El Camino Real Precise Plan

City of Mountain View

EL CAMINO REAL PRECISE PLAN
(P38)

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

NOVEMBER 17, 2014

RESOLUTION NO. 17913

AMENDED	RESOLUTION NO.	SUMMARY

Acknowledgments

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Michael Fuller, Public Works Director
Jannie Quinn, City Attorney

PRECISE PLAN PROJECT STAFF

Eric Anderson, Project Management, Community Development Department
Martin Alkire, Community Development Dept
Gerry Beaudin, Community Development Dept
Terry Blount, Community Development Dept
Quynh Byrer, Public Works Department
Krishan Chopra, City Attorney's Office
Melinda Denis, Community Development Dept
Sayed Fakhry, Public Works Department
Lindsay Hagan, Community Development Dept
Diana Pancholi, Community Development Dept
Jacqueline Solomon, Public Works Department
Stephanie Williams, Community Development Dept
Nicole Wright, City Attorney's Office

CONSULTANT TEAM

Raimi + Associates
Van Meter Williams Pollack
Strategic Economics
LSA Associates
Kimley Horn Associates

CORRIDOR ADVISORY GROUP

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Elaine Breeze
Paul Brunmeier
Ronit Bryant
Robert Cox
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Shari Emling
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Khosro Rahnema
Irena Stepanova
Kathy Thibodeaux

This project was funded in part through the Metropolitan Transportation Commission's Station Area Planning Program and in part through a grant awarded by the Strategic Growth Council.

Table of Contents

1. PLAN CONTEXT AND STRUCTURE 1

Plan Context 2
General Plan Vision 3
Precise Plan Vision 3
The Focused Strategy 4
Guiding Principles 6
Plan Structure and Content 7
About Standards and Guidelines 7
Purpose and Authority of the Precise Plan 8

2. DEVELOPMENT STANDARDS AND GUIDELINES 9

Land Uses 10
Ground Floor Commercial 14
Height & Floor Area Ratio 16
Village Centers 20
Castro/Miramonte 22
Medium-Intensity Corridor 24
Low-Intensity Corridor 26
Residential-Only Areas 28
Projects in Multiple Areas 29
Standards and Exceptions for All Areas 30
Design Guidelines 33
Fences and Signs 39

3. MOBILITY AND STREETSCAPES 41

Typical El Camino Real Street Section 42
General Plan Street Types 43
Vehicle Network 43
Pedestrian Network 44
Transit Network 46
Bicycle Network 48
Design Guidelines 50
Caltrans Requirements and Exceptions 58

4. IMPLEMENTATION 59

Project Administration 60
Public Benefits 66
Implementation Actions and Programs 68
Capital Improvements 70
Funding Strategy 71

APPENDIX: MITIGATION MONITORING AND REPORTING PROGRAM 73

Disclaimer:

The preparation of this Plan has been financed in part by grants from the U.S. Department of Transportation. The contents of this Plan do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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1

Plan Context and Structure

The purpose of this Precise Plan is to provide a roadmap for future changes and investment to El Camino Real and its adjacent properties. These changes will transform the corridor with people-friendly places, gathering spaces, key destinations and improvements promoting safety and comfort. This document contains guidance for this change in the form of standards and guidelines for new development, direction for potential street improvements, and implementation actions.

