information.
- **Minimum open area/landscaping**:
  - Non-residential: 15%
  - Mixed-Use/Residential/Hotel: 40%
- **Consolidate spaces.** Open area shall be consolidated in usable setback and open space areas wherever feasible.

Conceptual drawing illustrating land use, building design, and streetscape concepts found in the Mixed Use Corridor subarea standards.

TABLE 4-3 Mixed Use Corridor Intensity and Height Standards

	INTENSITY TYPE	
	Base	**Tier 1**
MAXIMUM FLOOR AREA	1.35 Up to 0.50 can be office or commercial	1.85 FAR Up to 0.50 FAR can be office or commercial
MAXIMUM STORIES	3 stories	4 stories [1]
MAXIMUM BUILDING HEIGHT	45 feet	55 feet [1]
PUBLIC BENEFITS REQUIREMENT	No public benefit contribution required.	Public benefit contribution required.

1. Up to 5 stories (65 feet) will be considered on a case-by-case basis if project provides significant public benefits or major open space improvements per Figure 4-2. Additional height (in feet) may be allowed if needed to accommodate commercial uses.

Mixed Use Center Subarea

This subarea covers the central portion of the Plan Area (see Figure 4-2), and is generally bounded by San Antonio Road to the west, California Street to the north and El Camino Real and Latham Street to the south. This area prioritizes regional retail, "big-box" or "mid-box," uses and mixed-used residential development with active ground floor uses and character. In the future, residential development may occur above regional retail uses, and there is particular focus for mixed-use residential development in the northeast corner of the existing San Antonio Center, where mixed-use residential development will help create an active pedestrian corridor.

The intensity and height standards below apply to all projects in the Mixed Use Center subarea. Applicants shall use the base intensity and height standards below, unless a Tier 1 development is requested according to the standards below and the administrative process described in Chapter 5.

Intensity and Height Standards

The Mixed Use Center subarea is the primary location in the Plan for taller, mixed-use development. These higher intensities and building heights help support development of the open space amenities, circulation improvements and goods and services planned for the subarea. The Plan uses frontage setbacks and upper floor step back standards to preserve the pedestrian scale. Table 4-4 provides the details of the following intensity and height standards.

- **Base Floor Area Ratio (FAR).** To build to the Base FAR, a proposal shall meet the development standards identified in Table 4-4. Public benefits are not required.
- **Tier 1 FAR.** If a development proposes higher FAR and heights (as identified in Table 4-4), the Tier 1 process will be required, including an agreement specifying required public benefit contributions.
- **Exemptions from FAR calculations.** Floor area for existing small businesses preserved as part of a new development or relocated small businesses is exempt from FAR calculations at the discretion of the Zoning Administrator and/or City Council. This exemption applies to:
  - Up to 7,500 square feet of building area for one or more qualifying businesses, such as nonprofit organizations; other cultural/public services providers; and existing neighborhood-serving retail businesses, providing goods and services to residents in the surrounding area and generally excluding businesses with multiple regional, statewide and/or national locations.

  An agreement or similar notice of development restriction shall be recorded on the property deed to identify the approved FAR exemption and reservation of FAR exempt space for qualified small businesses.
- **Flexible FAR.** FAR can be calculated cumulatively across multiple, adjacent parcels that comprise one project site, at the discretion of the Zoning Administrator and/or City Council as part of a major redevelopment and/or Master Plan application, and as long as other Plan standards and guidelines are addressed.
- **Special building height standards.** Per Table 4-5, upper floors on new development along open space and greenways are required to step back to provide sunlight to the open space and avoid a canyon effect. Building walls on upper floors shall have voids and podium open space areas facing the public open spaces and greenways. Buildings of 6 stories or greater are required to provide significant public benefits specified in Chapter 5, prior to approval.
- **Dedications for circulation improvements.** New development may be required to dedicate street easements for public right-of-way improvements. These easements shall be part of the site's gross lot area for the purposes of calculating FAR.

Open Space Standards

- **Common usable open space (residential).** Residential projects shall provide a minimum of 175 square feet of common usable open area per residential unit. See Section D for more information.
- **Minimum usable open space/landscaping.** A minimum of 15 percent of the total parcel area is required to be open space; it shall be consolidated in major, publicly-accessible locations.
- **Exclusions.** The following are not included in the minimum requirement: Streetscape/landscaping and amenity areas, including individual entry plazas or other open spaces for office and mixed-use buildings, or private common open space for residential uses.

Conceptual drawing illustrating land use, building design and streetscape concepts found in the Mixed Use Center subarea standards.

TABLE 4-4 Mixed Use Center Intensity and Height Standards

	INTENSITY TYPE	
	Base	**Tier 1**
MAXIMUM FLOOR AREA	0.35 FAR or an addition of less than 20% of existing square footage on a parcel at the time of Plan adoption, whichever is less.	2.35 FAR Up to 0.75 FAR can be office or commercial
MAXIMUM STORIES	2	6 [1]
MAXIMUM BUILDING HEIGHT	35	75 feet [1]
PUBLIC BENEFITS REQUIREMENT	No public benefit contribution required.	Public benefit contribution required.

1. Up to 8 stories (95 feet) will be considered on a case-by-case basis for a project with significant public benefits. Additional height (in feet) may be allowed if needed to accommodate commercial uses.

Use Restricted Subareas

Development within the Use Restricted subareas shown in Figure 4-2 shall comply with Precise Plan circulation, streetscape and urban design principles, policies and design guidelines. Specific land use limitations and alternate development standards, where applicable, are identified below.

Residential Only

For the "Residential Only" areas in Figure 4-2, the following standards and guidelines shall apply to future development:

- **2645-2655 Fayette Drive and Southwest corner of Ortega Avenue and California Street.** Only Residential uses are allowed on this parcel (per Table 4-1, excluding Mixed Use categories). Redevelopment shall adhere to the applicable Mixed Use Corridor subarea development standards and guidelines.

- **Northwest corner of Ortega Avenue and Latham Street.** Only Residential uses are allowed on this parcel, based on the standards and conditions of the original Planned Community Permit for the existing development on the parcel. Minor modifications to the existing development shall follow the administrative processes in Chapter 5. Redevelopment shall adhere to the applicable Multiple-Family (R3) zoning district standards for the Medium-High Density Residential land use designation densities allowed on the parcel in the General Plan.

Commercial Only

- **Two parcels on the northwest corner of California Street and Showers Drive. For the** "Commercial Only" areas in Figure 4-2, the following standards and guidelines shall apply. Commercial uses are allowed on these parcels, consistent with the Neighborhood Commercial (CN) zoning district standards and the following special restriction: Buildings shall not exceed 1 story or 25 feet in height, except for minor architectural elements that cover only a minor part of the building may extend to 30 feet.

C. FRONTAGE AND SETBACK STANDARDS

Most new development will have building frontage on new and improved streets and connections. The block standards provide direction or minimum requirements for the frequency of new/improved connections within the Plan Area. Each street type in the Plan Area, as shown in Figure 4-3, has frontage and setback standards that determine the physical characteristics of the building frontage on existing and new streets and connections. Figure 4-2 identifies "Neighborhood Transition Areas" where special set backs are required adjacent to existing residential neighborhoods beyond the Plan Area. See the Frontage and Setback Standards in Table 4-5 and additional frontage design guidelines later in this chapter that apply throughout the Plan Area.

Block Length

In order to transform the Plan Area into a more walkable area that connects to existing neighborhoods, block lengths will be a maximum of 400 feet. This distance will allow for regional retail building footprints, but will also ensure that the Plan Area has a pedestrian scale and block pattern to encourage people to walk or bike to and within the Plan Area. For existing parcels that are located along a block greater than 400 feet in length, a new development must provide either a new connection or a pedestrian route to break apart the block(s) into segments no greater than 400 feet. A recommended configuration of block segments is shown in Figure 4-3.

Block Length Flexibility

In general, minor flexibility in block lengths shall be permitted at the discretion of the Zoning Administrator and/or City Council. In instances where new development includes a regional retail use and a 400-foot block segment may be detrimental to the viability of this use, a block length of up to 500 may be permitted.

Frontage Line

The frontage line is generally considered the curb line (see Figure 4-4). An exception is the frontage line for Hetch Hetchy and Pacchetti Way as noted in Table 4-5.

Building Frontage Setback

The building frontage setback is the distance between the frontage line and the building's front façade. The frontage setbacks include the required publicly accessible pedestrian improvements identified in Chapter 3. The building's front façade shall be built to the required setback for each street type as noted in Table 4-5, however, the building design guidelines in Section E of this chapter provide additional flexibility for a portion of the building's façade to set back further to create exterior active space. Building Frontage Setback is illustrated in Figure 4-4.

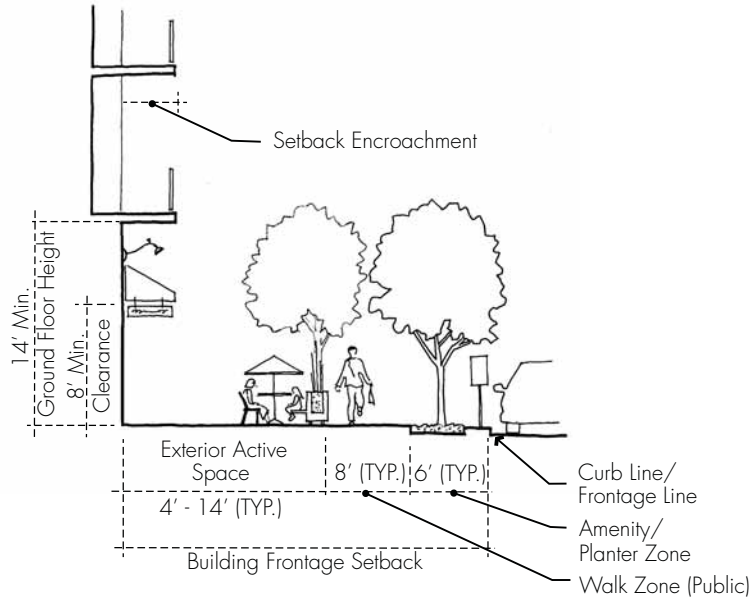


FIGURE 4-4 Example Frontage Setback Standard

FIGURE 4-5 Conceptual Example of Height & Setback Standards

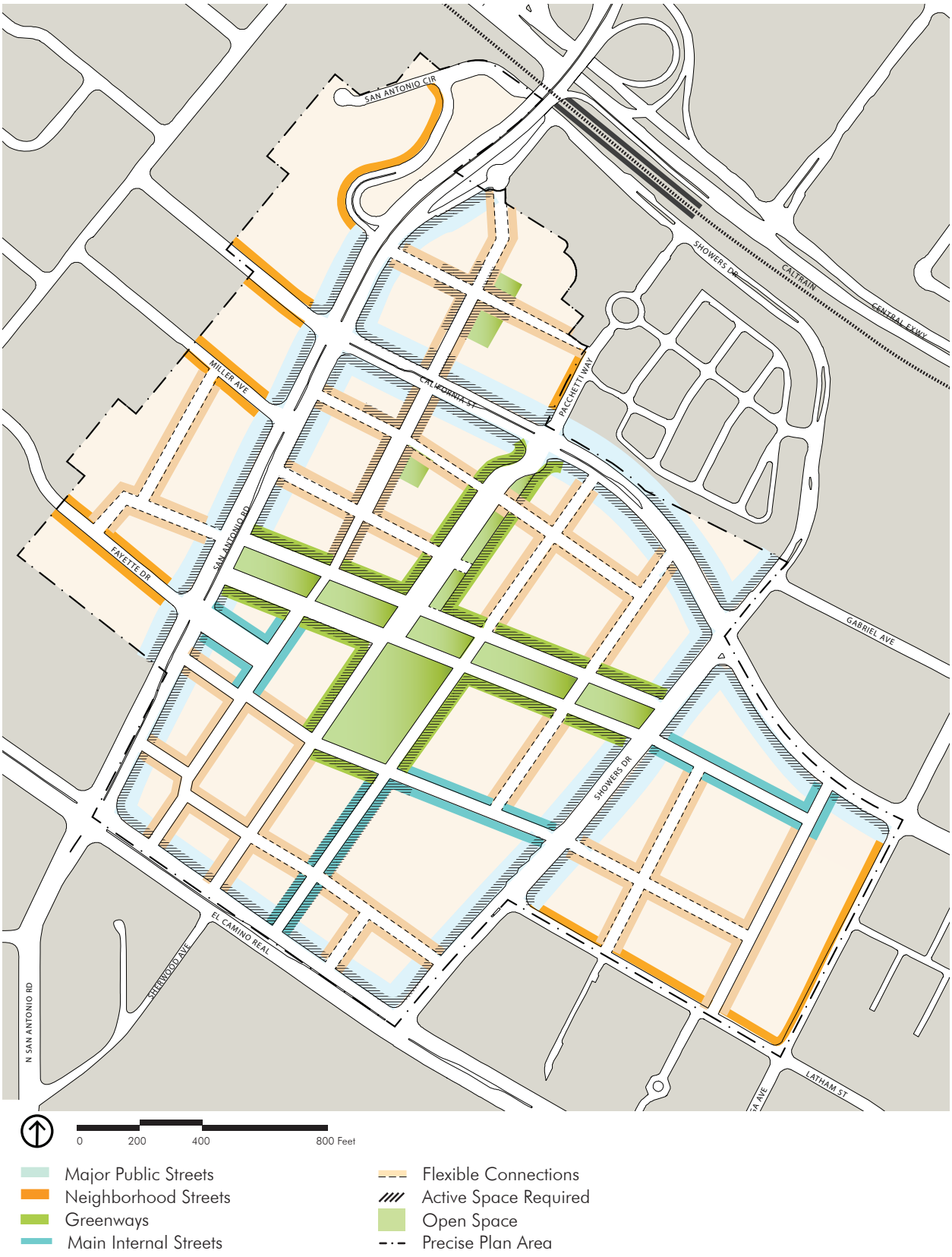


FIGURE 4-3 Street Types

TABLE 4-5 Frontage and Setback Standards

	STREET TYPE				
	Major Public Streets	**Neighborhood Streets**	**Greenways**	**Main Internal Streets**	**Flexible Connections**
FRONTAGE LINE	Curb line		Pacchetti: West: curbline; East: eastern edge of open space. Hetch Hetchy: 38 ft. (minimum) from SFPUC ROW.[1]	Curb line	Outside edge of required sidewalk width
BUILDING FRONTAGE SETBACK[2]	18 ft. from Frontage Line	24 ft. from Frontage Line	18 ft. from Frontage Line	10 ft. from Frontage Line	No minimum distance from Frontage Line. [3]
HEIGHT AT FRONTAGE SETBACK	Buildings can be a maximum of 4 stories (55 feet) above grade at the setback line. Where more than 4 stories are allowed (See Tables 4-3 and 4-4), 80% of a building's linear frontage above 4 stories must step back a minimum of 10 ft on every street the project faces.				Determined through the development review process.[3]
GROUND-FLOOR HEIGHT	14 ft. minimum (floor-to-ceiling height) for commercial uses and active spaces for residential uses.				
MINIMUM SETBACK IN NEIGHBORHOOD TRANSITION AREAS[4]	25 ft.[1]		N/A		

1. Additional setback and upper floor step backs may be required during development review process. Where fire access is required, follow Fire Department standards to allow equipment access.
2. See building frontage guidelines in Section E for guidance on the amount of building area to be located at or near the frontage setback line.
3. Flexible connection standards in Chapter 3 provide minimum building separation requirements.
4. See Figure 4-2 for Neighborhood Transition Areas. See height standards and design guidelines in Sections D & E for more direction.

Frontage Line

The frontage line is generally considered the curb line (see Figure 4-4). An exception is the frontage line for Hetch Hetchy and Pacchetti Way as noted in Table 4-5.

Building Frontage Setback

The building frontage setback is the distance between the frontage line and the building's front façade. The frontage setbacks include the required publicly accessible pedestrian improvements identified in Chapter 3. The building's front façade shall be built to the required setback for each street type as noted in Table 4-5, however, the building design guidelines in Section E of this chapter provide additional flexibility for a portion of the building's façade to set back further to create exterior active space. Building Frontage Setback is illustrated in Figure 4-4.

Buildings open on to plaza.

Passive open space along pedestrian walk.

Neighborhood-oriented open space.

Ground-Floor Height

Ground-floor height is measured from the top of the floor to the ground-floor ceiling (see Figure 4-4). For residential uses, there is no minimum ground-floor height except in multi-family lobbies and active space, which have a minimum height of 14 feet. For overall building height limits, see section B of this chapter.

Height at Frontage Setback

The height of a building at the frontage setback is important to create a human-scaled environment along a street and define the quality of the overall pedestrian experience. A maximum building height of four stories or 55 feet is allowed at the frontage setback along all street types. Where taller buildings are allowed, most of the building's linear frontage must step back above the fourth floor. Some portion of the building's linear frontage above four stories may be built to the frontage setback to allow a range of architectural elements, such as towers to accentuate street corners, and to vary building heights along a street frontage (see Figure 4-5).

D. GENERAL STANDARDS & EXCEPTIONS

Site Design Standards

Surface Pavement Coverage

Automobile pavement areas shall cover no more than 40 percent of the total site area, inclusive of surface parking areas and new streets. Underground or structured parking is encouraged as an alternative to surface parking lots. See Section E for parking design guidelines.

Open Space and Landscaping Standards

The following open space and landscaping standards apply to all of the Plan Area. In addition to these standards, see the subarea-specific open space and area standards; the City's Zoning Ordinance for parking lot landscaping and street tree requirements; and the design guidelines in Section E of this Chapter.

- **Visibility.** Usable publicly-accessible open space shall be visible from the surrounding public right-of-way. In areas where private streets or connection leads to the open space (for example, as part of a master plan), the open space shall be visible from at least one private street or connection, and that private street or connection shall be open to the public at all hours. Usable publicly-accessible open space may be located on a parking podium only if there is clearly marked and visible public access to the open space, and if it is possible to see people and activity in the open space from a major public street, neighborhood street, greenway, main internal street or flexible connection.
- **Privacy.** Where publicly-accessible open space is provided in addition to private or semi-private open space, each open space shall be delineated to preserve security and privacy, using fences, raised planters, and low walls.
- **Location.** Public open spaces shall be located near building entrances, street frontages, or along public and publicly accessible pedestrian connections. They shall be made as accessible as possible to active spaces as shown in Figure 4-3, Street Types.

Residential Standards

- **Residential common usable open space.** Residential developments are required to provide a minimum of 175 square feet of common usable open space per unit, which may be designed for a range of active or passive uses. In the Mixed Use Center subarea, up to one half of this amount may be provided as usable publicly-accessible open space on the ground level in addition to the overall open space requirement. Setback areas are not considered usable open space unless they are 25-feet wide.
- **Residential entrances.** When located on public streets, neighborhood streets, greenways and flexible connections providing vehicle access, ground-floor residential units shall face them and be raised two to five feet above the sidewalk to provide separation from the street. Entries shall include stoops, porches, and landscaping to provide a transition space.
- **Residential height transitions.** The maximum height of new development in neighborhood transition areas (see Figure 4-2) shall not exceed the allowed height of the adjacent residentially-zoned property by more than one story at all setback lines. Where additional height is permitted, additional stories must step back 10 feet per story. Additional height or setback restrictions may be required if these areas are proposed near existing, single-family residential (see Figure 4-6).
- **Fences adjacent to residential uses.** Fences in neighborhood transition areas shall be a minimum of 7 feet and a maximum of 8 feet tall, when adjacent to residential land uses, and shall be made of masonry or another substantial and durable screening material.
- **Residential noise and air quality.** New residential development may require special construction to mitigate noise and air quality conditions along major streets in the Plan Area.
- **Personal storage.** Residential developments shall provide a minimum of 164 cubic feet of personal storage for each dwelling unit, designed to accommodate a range of bulky items.

Signage

The following sign standards and guidelines apply to development in the Plan Area:

- **Relation to Zoning Ordinance.** Signs in the Plan Area shall be subject to the regulations contained in the Zoning Ordinance regarding exempt signs; prohibited signs; and general sign regulations unless otherwise specified in the Plan.

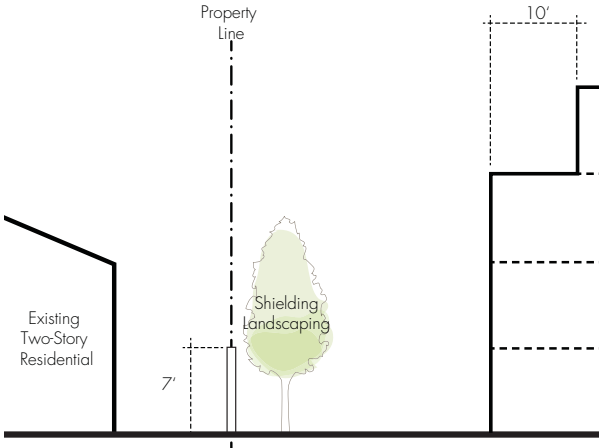


FIGURE 4-6 Residential Height Transitions

- **Master Sign Program (MSP).** Properties with greater than 10,000 square feet of gross non-residential floor area shall submit a MSP application, designed in accordance with the provisions of this section. The MSP shall contain criteria for freestanding signs, signage for freestanding stores, storefront signs, general sign criteria and directional signs as stated below. Exceptions to the sign regulations listed below may be permitted through a MSP, subject to review and approval by the Zoning Administrator and in keeping with the general sign guidelines. Signs proposed in accordance with an approved sign program require a sign permit application. They must be approved by the building owner and submitted to the Planning Division for review of consistency with the MSP and appropriateness in the specific location.