Plan Context

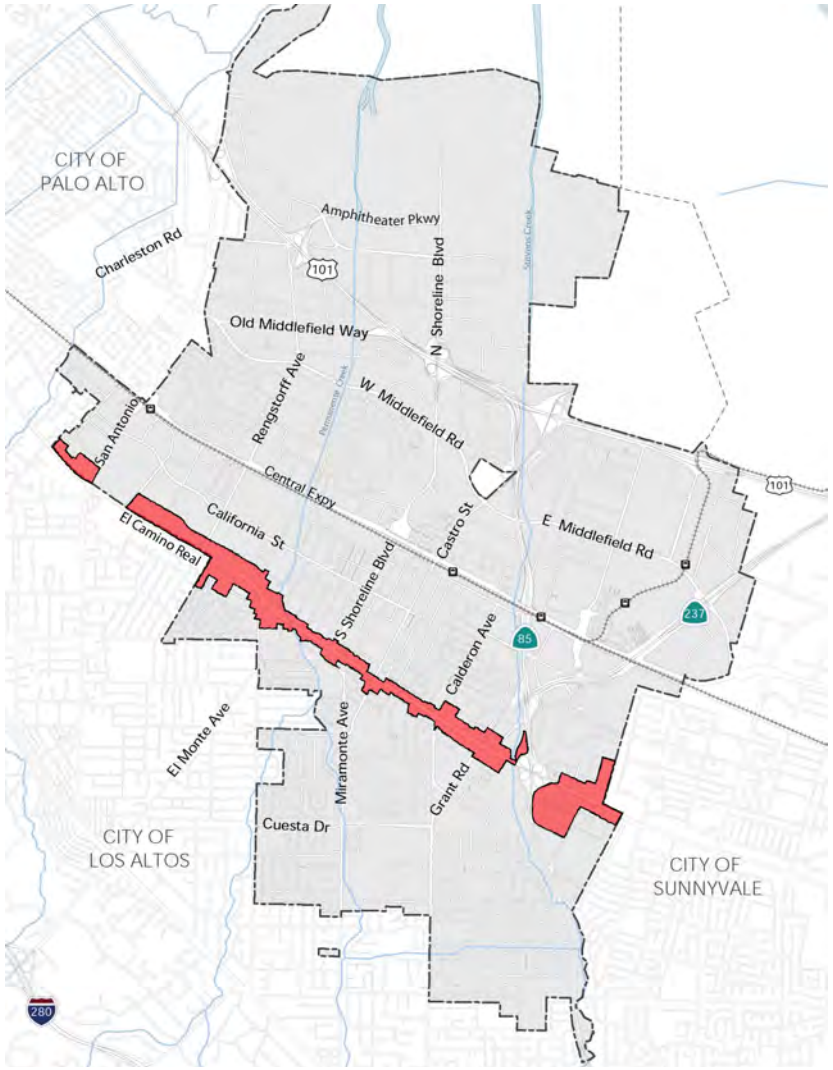
El Camino Real runs through the City of Mountain View, connecting with Sunnyvale to the southeast and with Palo Alto and Los Altos to the northwest. It is a key transportation corridor for residents and visitors, connecting major shopping and civic destinations with freeways, neighborhood and arterial streets, and transit stops. Travel between neighborhoods separated by El Camino Real is difficult, due to the street's width and traffic.

The existing corridor is primarily one- and two-story "strip" commercial in character, and most of the properties are bordered at the rear by residential neighborhoods. Businesses along the corridor provide important daily goods and services for City residents, but many of these buildings are aging and/or non-conforming. Recent residential infill development has occurred at several large sites along the corridor. However, there are many small sites along the corridor that are challenging to redevelop due to economic and physical constraints.

El Camino Real is a regionally important corridor. It links most of the cities on the Peninsula and it is a major bus route for Santa Clara and San Mateo Counties. A regional collaborative along El Camino Real, the Grand Boulevard Initiative (GBI), has been instrumental in bringing regional stakeholders together to foster a new vision for El Camino Real's potential. GBI's principles support people-friendly places with a focus on safety, sustainability, and high-quality development.

The Precise Plan boundary is shown in Figure 1. It encompasses 287 acres and extends the entire 3.9-mile length of the El Camino Real corridor in Mountain View. The plan area includes parcels immediately fronting El Camino Real (excluding those in the San Antonio Center and Downtown) and adjacent parcels where the Plan can facilitate new connections and neighborhood transitions.

Figure 1: El Camino Real Precise Plan Area



General Plan Vision

The El Camino Real Precise Plan is based on the vision for the corridor set forth in the General Plan. The General Plan vision states:

> *El Camino Real becomes a revitalized grand boulevard with a diverse mix of commercial and residential uses and public improvements.*
>
> *In 2030, El Camino Real is a grand boulevard that connects Mountain View with other cities and links diverse neighborhoods. It is a vibrant, landscaped, comfortable and convenient place where people want to be. It is easy to cross El Camino Real by walking or riding a bicycle.*
>
> *El Camino Real's residential and mixed-use buildings are compact, varied and interesting. They offer a range of places to live and work close to services and transit stops. Buildings and public plazas engage the street and create pedestrian activity. Buildings transition gracefully to residential neighborhoods.*
>
> *El Camino Real is a transit corridor anchored by regional and local commercial buildings. Transportation services are safe, efficient, and convenient.*

The General Plan also includes goals and policies for the El Camino Real area, including revitalization, variation in building heights, new street design standards, focused development intensity, and improved landscaping and pedestrian amenities along the streetscape. The El Camino Real Precise Plan includes new principles, standards and guidelines to implement the General Plan's vision and goals for the corridor.