- **Mixed Use Corridor subarea.** Signs in this subarea shall be subject to the CRA zoning district sign standards.

- **Use-Restricted subareas.** Signs in the Plan's residential-only area shall be subject to the R3 zoning district sign standards. Signs in the commercial-only area shall be subject to the CN zoning district sign standards.

- **Mixed Use Center subarea.** Most signage in this subarea will be regulated through a MSP. In general, to address the unique characteristics and design objectives for this subarea, the following standards shall apply:

  - **Major identification signage.** Three major freestanding identification signs may be permitted at the intersection of San Antonio Road and El Camino Real, at the intersection of California Street and Showers Drive; and near the intersection of Showers Drive and Latham Street. The final size, design, location and number of tenant names shall be subject to Zoning Administrator approval through the development review process. In general the signs shall not overwhelm the pedestrian environment. Other major identification signs can be approved through the development review process.

  - **Monument signs.** Additional smaller scale monument signs may be permitted, generally aligned with major entry points into the large development sites in the subarea. In general, no more than one freestanding monument sign oriented to each of the City street frontages is permitted. The final size, design, location and number of tenant names shall be subject to Zoning Administrator approval through the development review process.

  - **Signage for freestanding stores.** Freestanding stores may have one building-mounted sign per building frontage, generally up to 1 square foot of sign area per linear foot of frontage, with each sign oriented to the frontage it faces. Up to a maximum of 300 square feet cumulative sign area is allowed per freestanding store, unless a greater area is allowed through a MSP.

  - **Storefront signs.** Signs as part of storefronts on multi-tenant buildings must be within the tenant's storefront area and not beyond and must comply with the MSP. No signs may be placed on roofs. All signs that are parallel to the front wall of a store must be designed as an integral part of the storefront itself and included in the original design submitted. Storefronts may have one building-mounted sign and one pedestrian-oriented suspended sign or vertical blade sign. Total building-mounted sign area shall not exceed 1 square foot for every 1 linear foot of store frontage. Vertical blade or suspended signs may not exceed 5 square feet and may not project below 7 feet above the ground.

- **General sign criteria.**

  - Signs and MSPs shall be designed to minimize the amount of signage for a building and/or project area.

  - The size, location and design of signs shall be in keeping with building architecture and site design.

  - Signs shall be specifically located and sized for visibility without being intrusive to site users or surrounding neighborhood areas.

  - Signs shall be installed parallel to the wall on which they are mounted, unless they are suspended pedestrian-oriented signs.

  - Signs shall generally have individually mounted letters.

  - Signs shall be made of durable and high-quality materials.

  - Monument signs shall be less than 6 feet high.

- Supergraphics may be allowed as part of a new development project and incorporated as part of a MSP subject to the review and approval of the Zoning Administrator.

- **Prohibited signs.** In addition to sign types prohibited in the Zoning Ordinance, the follow signs shall not be allowed in the Plan Area:
  - Roof-mounted signs.
  - Cabinet signs.
- **Directional signage.** Directional signage shall be developed in conjunction with each new large-scale development or renovation to direct on-site traffic to other locations at the Center and to guide vehicles for deliveries, entering and exiting. Directional signs are generally needed at each intersection of the major on-site circulation routes for pedestrians, bicyclists and motorists.

Water Efficiency and Conservation

The Precise Plan sets performance standards for both indoor and outdoor water use, to reduce potable water consumption but allow some flexibility to achieve performance standards.

- **Indoor water use performance.** New construction shall meet LEED prerequisites and mandatory CALGreen requirements for baseline indoor water use performance. Indoor water use performance standards may be achieved through plumbing fixtures and fixture fittings and/or appliances.
- **Outdoor water use performance.** New construction shall meet LEED prerequisites and mandatory CALGreen requirements the baseline outdoor water use performance. Outdoor water use performance standards may be achieved using efficiency, alternative water sources, and smart scheduling techniques.
- **Metering.** New construction shall meet mandatory CALGreen requirements for indoor and outdoor water metering.
- **Water Conservation in Landscaping Ordinance**. All development in the Plan Area is required to comply with the City of Mountain View's Water Conservation in Landscaping Ordinance.
- **Rainwater harvesting.** New development is encouraged to reduce stormwater runoff and the amount of potable water used for non-potable purposes by collecting and using rainwater.

Encroachments and Exceptions

- **Setback encroachments.** Balconies, awnings, upper-floor bay windows, and other projections may encroach horizontally into the required frontage setback by up to eight feet. Ground-floor awnings, canopies and pedestrian-oriented signage may also encroach and shall be at least eight feet above grade. Above the third story, this setback exception shall be used sparingly to maintain upper floor stepbacks, and/or setbacks. In general, encroachments into the public right-of-way are not allowed.
- **Additional height for rooftop amenities.** Up to an additional 10 feet of overall height is allowed with a Provisional Use Permit for rooftop amenities. This additional height may be applied to structures such as stairways, rooftop equipment and enclosures, and other rooftop amenities. Additional height may be allowed for elevator structures or similar mechanical installations.
- **Minor Setback Exception for Neighborhood Transition Areas.** The Zoning Administrator and/or City Council may approve minor exceptions to required neighborhood transition area setbacks of up to 5 feet, in locations with compatible uses and where shorter building heights are proposed.
- **General exceptions.** The Zoning Administrator and/or City Council may approve minor exceptions to requirements for block length, setbacks, usable open space, pavement coverage and design guidelines where it is found that such an exception is compatible with adjacent properties, consistent with the Plan vision and principles, and meets Plan principles, policies and design guidelines for development character.
- **Master Plan project exceptions.** Master planned developments are eligible for more substantial exceptions from Plan requirements, to provide greater flexibility to meet Plan defining circulation, open space, urban design and land use policies and improvements as well as location-specific Master Plan objectives identified in Chapter 2. Exceptions shall be allowed if they meet the purpose and intent of the Precise Plan for a specific Master Plan location.

E. GENERAL DESIGN GUIDELINES

The following guidelines establish clear design expectations for development but allow greater flexibility for projects to use a variety of tools and techniques to create excellent site design, high-quality architecture, and well-designed open space and parking. The design guidelines supplement Plan policies and standards to help create an attractive and memorable place to live, work, and visit.

Onsite pedestrian mews framed by buildings.

Varied storefronts and entries face the sidewalks.

Show windows in transparent storefronts.

Site & Frontage Design

Site planning should consider building placement, connectivity, location of open space, and environmental conditions, accounting for both existing and planned improvements.

- **Building frontage.** Buildings should face and frame on-site active spaces and public street frontages with well-proportioned, human-scaled building walls and amenity areas to create an environment that invites pedestrian activity.
  - Buildings should be located at or within 10 feet of the minimum frontage setback line to engage pedestrian frontages. If additional building setback is proposed, the space should have pedestrian-oriented landscaping and/or active space. This expectation is a guideline to provide flexibility, while ensuring new development provides consistent pedestrian-oriented streetwalls.
  - When buildings have multiple frontages, include pedestrian building access on each frontage.
  - Residential buildings should provide greater setback on public streets to improve transitions between the street and residential uses.
  - Along El Camino Real, 75 percent of the linear façade of a building should be within 10 feet of the frontage setback.
  - For streets with an active space requirement, 75 to 100 percent of the linear façade of a building should be built within 10 feet from the frontage setback.
- **Commercial and office building length.** In order to create an attractive and pleasant environment, sites should be designed with a series of smaller buildings separated by pedestrian mews.
- **Onsite circulation.** Onsite circulation should provide a high level of connectivity. Wherever possible projects should create new publicly-accessible pedestrian connections through project sites to public streets and transit, connecting internal destinations and providing access between on-site open spaces and pedestrian amenity areas. Building lengths should consider breaks for pedestrian mews.

- **Entrances and transparent storefronts.** Transparent windows, storefronts, show windows, building entries, dwelling entries, and other active uses should be placed along building frontages. Doors or sliding windows should enable ground-floor restaurants and retail to expand into outdoor amenity areas along publicly-accessible sidewalks.
- **Building spacing.** New buildings should be adequately spaced and employ varied features, including but not limited to projecting bays, upper floor stepbacks and building setbacks to avoid creating a canyon-effect.
- **Open space orientation.** Project open spaces, including plazas, parks, gardens, courtyards and other exterior active spaces are encouraged, and should open to public sidewalks and building entrances to provide visibility and access opportunities along project frontages.
- **Views.** Consider views of natural features, such as nearby hills, when siting buildings along street frontages and designing building setbacks and upper floor stepbacks. New projects should demonstrate that foothill views to the south of the Plan Area are preserved from California Street intersections at San Antonio Road, Pacchetti Way, and Showers Drive.
- **Solar exposure.** Consider sunlight exposure when determining building locations and orientation, to maximize comfort and minimize energy use.
- **Corner sites.** The design of corner sites should help define the edges of the street intersection. Buildings on street corners should be built to the minimum setback line or provide a public plaza with direct access to the building and/or site interior.
- **Curb cuts.** Pedestrians and vehicle conflicts should be minimized by limiting the number of curb cuts to two per block and the width of curb cuts to 24 feet. To the extent feasible, curb cuts should be designed so pedestrian curb ramps are limited and pathways remain level as they cross the vehicle route. See parking guidelines for specific guidelines concerning parking.
- **Curbside loading areas.** On-street loading zones for drop-off for entertainment and community facilities are allowed. Driveways that require curb cuts and interrupt the sidewalk are not permitted.

Corner building with entry.

Loading area located away from main pedestrian walkway with pedestrian-scaled lighting.

- **Placement of loading and service areas.** Loading areas, transformers, aboveground equipment, service (including all "dry" utility access), and trash areas should be located away from frontage setback areas, active space locations and intersections. Services and utilities should be screened and integrated into buildings to the maximum extent feasible. Screens should be made of high-quality, durable materials that are coordinated with the building design.
- **Pedestrian features.** Pedestrian-scaled lighting, seating and landscaping that relates to the site design and adjacent buildings should be provided.
- **Ground-level materials.** To create a more comfortable pedestrian environment, high-quality paving materials, such as pavers, colored concrete, and stamped or scored concrete, should be used for on-site, at-grade surfaces used by both vehicles and pedestrians, including driveways across sidewalks and intersection crossings.

Building Design

New development should enhance the visual environment by using the following design guidelines:

- **Architectural style.** Contemporary and innovative design styles are encouraged, if the design approach includes human-scaled proportions and supports engaging, pedestrian-oriented design features. Forced or themed architectural styles such as Spanish colonial or "Town and Country" should be avoided. Franchise retail should adapt to the design character of Mountain View and the Plan Area.
- **Building articulation.** Break up individual building mass and bulk to modulate building walls along project frontages and between adjoining structures. To establish a human scale along project frontages, building façades should provide features that break up building massing at intervals of 25 to 35 feet and should have a maximum length of 400 feet. Provide openings to the sky, include horizontal breaks in building façades on longer buildings, or well-spaced smaller buildings.
- **Blank façades.** Blank walls should be avoided by varying wall planes and heights, and providing vertical and horizontal projections, openings and/or contrasting materials integral to the building's design. Features should differentiate between the ground and upper floors to define a base, middle, and top of the building. Strive for variety and distinctive design, especially at the ground level.
- **Colors and materials.** Use high-quality materials and detailing adjacent to public sidewalks, with particular attention to enhancing building entries and other ground floor openings. Consider different colors and materials for the upper floors of taller buildings, to help reduce height impacts and give visual relief. Avoid highly reflective materials or reflective glass for building skins and glazing.
- **Corner buildings.** Include special architectural and design features on buildings located at corners, such as taller or shorter building elements or architectural details, including unique shapes for corner building entrances or tower features.
- **Detailing.** Design façade details and projections should be integral to the architectural and structural design of the building, and not tacked onto the surface.
- **Differentiate buildings.** Multiple buildings in a single project or within a master plan area should relate to each other, but provide differentiation through architecture, massing, materials, and site design features.
- **Windows.** Street-level glazing should be clear. Transparent glazing at upper levels may be lightly tinted, and should incorporate bird-safe design features.

Conceptual drawing illustrating building design guidelines.

- **Solar exposure.** Design windows and sunshading features, such as overhangs and louvers, to maximize daylighting and minimize solar gain.
- **Residential buildings.** In residential buildings, use changes in massing and architectural details to differentiate individual units, such as bay windows, balconies, porches and recessed features.
- **Residential integration.** In areas where new residential uses are built in close proximity to commercial uses, including regional retail, the site and building orientation, setbacks and building materials should preserve a high quality of life for future residents.
- **Ground-floor retail.** Provide a minimum depth of 40 feet in ground-floor retail spaces.

Neighborhood Transitions

New development should not physically overwhelm existing, lower-density residential areas that border the Plan Area, by using the following design guidelines:

- **Massing transitions.** New development should break up massing to respond to the scale of adjacent residential neighborhoods and provide a gradual transition in height and frontage character.
- **Compatibility.** New development should ensure compatibility of new open space, lighting, structured parking, loading, and trash and maintenance areas next to residential uses.
- **Noise regulation.** New regional retail and other noisy uses within neighborhood transition zones should provide an additional setback when adjacent to existing residential areas (see Figure 4-2 for locations).

Varied building materials, heights, and details.

Clear, transparent glazing.

High-quality materials.

Street-level open space.

Special corner location.

Amenity area lighting for night time use.

Seating made of high-quality materials.

Open Space

New open space within the Plan Area is a key component of the future character of the area. Open spaces enhance the visual environment, and help create a sense of place and community. New development and major renovation projects should incorporate the following open space and landscape design guidelines:

- **Location.** Locate open spaces (such as plazas, courtyards and parks) close to pedestrian activity, along streets or where pathways intersect. Open spaces should form a network by providing strong on-site and off-site connections between open space areas.

- **Types.** Create a mix of active and passive spaces that can be used for both programmed and informal activities. Small, intimate spaces can offer respite from daily activities, while larger open spaces can offer a place for meeting people or for events. Incorporate plazas, courtyards, and other street-level open spaces to identify and establish special destinations in the area. These special types reinforce the Plan Area as a local and regional destination, and offer increased opportunities for landscaping and tree canopy within the city.

- **Shading.** Open spaces should include areas that provide shade and sunlight during different times of the day.

- **Design integration.** Integrate the design of the open spaces with the overall design and architectural character of the project.

- **Active spaces.** New projects should create exterior active frontages by providing landscaping, outdoor gathering and dining, enhanced sidewalk width, bicycle storage, and other amenities within setback areas to enhance the pedestrian environment.

- **Seating.** Usable open spaces should include well-designed seating, including seat walls, free-standing elements, fixed and moveable seating, and other seating options. Seating should be comfortable, and could be designed to serve as public art and place-making elements.

- **Private open spaces.** Private open space should relate to the general character and location of the development. Fencing or screening design should balance visibility and privacy.

Landscaping

Landscaping is an integral part of a site's design, and has a significant effect on an area's appearance and ability to integrate with surrounding development. Incorporating sustainable design practices into a site's landscaping can help reduce consumption of resources and provide savings in maintenance costs.

- **Setback areas.** Setback areas should be landscaped to establish transition zones between the sidewalk and street-level residential units and entries. These open spaces should be semi-public in nature and should be designed to be usable by residents.
- **Water-efficient landscaping.** Choose native plant species that can thrive in the climate and require limited water to meet the water conservation goals within the City's Landscaping Ordinance.
- **Stormwater treatment.** Integrate stormwater treatment into landscaping design to include on-site filtration.
- **Transition areas.** Use landscaping at the edges of pedestrian connections, paths, plazas, and seating areas to help organize a project site, provide shade and provide a human scale between pathways and taller buildings.
- **Screening.** Use landscaping to screen less attractive elements such as parking; utilities; and loading, service and delivery areas.
- **Architectural accents.** Use landscaping to activate building façades, gateway or entry points; highlight important architectural features; soften building contours; and in general, add visual interest with distinctive trees and plants.
- **Tree Canopy.** Increase the tree canopy along pedestrian pathways and internal streets, in parking areas (on-street and lots), and in plazas and parks.
- **Lines of Sight.** Landscaping shall be designed and maintained to protect line of sight for vehicle, pedestrian and bicycle safety.
- **Street Trees and Lighting.** Street trees that meet the City's Water Conservation in Landscaping Ordinance should be planted 20 to 30 feet apart within the amenity/planter zone on all streets except for flexible connections; a street light should be located between each tree.
- **Site Furnishings**. Choose high quality materials for site furnishings (benches, trash receptacles, bike racks, shade structures, etc.) that relate to the streetscape and building design. These furnishings must be outside of the designated walk zone on sidewalks.

Landscaped setback zones.

Landscaping adjacent to pedestrian connections.

Entryway accented with distinctive trees and plants.

Public art incorporated into open space.

Playful art integrated into open space.

Functional art.

Art

Art can add visual interest to the streetscape to enrich the pedestrian experience and foster Plan Area identity.

- **Art integration.** Art should be incorporated into new development, whenever feasible, and should be placed in visible areas, particularly at greenway intersections or within open spaces (including both plazas and major open space areas).
- **Site-appropriate.** The design and placement of art should enhance and be coordinated with other streetscape improvements to ensure a coherent character for a particular area. Art may consist of both permanent and temporary installations. Art should be:
  - **Locally-sourced.** New open spaces and private developments should offer opportunities for local artists to exhibit their work.
  - **Interactive.** Interactive art is encouraged, such as pieces that invite user participation or provide sensory stimulation through touch, movement, or sound.
  - **Interpretive.** Art should be used as a means to enhance community understanding of Mountain View's history and cultural assets.
  - **Functional.** Functional art is encouraged and could double as seating, wayfinding, or lighting.

Water, Energy and Material Conservation

This section covers sustainable design strategies for the conservation of water, energy, and materials. Strategies should conserve resources during both construction and operation of the building.

- **Innovative site and building design.** New construction is encouraged to use innovative technologies and design features to promote sustainability and exceed minimum City green building standards.
- **Water conservation.** Reduce potable water consumption and increase non-potable water use with the following:
  - **Efficient plumbing fixtures.** High-efficiency, low water-use plumbing fixtures and appliances should be used.
  - **Water Reuse.** New development is encouraged to reduce stormwater runoff and the amount of potable water used for non-potable purposes by collecting and using rainwater onsite, employing onsite greywater systems for irrigation, as feasible, and other water conservation applications.
- **Natural ventilation.** Design building interiors to take advantage of natural ventilation and light so buildings require less energy to cool and use less artificial lighting. Provide fully operable windows that can be adjusted throughout the day for maximum ventilation.
- **Energy conservation.** Use energy-efficient insulation, heating, ventilation, and cooling systems that regulate the interior temperature of buildings throughout the day.
- **Material conservation.** Divert the highest percentage possible of demolished materials to recycling centers. Use high-quality and if possible "rapidly renewable," local, and recycled materials.

Rainwater filtration.

Operable windows and louvers.

Green wall using graywater.

Screened parking garage.

Landscaping between parking and sidewalk.

Screened parking garage.

Parking

Access and parking areas for bicycles and cars should be designed to support the overall goal of creating a pedestrian- and bicycle-oriented, human-scaled area. The quality of new and improved sidewalks and street crossings is a high priority, to create a "park once" district where everyone is able to experience part of their trips as pedestrians. Although each project is responsible for providing its own required parking, parking facilities should be designed to be shared, serving the area as a whole rather than for individual use. The following are the parking guidelines for the entire Plan Area.

- **Parking garage architecture.** Parking structures should be screened from public view. They should be underground, lined with active uses or designed with attractive building façades to screen structural elements of the garage. Above-ground parking garages should be designed to complement the overall building design on project sites. They should be wrapped with attractive facades that either include active spaces or screen the garage in an attractive way. The entry design should minimize the visual impact on the building's façade.

- **Surface parking.** Surface parking should be located behind buildings rather than between buildings and along street frontages, except where on-street parking is identified in Chapter 3. A landscaped setback should be provided between sidewalks and parking areas located next to publicly-accessible sidewalks. These buffer areas should include trees, decorative fencing and other design elements to create an attractive separation between vehicle and pedestrian zones. Surface parking should be buffered from buildings by at least 8 feet, include landscape buffer areas to publicly-accessible sidewalk areas and provide pedestrian pathways to buildings served by the parking area. See more in the landscaping guidelines.