Precise Plan Vision

El Camino Real plays many vital roles in the City. Cars and buses use it to access regional destinations, freeways and neighborhoods. It is a place where residents get many of the goods and services they need, and where small businesses locate to be accessible to diverse customers. This Precise Plan builds on these strengths, and provides a roadmap to further improve El Camino Real.

In the future, El Camino Real will become a dynamic corridor, renewed by investment. There will be different types of places, including areas with greater commercial activity, and areas with housing. There will also be new plazas and open areas, where residents and visitors can gather comfortably.

New homes will be built for a range of incomes and life stages. Just off the corridor, development will transition to be compatible with surrounding residential neighborhoods. Larger developments will provide benefits to the community, such as affordable housing or public parking.

Transportation improvements for all modes will improve travel along and across the corridor. Pedestrians will enjoy wider sidewalks, tree canopy, and comfortable crosswalks. Bicyclists will have access to other cities and major destinations, via comfortable travel off the corridor and direct access on the corridor. Parking will be better managed, but still convenient for residents and shoppers. Buses will be accessible to more people, and street improvements will make access a much better experience for riders.

The Focused Strategy

The Precise Plan uses a strategy that focuses more intensive development and public improvement at key intersections. This strategy coordinates development with streetscape improvements and transit service, while allowing a range of commercial and residential uses along the corridor. Key locations with focused new development and pedestrian improvement are designated **Village Centers**. Small-scale retail intersections are designated as **Neighborhood Corners**. Different areas of the corridor are shown in Figure 2 and are described in the following section.

Village Centers

The City's General Plan defines Village Centers as places with neighborhood-serving uses, public spaces and strong connections to surrounding neighborhoods. The Precise Plan's Village Centers implement this General Plan direction with concentrations of retail, services and new public gathering areas. They are located near existing retail destinations, major transit stops, and major intersections. The Precise Plan allows higher intensity development in these locations, consistent with General Plan direction for key locations near transit and other significant opportunity sites.

The most significant investment in pedestrian improvements will be located at Village Centers, including mid-block cut-throughs, pedestrian-scaled street lighting, wider sidewalks, street furniture, crossing enhancements, and bus stop improvements.

Castro/Miramonte Area

The Castro/Miramonte Area will have many of the same planned characteristics as other Village Centers – pedestrian vibrancy, enhanced transit connections, and focused investment in public space – but will be implemented at a lower intensity with smaller buildings and developments. This will integrate with existing small retail uses while providing a transition and connection to Downtown Mountain View.

Neighborhood Corners

Neighborhood Corners will provide small shops, services, and other active ground floor uses within a short walk or bike ride from nearby neighborhoods. Neighborhood Corners are located at smaller cross streets with direct access to adjacent communities. There will also be additional amenities at these intersections such as gathering spaces or community facilities, and pedestrian improvements will increase pedestrian comfort and access from adjacent neighborhoods.