- **Vehicle access.** Vehicular access to parking areas should be primarily from side streets, such as flexible connections, to minimize impacts to pedestrian/bike movement and adjacent residential neighborhoods. Minimize curb cuts and provide adequate visibility of pedestrians as vehicles cross sidewalks. One parking exit/entrance is permitted per block and should be located to limit conflicts with pedestrians and cyclists and to maximize on-street parking. If a parking garage entrance and exit is separated, openings should be as narrow as possible and far enough apart to allow on-street parking and limit disruptions to the pedestrian environment.

- **General access.** Entries to parking garages should be clearly identified for all travel modes and be located to provide direct pedestrian access from the sidewalk to parking areas.
- **Lighting.** Lighting should be located to limit impacts to adjacent residents outside of the garage or area.
- **Rooftop treatment.** If the upper level of a parking structure is visible from other buildings, include a roof designed to add visual interest or incorporate green building elements, such as a green roof or photovoltaic awnings. Screen mechanical equipment from public view and adjacent buildings.
- **Signage.** The design and layout of parking structures should maximize awareness and accessibility. Signage for parking areas should be clear and visible. Include real-time signage to indicate spaces available. Shared parking facilities should be clearly designated in public wayfinding and signage as "Public Parking."
- **Shared parking arrangement.** In shared parking facilities, short-term visitor spaces should be closest to the facility entry. Where parking facilities for mixed-use buildings provide shared parking spaces, they should be available for employees and long-term visitors.

Bicycle Facilities

- **Design.** Consider bicycle access and parking facilities in the initial design phase for any project. Separate bicycle parking spaces from automobile parking spaces by a wall, fence, hedge, curb, protective bollards, or with at least a five feet of buffer area.
- **Location.** Parking should be located close to building entrances and bicycle routes to help make bicycling more convenient. Bicycle parking should include locations that can accommodate a range of bicycle types, including standard bicycles and bicycles with trailers.
- **Other amenities.** Design bicycle commuter amenities into the buildings, including showers, lockers, repair stands and locations with wayfinding information. Facilities with commuter amenities should be placed in a convenient location.

Real-time parking signage for easy parking.


Plentiful bike parking near entrances.


Conveniently located bikeshare stations.

Integrated signage.

Attractive center monument sign.

Wayfinding signage.

- **Bikeshare program.** If the program is expanded, new bikeshare stations should be accommodated in locations identified by the City close to building entrances or plazas and where they can be seen and accessed from the street. Ensure there is sufficient space for a docking station to accommodate 20 bicycles, including space to maneuver without impairing pedestrian access on the property or adjacent sidewalks. Include pedestrian-scale wayfinding information.

Signage

The following are sign design guidelines for the Plan Area.

- **Design and review.** Consider building scale, design, and materials selection, and site aesthetics, in the design of building signs. Avoid standardized or corporate signage that does not conform to the building design and detailing. Avoid obscuring architectural details such as recesses, structural bays, or windows with wall-mounted building signs. Review of signage program should be concurrent with review of proposed project.
- **Wayfinding.** Provide wayfinding signage for pedestrians, bicyclists and drivers, appropriately scaled for each user.

Storefront signs should relate to building scale, design and materials.

5 ADMINISTRATION & IMPLEMENTATION

This chapter describes the City actions and processes to implement the vision, guiding principles, policies, plans and standards of the San Antonio Precise Plan. This chapter provides direction on:

- **Administration:** This section describes the development review process, including development phasing and Master Plans; exempt and non-conforming projects; parking exceptions; public benefits; infrastructure requirements, including public easements; and environmental mitigation.
- **Implementation:** These strategies identify implementation activities, capital improvement projects and funding mechanisms needed to implement the Plan's policies, programs and improvements.

These processes and strategies provide an important long-term blueprint for achieving the Plan's vision and goals and provide flexibility in light of changing market and property conditions and funding availability.

A. ADMINISTRATION

Permitting Process

All applications for new construction, modifications to existing buildings and changes in use shall be reviewed for conformance with the General Plan; San Antonio Precise Plan, including policies, improvement plans, standards and guidelines; and Zoning Ordinance.

The following development review processes shall apply to development proposals in the Plan Area:

- **Minor improvements.** Minor improvements include projects identified as "administrative" in the Development Review section of the Zoning Ordinance, such as minor site or façade modifications and additions of less than 1,000 square feet. Minor improvements in full compliance with this Plan may be approved administratively, without public notice or hearing, through a Minor Planned Community Permit.
- **"Base" development and provisional uses.** New construction consistent with the "Base" FAR and height standards in each subarea and on use-restricted parcels, and other major applications may be approved by the Zoning Administrator at a Zoning Administrator public hearing through a Major Planned Community Permit. Provisional Use Permits may also be approved at a Zoning Administrator public hearing.
- **Tier 1 development.** New construction consistent with the Tier 1 FAR and height standards in each subarea and on use-restricted parcels including the development project, any proposed exceptions, flexible FAR allocation, and the composition of a proposal's public benefits may be approved by the City Council, following review and recommendation by the Environmental Planning Commission through a Major Planned Community Permit.
- **Master Plan development.** Any new construction, building addition or substantial remodel within a Master Plan area (see Figure 2-9) will trigger the Master Plan process detailed later in this Chapter.

Exempt Projects

The following projects are exempt from the Plan's permitting processes and standards:

- Any project deemed complete prior to Plan adoption.
- All projects identified as exempt in the Zoning Ordinance.
- Changes of use, where the new use is permitted and the new use will not result in an increase in required parking. Exterior modifications may require development review.
- Any project deemed complete prior to Plan adoption.

Non-Conforming Buildings and Uses

Non-conforming buildings and uses do not comply with existing Precise Plan requirements, but were developed under previous zoning or Precise Plan regulations. On a case-by-case basis, the Zoning Administrator shall determine the hearing process involving non-conforming buildings and uses, including requests for alteration, replacement, expansion, and changes of use. A Planned Community Permit shall be required for any application involving a non-conforming site, building, or use, and shall be reviewed by the Zoning Administrator based on:

- Planned Community Permit findings;
- Criteria and process in the Zoning Ordinance's requirements for non-conforming buildings and uses; and
- The Precise Plan's purpose, intent and guiding principles.

Site & Building Renovation & Rehabilitation

- **General Requirements.** Other new development requiring Major Planned Community Permits, but not proposing comprehensive redevelopment, should bring sites into greater conformance with this Plan. The focus of improvements may include pedestrian and bicycle circulation improvements to building entrances, through the site and between buildings; improved landscape screening or tree canopy, reductions in the number of driveways, exterior open space and amenity areas and coordination with adjacent parcels, if possible. The scope of required improvements will be based on the cost and extent of the proposed development, as evaluated through the development review process.

- **Building Placement.** New structures on sites with existing structures should comply with the Plan's block standards, active space requirements and frontage setbacks and improvement requirements.

- **Façade Improvements.** Façade improvements to existing structures should conform to design guidelines in Chapter 4 and include complementary features to new buildings in the Plan Area. Entrances should orient onto existing or planned pedestrian pathways.

Parking Exceptions

Managing the supply, demand and configuration of parking is a key feature of the Plan's urban design and circulation strategies. As detailed in Chapter 2, certain project types, locations and management strategies may qualify a development proposal and/or use for a minor reduction in parking standards if an applicant can provide a parking plan or demonstrate special conditions apply.

The following exception process applies to projects such as new commercial tenants or minor site plan changes that do not require a major Planned Community Permit. Parking exceptions for major redevelopment will be considered through the associated development review process.

- **Minor Planned Community Permit.** Applications that do not comply with the parking ratios in the Zoning Ordinance may be eligible for a minor Planned Community Permit if the project complies with the conditions for parking reductions detailed in Table 2-1 in Chapter 2. Reductions from different conditions or programs may be added together.

- **Parking impacts.** If projects approved under this process result in parking impacts, the Zoning Administrator may hold a public hearing to determine if all requirements and conditions of the Permit have been met or to apply additional conditions of approval to the Permit.

- **Additional reductions.** Reductions greater than allowed by Table 2-3 may be possible through a public hearing process, as described in the Zoning Ordinance.

- **Off-site parking.** Applicants may be allowed to meet minimum parking requirements through the use of nearby off-site facilities, if they are designated for that purpose. Determination of capacity of those facilities shall be on a case-by-case basis.

- **Location of off-site parking.** The allowable distance for a project to use off-site parking is 600 feet walking distance, from the nearest corner of the parking facility to the nearest corner of the destination building. The project site shall not be on the opposite side of a major public street from the proposed off-site parking location. The Zoning Administrator and/or City Council may modify the distance if potential neighborhood parking impacts are addressed and there are no major barriers to pedestrian access.

Office Development Exception

In general, no application for an office development will be accepted unless the proposal and/or Plan Area conforms to the office development regulations in Chapter 2. This exception applies when office development in the Plan Area has reached its cap. Certain project types may qualify for this exception if they do not exceed the following size thresholds and meet the Plan intent to provide flexibility to develop office space for existing or new small businesses in the Plan Area.

- **Additions.** An addition to an existing office development of up to 12,500 net new square feet may be permitted, to provide space for small businesses on multi-tenant sites.

- **New development.** A new office development of up to 25,000 net new square feet or inclusion of up to 25,000 net new square feet of office area in a mixed-use development, may be permitted to provide space for a mix of small businesses.

Applications for this exception must demonstrate the proposal complies with the Plan's office development policies and exception standards. This exception does not exempt a project from compliance with other Plan requirements.

Master Plan Process

The Plan requires a Master Plan process for specific locations in the Plan Area, with the aim of integrating new development, and encouraging integrated planning for larger developments under certain circumstances involving multiple adjacent parcels. The process allows the City to accommodate incremental improvements and achieve the Plans' key principles and policies for circulation, land use, open space and urban design regardless of when development occurs.

The process provides flexibility in regard to specific standards by providing an administrative process focused on key development objectives. This process will allow property owners, developers and the City to jointly determine the optimal mix of development and improvements to translate the Precise Plan vision into an actionable plan. This section outlines the conditions and requirements for the Master Planning process.

Conditions for Master Planning

Projects in the three locations shown in Figure 2-9 shall submit a Master Plan proposal, as part of the development review process, with any proposal for a new building, building addition or substantial remodel. The Master Plan process is voluntary for Master Plan proposals outside these areas. Master Plans shall be used for development on adjacent parcels.

Coordination

The project applicant shall coordinate with the City to understand development proposals for surrounding parcels; coordinate street, pedestrian and bicycle connections; and identify other key Master Plan issues.

Master Plan Preparation

The project applicant(s) shall develop a Master Plan including the following minimum components:

- Signed development applications from all property owners within the applicable Master Plan area. If any property owners do not sign the development applications, thereby not participating in the Master Plan development, the Master Plan may still be submitted for participating parcels. However, the Master Plan must show how the project would integrate with the remainder of the applicable Master Plan area, including both existing development and future achievement of key Precise Plan principles, policies, standards and guidelines on the other parcel(s).
- Materials such as maps, surrounding and proposed uses, proposed building locations, circulation plan, total square footage, open space, public benefits proposal, conceptual onsite utilities and City utility connections, conceptual grading strategy, and other materials to demonstrate compliance with the purpose and intent of the Precise Plan and other City codes.
- Circulation and parking strategy, including but not limited to proposed on- and off-site improvements, linkages to adjacent properties, shared access conditions, shared parking facilities, and any additional analysis required for potential intersection improvements, including improved bicycle and pedestrian crossings. Offsite improvements include bicycle, pedestrian, transit, and vehicle circulation improvements.
- Land use strategy, including how the Master Plan area would comply with land use policies, and subarea and Master Plan objectives identified in Chapter 2.
- Urban design strategy, including a conceptual architecture and open space plan, including how the location, intensity, and uses of planned and future buildings and open spaces function and relate to each other, the project site, and surrounding area.
- Phasing and implementation strategy, including the timing and plans for any public improvements.
- Other components as deemed necessary by the City.

Shared Parking

If the project applicant proposes a centralized parking structure to serve multiple properties within or beyond the applicable Master Plan area, the Master Plan will include the parking structure location and vehicle access routes, number of proposed parking stalls, number of parking stalls required for the new and/or existing development utilizing the structure, and the non-automobile connections between the project site, public streets and other parcels utilizing the structure. Parking structures shall meet the policies and standards and guidelines described in Chapter 2 and Chapter 4, respectively.

Calculation of FAR

Existing or proposed Master Plan developments with multiple parcels may provide flexibility through the Master Plan process to calculate FAR cumulatively across the Master Plan area. Building intensities (FAR) may be adjusted between subject parcels if 1) the Master

Plan and subsequent Planned Community Permit demonstrates conformance with the purpose and intent of the Precise Plan, including but not limited to provision of open space and circulation improvements, superior building siting and architectural design, and neighborhood transitions; 2) the overall FAR of the Master Plan does not exceed the allowable FAR of the combined subject parcels; and 3) the maximum allowable building heights are not exceeded.

Administrative Process

The Master Plan shall be reviewed by the Environmental Planning Commission, who will forward a recommendation to the City Council for final action. Planned Community Permits submitted under an approved Master Plan shall be generally consistent with the Plan's permitting processes. Planned Community Permits for up to "Base FAR" development may be reviewed and approved by the Zoning Administrator. "Tier 1" development may be reviewed by the Zoning Administrator, who will forward a recommendation to the City Council for final action. Projects deemed complete prior to Plan adoption are exempt from the Master Plan process and standards.

Transfer of Development Rights for Public Schools

The Plan allows some transfer of development rights (TDR) to support Plan policies encouraging creative partnering solutions for development of a public school to meet the needs of the Plan Area. This section outlines the process for consideration of any TDR proposal.

Conditions for Application

TDR is a voluntary process. A property owner may submit a TDR application only if they have partnered with the School District to develop a public school in the Plan Area. The TDR process may allow a transfer of FAR within a single contiguous project site to transfer FAR from a property provided for a public school ("sending site") to a different property in the Plan Area ("receiving site").

Administrative Process

A proposal for a transfer of development rights will require submittal of a gatekeeper application for a Precise Plan Amendment to evaluate and define the locations and standards for the proposed TDR, including the amount of transferable FAR.

Public Benefits Program

Public benefits refer to development contributions made by property owners or developers to provide benefit to the Plan Area in exchange for approval to develop additional intensity. The Plan defines "Base" FAR for each subarea in Chapter 4. Any development above the Base FAR shall provide public improvements and/or equivalent resources to improve quality of life in the Plan Area or city and to help implement the Plan. This exchange is voluntary for the applicant and the City. The following sections identify public benefits expectations, priorities and other strategies.

Public Benefit Requirements

- **Agreement required.** Any developer taking part in the Public Benefits Program will be required to enter into a binding agreement with the City to specify the public benefit(s) that will be provided in exchange for the higher development intensity that is requested. The City will negotiate the terms of the Agreement, including the period during which the development entitlement will be available to the developer and public benefits that will be provided by the developer. A developer may elect to negotiate this agreement in the form of a Development Agreement as defined in the Zoning Ordinance.

- **Public benefit value.** Tier 1 development projects shall provide public benefits, with incremental value proportional to the proposed development intensity (e.g. building square footage) above Base FAR. Public benefit value shall not be required for aboveground parking structures in the Mixed Use Center subarea or underground parking. The per square foot value will be updated periodically by the City, consistent with CPI, or if necessary to address market changes, based on maintaining a reasonable development return for a range of parcel and project sizes as well as consideration of whether overall development costs remain competitive with nearby communities (taking into account comparable development and existing fees).

- **Cost increases.** If the costs of providing agreed-upon public benefits increase after entitlement, the public benefit package will still be required.

Public Benefits List

The public benefits in Table 5-1 were determined through the Plan process. Other benefits may be determined in the future or may be identified during the development review process based on local, Plan Area needs. The City will maintain a prioritized list of public benefits. In general, public benefits should be provided within or accessible from the Plan Area.

Project applicants may elect to directly construct or provide the benefits in Table 5-1, if they can demonstrate to the satisfaction of the City that the value of the public benefit is equivalent to the value identified above. Provision or construction of benefits is preferred. However, the City will have the discretion to accept a monetary contribution to construct the benefit or improvement.

Examples listed in Table 5-1 are not intended to limit the City's discretion to determine the appropriate public benefit value required in exchange for increased intensity.

Public Access and Utility Easements

The Plan relies on increased sidewalk widths and planter areas, new and improved bicycle facilities and new connections through large blocks to achieve the Plan's envisioned urban design, pedestrian environment and overall connectivity conditions. These improvements are necessary to accommodate the increased pedestrian and bicycle activity resulting from development, since existing improvements are often narrow, discontinuous and do not provide adequate buffer or integration with the roadway system.

New connections are necessary to reduce travel distances and provide more direct connections between Plan Area destinations and from surrounding areas to Plan Area destinations. These improvements will result in a smaller network of blocks that is more consistent with standard City blocks. New development will also require new, onsite infrastructure to provide public utility services to future users.

The following are requirements for easements, improvements related to new sidewalk widths and bicycle facilities, new connections through sites, and utility infrastructure:

- **Public sidewalk widening, bicycle facilities and easements.** Proposed public street design, including sidewalk widths and bicycle facilities are identified in Chapter 3. Where existing public street frontages do not meet these standards, public access easements will be required from private property owners to provide compliant improvements to support the Plan Area's pedestrian activity. The necessary easement widths will vary based on street frontage and current property line locations.

  These easements and improvements will be required with the following permit types:

  - Major Planned Community Permits
  - Minor Planned Community Permits involving site plan changes, parking reconfiguration, or demolition of all or portions of structures along public street frontages.

  These easements and/or widening improvements may be required with the following permit types, based on the cost, extent, or intensity of the project as determined through the development review process:

  - Minor Planned Community Permits, not involving improvements along public streets
  - Provisional Use Permits

  For purposes of illustration, projects may include but are not limited to: façade remodels, changes in use of a major tenant or parking reductions (Section 36.32.65 of the Zoning Ordinance). When requirements for sidewalk improvements are determined by the City to be unreasonable based on project scope, an irrevocable offer of dedication may be required so improvements can be built in the future.

  If the project site has existing, non-conforming structures, public utilities or heritage trees within the required easement or improvement areas, the Zoning Administrator will determine the dimensions of the easement and improvements based on the location and type of structure and heritage tree ordinance and policies.

- **Connections through private property and public access standards.** Standards and locations for new publicly-accessible pedestrian and/or bicycle connections through project sites are identified in Chapter 2 (multimodal circulation plans), Chapter 3 (mobility improvement standards),

TABLE 5-1: Public Benefits

TYPE OF PUBLIC BENEFIT	EXAMPLES OF PUBLIC BENEFIT
Affordable Housing	Development of affordable units on- or off-site, including: • Provision of units over and above the amount required under existing regulations. On-site units preferred over off-site units. • Provision of units instead of payment of housing impact fees.
Pedestrian and bicycle amenities	On-site and off-site pedestrian and bicycle improvements, above and beyond those required by the development standards. These may include but are not limited to: • Enhanced pedestrian-oriented streetscapes. • Protected bicycle lanes and pedestrian pathways, improved bicycle and pedestrian crossings/signals, bicycle racks/ shelters. • New pedestrian and bicycle connections to transit facilities, schools, neighborhoods, etc. • Removal or contribution to removal of existing pedestrian and bicycle barriers (e.g. grade-separated crossings). • Upgrading traffic signals to enhance pedestrian and bicycle safety.
Public parks and open space	Providing publicly accessible parks, plazas, tot lots, etc., above and beyond existing Park Land Dedication Fees and required open area standards or contributions to off-site publicly accessible open spaces available to the community.
Other	• Contributions to and/or space provided for community facilities, affordable small business/non-profit spaces, etc. • Providing publicly accessible parking to serve area-wide/ shared parking needs. • Off-site utility infrastructure improvements above and beyond those required to serve the development. • Funds in lieu of improvements. • Other public benefits proposed by the developer and approved by the City Council.

and Chapter 4 (block standards). Public access easements and improvements will be required from private property owners to provide compliant improvements supporting the Plan Area's pedestrian activity. These easements and improvements will be required with the following permit types:

- Major Planned Community Permits
- Minor Planned Community Permits involving major remodels, site plan changes, and parking reconfigurations.

For Minor Planned Community Permits, the Zoning Administrator will determine the scope of the required easements and improvements based on the cost, extent, or intensity of the project as determined through the development review process.

For Major Planned Community Permits and Master Plan applications, the Zoning Administrator and/or City Council may consider exceptions to requirements to provide public access easements on certain roadways based on the function of the roadway and the provision of other publicly accessible connections.

- Limited easements may be considered, with the right to exclude disruptive or illegal activity.
- **Utility easements.** New public service easements will be required of new development, since new development will create the need for new utility locations and/or demand for services. These easements will occur along public street frontages as determined by the Public Works Director.
- **FAR and setback calculations.** These easements will be allowed to count toward lot area for the purposes of calculating allowed floor area (FAR). Setbacks are not measured from the easement and in most locations the sidewalk easement is within the required setback area.