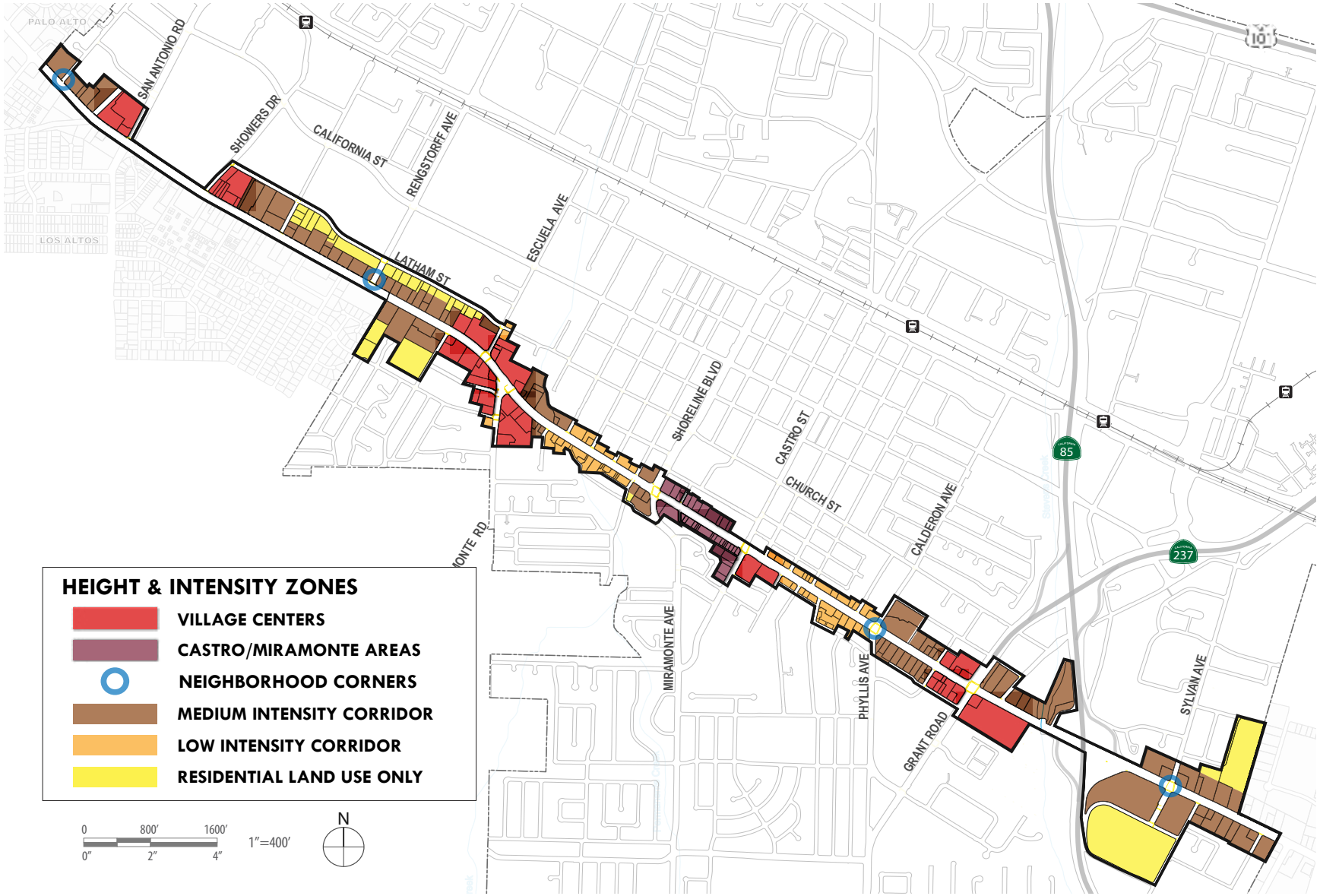
Corridor Areas

Between the Village Centers and Neighborhood Corners will be a mix of residential and non-residential uses. Low Intensity Corridor Areas are located adjacent to existing single-family neighborhoods, while Medium Intensity Corridor Areas are adjacent to medium-density residential neighborhoods or non-residential areas. Residents, workers, and visitors in these areas will be customers supporting businesses in the Village Centers and Neighborhood Corners. These areas will also have moderate improvements to urban design and pedestrian accessibility, such as new street crossings.

Residential Areas

Some areas in the Plan are not in the General Plan's El Camino Real Change Area. These areas have a residential General Plan designation and are adjacent to the surrounding neighborhoods. They are included in this plan to support public improvements and public benefits when connecting to the corridor, and to support neighborhood transitions and parcel aggregation if redeveloped.

Figure 2: Corridor Character Areas (refer to pages 17-19 for full-scale area maps)



Guiding Principles

The Guiding Principles below highlight the priorities and key strategies of the El Camino Real Precise Plan. They integrate guidance from the community and decision-makers gathered throughout the planning process.