Environmental Mitigation

New development may be subject to the mitigation measures specified in the Plan's Environmental Impact Report (EIR). Some projects may require additional environmental review under the California Environmental Quality Act (CEQA). Any mitigation required as a direct consequence of a proposed project (see Appendix A), including off-site traffic mitigation as defined by CEQA, may not be considered public benefits as defined in this Plan.

B. IMPLEMENTATION STRATEGY

Implementation of the Plan, including future improvements and Plan programs, includes ongoing, short-term and medium term actions. Many of the future physical improvements in the Plan Area are dependent on private development and provision of public benefits. While incremental improvements may be possible, larger improvement projects will require coordination with more significant redevelopment in the Plan Area. Funding for improvements could come from a variety of sources, and the City will need to be strategic to leverage development standards, private development contributions and other funding sources to implement Plan improvements. A description of capital improvements and potential funding sources is included in the following sections.

The implementation strategy will be revisited on a regular basis for as long as the City's involvement is required, to ensure that the Plan's desired outcomes are being achieved. A summary of key implementation actions is identified in Table 5-2.

Capital Improvements

This section describes capital improvements supporting Plan implementation. Some improvements may be required to be constructed as part of development projects.

Circulation and Mobility

The Plan includes public circulation system improvements to implement the Plan's mobility vision. Given the size of the Plan Area and the difficulty of predicting when redevelopment will occur, improvements will need to be completed opportunistically over time. Improvements will be jointly coordinated with development whenever feasible. The City's Capital Improvement Program (CIP) is another tool for prioritizing and funding specific improvements, particularly projects that can be completed within existing City rights-of-way.

TABLE 5-2: Implementation Actions

IMPLEMENTATION ACTION	DESCRIPTION	PARTIES INVOLVED
SHORT-TERM ACTIONS		
Zoning Map & Zoning Text Amendments	Amend the City's zoning map to reflect adoption of this Plan.	Planning
Public Benefits Fund	Establish a San Antonio Public Benefits Fund for in-lieu payment of Public Benefits Program requirements.	Planning, Finance
Latham Street Bicycle Improvements	Study potential bicycle boulevard improvements on Latham Street. Coordinate Plan Area improvements with the Bicycle Transportation Plan (BRP).	Public Works
California Street Improvements	Coordinate Plan improvements for California Street with the California Street/Escuela Avenue Improvement Study (CIP Project No. 1441).	Planning, Public Works
El Camino Real Connectivity Improvements	Collaborate with outside agencies to study potential bicycle and pedestrian improvements to cross and travel along El Camino Real.	Public Works, Planning
Pacchetti Way Improvements	Actively work with developers and landowners on potential design solutions and feasibility analysis for improving Pacchetti Way (north of California Street) as an extension of the Plan's major north/south connection to the San Antonio Caltrain Station, including traffic calming options to limit cut-through vehicle traffic while preserving existing neighborhood access. Require design studies through the development review process. [Note: Action timing may be dependent on when redevelopment activity occurs.]	Public Works, Planning, property owners
New Public Street Crossings Study	Actively work with developers and landowners on a detailed study of potential design solutions and feasibility of new pedestrian and bicycle crossings of San Antonio Road and Showers Drive, aligned with the Hetch Hetchy right-of-way. Ensure design work considers integration with nearby intersections such as San Antonio Road/Fayette Street and Showers Drive/California Street. Require design studies through the development review process. [Note: Action timing may be dependent on when redevelopment activity occurs.]	Public Works, Planning, property owners
MEDIUM-TERM ACTIONS (~ 2017 – 2020)		
Caltrain Undercrossing	Study potential improvements and funding sources to improve the existing undercrossing of the Caltrain tracks and Central Expressway. Coordinate potential designs with property owners.	Public Works, Planning
Review Plan Based on Final BRT Alignment	Once a final alignment for El Camino Real BRT is determined, review the Precise Plan to determine any impacts or necessary revisions for topics such as streetscape, bicycle network, or intersection design.	Planning, Public Works
Citywide Parking Standards	Complete a comprehensive update of citywide parking standards. Consider reduced parking standards for certain uses, TDM packages, shared parking, or other special conditions. Consider parking maximums in certain locations or for certain types of uses. Adopt standards and ordinances to allow and encourage shared parking.	Planning
ONGOING ACTIONS		
Review of Precise Plan	Conduct an initial Precise Plan review within three years of adoption to ensure the plan functions as intended for new construction and capital improvements.	Planning, Public Works

TABLE 5-2: Implementation Actions *(Cont.)*

IMPLEMENTATION ACTION	DESCRIPTION	PARTIES INVOLVED
Precise Plan Reporting	Conduct annual reports on development entitlements, targets, capital improvement projects and public benefits.	Planning
Office Development Monitoring	Monitor office development phasing and housing production.	Planning
Caltrain Coordination	Continue to coordinate with Caltrain on service and station improvements at the San Antonio Caltrain Station, including any designs for an improved undercrossing of the Caltrain tracks.	Public Works, Planning
School District Coordination	Continue to coordinate with the Los Altos School District on any potential school sites in the Plan Area.	Community Development, City Manager
Public Benefits Monitoring	Annually assess the San Antonio Precise Plan Public Benefits Program to determine how frequently it is utilized, how effective it has been in funding public benefits, if contributions are of a sufficient value, and any necessary changes to the process or funding requirements.	Planning
Public Benefits List	Maintain and update a prioritized list of priority public benefit projects or improvements in anticipation of future development applications.	Planning, Public Works
Parks and Public Space	Work with San Antonio residents, employers, and property owners to identify areas where new public neighborhood-serving parks may be added.	Community Services, Public Works, Planning, property owners
TDM Monitoring and Reporting	Monitor employers and property owners within the Plan Area implementing transportation demand management (TDM). Require regular reporting for any project with TDM and identify enforcement requirements as a condition of approval, including and require parking monitoring to ensure any reduced parking rates for TDM programs do not cause offsite impacts.	Planning
Shared Parking	In coordination with property owners and the Transportation Management Association: • Identify groups of businesses and property owners who could benefit from use of shared parking. • Modify any zoning codes or ordinances that may restrict or discourage shared parking. • Develop standards and practices to evaluate, manage, and enforce shared parking arrangements. • Actively work with local employers, landowners, and developers to implement shared parking.	Planning, property owners

Some development proposals may also be required to provide design and feasibility analysis for public improvements identified in the circulation plans in Chapter 3 as requiring additional study, such as the Hetch Hetchy Greenway/San Antonio Road crossing, the Hetch Hetchy Greenway/Showers Drive crossing, and potential traffic calming on Pacchetti Way. Some offsite improvements may be a requirement of new development.

Utility Infrastructure

Project-level analysis of water and sanitary sewer systems will be required to analyze potential impacts beyond water and sewer deficiencies and may identify necessary system improvements triggered by new development and/or beyond known water and sewer deficiencies identified in Appendix A. Fair share contributions or construction of improvements may be required of development based on the identified deficiency. This process may identify improvements not described in the Plan or Plan EIR, but required to serve new development. The City will utilize existing reimbursement programs for any improvement construction beyond a project's responsibilities, unless the improvement is approved as part of a public benefits program.

The 2005 Storm Drain Master Plan concluded the City's storm drain system generally performs adequately in the Plan Area. However, project drainage may create localized deficiencies that were not studied or anticipated in the 2005 Storm Drain Master Plan. Development projects may be required to analyze and improve the City's storm drain system if drainage does not comply with City standards, such as drainage or flooding over a sidewalk.

Funding Strategies

Funding to implement the Plan will require a range sources and financing tools. A broad set of mechanisms will be required to undertake the full range of improvements proposed for the Plan Area. Potential funding sources are described in Table 5-3. Each potential funding and financing mechanism has different structures for how it is established, collected and used. Potential funding sources (see Table 5-3) for the types of improvements identified in the Plan include local and regional public funding sources as well as private sources such as development construction requirements and proportionate fair-share responsibilities.

Mountain View has several established three impact fee programs that, along with the Public Benefits Program, could be a funding source for Plan improvements. In addition to this source, it is likely that some improvements or projects will be funded through other local, regional/state or even federal funding sources. The potential for using a given source will vary depending on the particular improvement or project, funding availability, private development activities and other factors.

Table 5-3 identifies potential funding sources and whether they are administered directly by the City or whether they require additional coordination with other oversight agencies. Some City sources, such as the General Fund and CIP funds, are relatively flexible and may be used to fund a variety of improvements at the discretion of the City Council. Other City sources, including existing and potential development fees and Public Benefits Program funds, can only be used for defined purposes.

TABLE 5-3: Potential San Antonio Funding Sources	
FUNDING AND FINANCING SOURCES	**ADMINISTERING AGENCIES**
General Fund	City
Construction and Conveyance Tax	City
Other Capital Improvements Program (CIP) Funds	City
Existing Connection and Facilities Fees	City
User Fees and Rates	City
Park Land Dedication In-Lieu Fee	City
Potential New Development Impact Fees	City
Development Requirements or Fair-Share Contributions	City
Public Benefits Program	City
Affordable Housing Funds	City, HCD
Property-Based Improvement District (PBID) or Business Improvement District (BID)	Business and/or Property Owners
One Bay Area Grant Program	MTC, VTA
Other Transportation Grant Programs	Caltrans, MTC, VTA, BAAQMD
Water and Sewer Grant Programs	DWR, SWRCB
Acronyms: *HCD: California Department of Housing and Community Development* *Caltrans: California Department of Transportation* *MTC: Metropolitan Transportation Commission* *VTA: Santa Clara Valley Transportation Authority* *BAAQMD: Bay Area Air Quality Management District* *DWR: California Department of Water Resources* *SWRCB: State Water Resources Control Boar*	

SAN ANTONIO PRECISE PLAN

CITY OF MOUNTAIN VIEW

CITY OF MOUNTAIN VIEW

MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) has been formulated based upon the findings of the Final Environmental Impact Report (Final EIR) prepared for the City of Mountain View San Antonio Precise Plan (SA Precise Plan). The MMRP, which is found in Table 1, lists mitigation measures recommended in the Final EIR (which includes the Draft EIR, Initial Study (Appendix A of the Draft EIR), and Response to Comments documents) prepared for the SA Precise Plan and identifies mitigation monitoring requirements. The Final MMRP must be adopted when the City Council makes a final decision on the project.

This MMRP has been prepared to comply with the requirements of State law (Public Resources Code Section 21081.6). State law requires the adoption of an MMRP when mitigation measures are required to avoid significant impacts. The MMRP is intended to ensure compliance during implementation of the project.

The MMRP is organized in a matrix format. The first column identifies the environmental impacts. The second column, entitled "Mitigation Measures," refers to the recommended mitigation measures. The third column, entitled "Responsibility for Compliance," refers to the entity responsible for mitigation measure implementation. The fourth column, entitled "Method of Compliance and Oversight of Implementation," refers to the manner in which the mitigation measure is implemented, and who has oversight over ensuring implementation of the mitigation measure. The fifth column, entitled "Timing of Compliance," details when monitoring will occur to ensure that the mitigating action is completed.

Table 1: Mitigation Monitoring and Reporting Program

Environmental Impacts	Mitigation Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
A. TRANSPORTATION AND CIRCULATION				
TRANS-1: Implementation of the Precise Plan would result in a conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways.	TRANS-1: Add a right turn overlap phase at Intersection #17, San Antonio Road/California Avenue for the westbound right turn movement, or comparable improvement to maintain acceptable intersection LOS.	Project Applicant and/or City of Mountain View Public Works Department	Method of Compliance: Study, design and install improvement Implementation Oversight: City of Mountain View Public Works Department	Prior to intersection reaching unacceptable LOS
B. AIR QUALITY				
AIR-1: Construction of new projects associated with implementation of the SA Precise Plan could result in exposure of sensitive receptors to substantial pollutant concentrations.	AIR-1: All new development projects, associated with implementation of the SA Precise Plan, which include buildings within 1,000 feet of a residential dwelling unit shall conduct a construction health risk assessment to assess emissions from all construction equipment during each phase of construction prior to issuance of building permits. Equipment usage shall be modified as necessary to ensure that equipment use would not result in a carcinogenic health risk of more than 10 in 1 million, an increased non-cancer risk of greater than 1.0 on the hazard index (chronic or acute), or an annual average ambient $PM_{2.5}$ increase greater than 0.3 $\mu g/m^3$.	Project Applicant	Method of Compliance: Preparation of a Health Risk Assessment and implementation of any identified measures Implementation Oversight: City of Mountain View Public Works Department and Community Development Department	Prior to future demolition, site preparation, or construction activities
AIR-2: Implementation of the SA Precise Plan could result in exposure of sensitive receptors to substantial pollutant concentrations.	AIR-2: For residential or other sensitive use projects proposed within 500 feet of El Camino Real and Central Expressway, and/or any of the stationary sources identified in Table IV.B-6 of the EIR, the City of Mountain View shall require an evaluation of potential health risk exposure. The applicant for a sensitive use project within the Precise Plan area shall prepare a report using the latest BAAQMD permit data and roadway risk estimates to determine impacts to future residents. The report shall outline any measures that would be incorporated into the project necessary to reduce carcinogenic health risk ~~of~~ to less than 10 in 1 million, reduce the non-cancer risk ~~of~~ to less than 1.0 on the hazard index (chronic or acute), and ensure the annual average ambient $PM_{2.5}$ increase is less than 0.3 $\mu g/m^3$. Measures to reduce impacts could include upgrading air filtration systems of fresh air supply, tiered plantings of trees, and site design to increase distance from source to the receptor.	Project Applicant	Method of Compliance: Preparation of a Health Risk Assessment and implementation of any identified measures Implementation Oversight: City of Mountain View Public Works Department and Community Development Department	Prior to future project approval

Table 1: Mitigation Monitoring and Reporting Program

Environmental Impacts	Mitigation Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
C. NOISE				
NOISE-1: Construction activities associated with implementation of the SA Precise Plan could create significant short-term vibration impacts on nearby sensitive land uses.	NOISE-1: The following language shall be included as a Condition of Approval for new projects associated with implementation of the SA Precise Plan: • In the event that pile driving would be required for any proposed project within the SA Precise Plan area, all residents within 300 feet of the project site shall be notified of the schedule for its use a minimum of one week prior to its commencement. The contractor shall implement "quiet" pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration, or the use of portable acoustical barriers) where feasible, in consideration of geotechnical and structural requirements and conditions. • To the extent feasible, the project contractor shall phase high-vibration generating construction activities, such as pile-driving/ground-impacting operations, so they do not occur in the same period with demolition and excavation activities in locations where the combined vibrations would potentially impact sensitive areas. • The project contractor shall select demolition methods not involving impact, where possible (for example, milling generates lower vibration levels than excavation using clam shell or chisel drops). • The project contractor shall avoid using vibratory rollers and packers near sensitive areas whenever possible.	Project Applicant/ Project Contractor	Method of Compliance: Implementation of identified measures Implementation Oversight: City of Mountain View Public Works Department and Community Development Department	During construction activities
D. PUBLIC SERVICES				
There are no significant Public Services impacts.				

CITY OF MOUNTAIN VIEW
RESOLUTION NO. 17925
SERIES 2014

A RESOLUTION ADOPTING A MINIMUM VALUE FOR PUBLIC BENEFITS PROVIDED BY SAN ANTONIO PRECISE PLAN DEVELOPMENT

WHEREAS, on July 11, 2012, the City Council adopted the 2030 General Plan, which recognizes public amenities, services, and improvements are needed to help protect and enhance the City's quality of life, and the 2030 General Plan Action Plan, which identifies the Development Review Process for implementation of key improvements and General Plan objectives; and

WHEREAS, in the San Antonio Precise Plan, development in the Mixed-Use Corridor subarea is allowed without public benefits if its floor area ratio (FAR) is up to 1.35 ("Mixed-Use Corridor Threshold"), and larger development may be allowed with public benefits; and

WHEREAS, in the San Antonio Precise Plan, development in the Mixed-Use Center subarea is allowed without public benefits if its total square footage is up to one hundred twenty percent (120%) of existing square footage at the time of Plan adoption or up to an FAR of 0.35, whichever is less ("Mixed-Use Center Threshold"), and larger development may be allowed with public benefits; and

WHEREAS, the San Antonio Precise Plan includes direction to adopt a minimum value for public benefits, proportional to the project's building square footage in excess of the Mixed-Use Corridor Threshold and Mixed-Use Center Threshold which maintains reasonable developer return for a range of parcel and project sizes, resulting in overall development costs consistent with other nearby communities; and

WHEREAS, a list of desired public benefits, including affordable housing, pedestrian and bicycle improvements, and open space has been developed and will be maintained by the City; and

WHEREAS, the City Council has considered desired public benefits at meetings dated June 24, 2014, July 8, 2014, and October 7, 2014, based on recommendations from the Environmental Planning Commission and public input; and

WHEREAS, the City Council has considered an analysis conducted by BAE Urban Economics, Inc., evaluating the development value increase from higher FAR allowed by the Precise Plan; and

WHEREAS, the analysis demonstrates that a public benefits value of $20 per square foot in excess of the Mixed-Use Corridor Threshold or Mixed-Use Center Threshold maintains a reasonable developer return for a range of parcel and project sizes in the Plan area (excepting the East San Antonio Center Master Plan Area), resulting in overall development costs consistent with other nearby communities; and

WHEREAS, the analysis demonstrates the East San Antonio Center Master Plan in the Mixed-Use Center subarea has unique characteristics that may affect provision of a public benefits value of $20 per square foot in excess of the Mixed-Use Center Threshold, such as the necessary degree of cooperation between multiple property owners and parcels; prevalence of regional retail uses with potentially lower return; significant existing leases that may require a buyout or tenant relocations; uncertainty regarding the potential timing, size, and type of future development; and high costs for

physical improvements (e.g., structured parking requirements and treatments, centralized open space, etc.); and

WHEREAS, the analysis indicates that a public benefits value for East San Antonio Center Master Plan Area depends on a number of factors previously described herein and may result in a public benefits value ranging from $10 to $20 per square foot in excess of the Mixed-Use Center Threshold; and

WHEREAS, the analysis will be required to be updated to determine if a public benefits value of less than $20 per square foot in excess of the Mixed-Use Center Threshold in the East San Antonio Center Master Plan Area is required, depending on the factors previously described herein; and

WHEREAS, on November 17, 2014, the Environmental Planning Commission held a duly noticed public hearing and thereafter forwarded its recommendation to the City Council to adopt the San Antonio Real Precise Plan, its public benefits program, and a recommended minimum public benefits value; and

WHEREAS, on December 2, 2014, having given notice as required by Chapter 36 of the Mountain View City Code, the City Council held a public hearing to consider the San Antonio Precise Plan, its public benefits program, and adoption of a minimum public benefits value;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Mountain View:

1. That the City Council adopts a public benefits value of $20 per square foot (exclusive of underground parking) in excess of the Mixed-Use Corridor Threshold and Mixed-Use Center Threshold. Aboveground structured parking in the Mixed-Use Center subarea may be exempted from this amount.

2. That for the East San Antonio Center Master Plan Area in the Mixed-Use Center, the City Council adopts a public benefit value of $20 per square foot, which may be adjusted to account for unique development characteristics related to scope of development and composition of land uses, the cost of significant physical improvements such as structured parking requirements and open space, and costs related to regional retail tenants, but in no case shall be less than $10 per square foot (exclusive of underground parking) in excess of the Mixed-Use Center Threshold. And any adjustments proposed shall be verified and confirmed with an independent economic feasibility analysis prepared as part of the Master Plan process for East San Antonio Center Master Plan Area. Aboveground structured parking may be exempted from this amount.

3. Public benefits shall be required with value equal to this amount from development greater than Mixed-Use Corridor Threshold or Mixed-Use Center Threshold, as applicable, consistent with the San Antonio Precise Plan. Public benefits provided shall be determined through project review and agreed upon prior to project approval.

4. The values for the Mixed-Use Corridor and Mixed-Use Center shall be annually adjusted for inflation based on the Consumer Price Index for the San Francisco Bay Area, until a new public benefits value is adopted by the City Council.

TIME FOR JUDICIAL REVIEW

The time within which judicial review of this document must be sought is governed by California Code of Procedure Section 1094.6 as established by Resolution No. 13850 adopted by the City Council on August 9, 1983.

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The foregoing Resolution was regularly introduced and adopted at a Special Meeting of the City Council of the City of Mountain View, duly held on the 2nd day of December, 2014, by the following vote:

AYES:	Councilmembers Abe-Koga, Bryant, Kasperzak, Siegel, Vice Mayor McAlister, and Mayor Clark
NOES:	None
ABSENT:	None
NOT VOTING:	Councilmember Inks

ATTEST:

LORRIE BREWER, MMC
CITY CLERK

APPROVED:

CHRISTOPHER R. CLARK
MAYOR

I do hereby certify that the foregoing resolution was passed and adopted by the City Council of the City of Mountain View at a Special Meeting held on the 2nd day of December, 2014, by the foregoing vote.

City Clerk
City of Mountain View

RS/7/RESO
803-12-02-14r-E-4