1. **Preserve, connect, and serve adjacent neighborhoods.** El Camino Real will be a meeting place rather than a barrier, with pedestrian and bicycle connections to adjacent neighborhoods and across El Camino Real. Residents will have convenient retail services within walking distance. Transitions and buffers will preserve neighborhood character.

2. **Create a more livable and beautiful corridor.** Landscaping, trees, attractive buildings, and neighborhood gathering spaces will create an environment where people want to be. Comfortable sidewalks will connect new, high-quality housing with goods and services.

3. **Focus investment and development in defined locations.** Development and investment will create distinct nodes at major transit stops and cross-streets; street improvements will coordinate with areas of highest intensity and pedestrian activity; and larger buildings will be further from lower-density neighborhoods.

4. **Promote diversity and flexibility.** There will be a broad range of mutually supportive land uses, housing types for different incomes and life stages, and flexible building types that can accommodate a range of uses and tenants over their lifetime.

5. **Prioritize pedestrian-oriented urban design and building form.** Pedestrian areas and public space will include varied and interesting facades, street-facing pedestrian entrances, orientation towards transit, and generous plazas and open areas.

6. **Improve bicycle access and facilities.** Bicycle riders will have access to major destinations and throughout the area. Bicycle facilities will cater to a range of users and provide convenient crossing routes and access to neighboring cities.

7. **Encourage creative and flexible use of small parcels.** Applicants on small and irregularly shaped parcels will be able to improve these sites through parcel aggregation, incentivized with higher development intensities for larger lots; special standards for small buildings and in small-parcel areas; a broader range of allowed uses, such as rowhouses and other residential; and flexibility for changes in use and parking requirements.

8. **Limit the impacts of parking.** Visitors will be able to park conveniently, in locations that do not impact the pedestrian environment. Development will provide sufficient parking to avoid impacts to neighborhoods, while reducing parking demand through innovative strategies.

9. **Support existing and new small businesses.** Successful small businesses will provide diverse services, amenities, activities, and gathering spaces throughout the corridor. Building improvements and public improvements will create an environment that will draw more customers, activity and value.

10. **Seek broad public benefits.** Future change along El Camino Real will provide benefits serving the whole community. Large developments will provide public improvements, such as parks and public space, pedestrian and bicycle improvements, and shared parking.

11. **New affordable and senior housing will support the City's diversity and livability.** The corridor is a good location for affordable and senior housing due to its jobs, transportation options and access to daily goods and services. Low income, moderate income, and senior units will be built wherever possible towards a Plan-area affordable housing goal consistent with the City's inclusionary housing ordinance. This will be achieved through City subsidies for low-income housing projects, inclusionary requirements on new condominiums and rowhouses, impact fees (and units in lieu) on residential and non-residential development, and the provision of public benefits, with affordable units being the highest priority.

Plan Structure and Content

The El Camino Real Precise Plan is organized into the following four chapters:

- **Chapter 1: Plan Context and Structure** describes the plan context and location, and lays out the vision and principles to guide future change and investment along El Camino Real.
- **Chapter 2: Development Standards and Guidelines** contains standards and design guidelines for future development, including land use, height and intensity, building form, parking standards, and signage.
- **Chapter 3: Mobility and Streetscape** defines the overall transportation network and strategies, including standards for public street rights of way, sidewalks, and public improvements.
- **Chapter 4: Implementation** includes capital improvements and other public programs, funding and financing and project phasing. It describes administrative actions, the process for project approval, and monitoring programs.

About Standards and Guidelines

Each chapter contains "standards" and "guidelines" that respond to the Precise Plan's vision and principles, and that will direct future development and infrastructure along the El Camino Real corridor. Standards are requirements that must be followed by project applicants, unless an exception to a standard is otherwise noted. Standards are typically written with "shall" statements. Some standards include numeric requirements (such as floor area ratio) that cannot be exceeded.

Guidelines are the City's expectations for how site, building, and infrastructure design and improvements should be designed. Projects should demonstrate how they address each guideline. However, there is flexibility in how projects meet each guideline depending on project specific design and location. These guidelines are typically written with a "should" statement. In some instances, guidelines support or recommend an activity, but would allow alternatives. These guidelines are written with a "may" statement.

Purpose and Authority of the Precise Plan

The Precise Plan represents the implementation of the General Plan's goals and policies for the El Camino Real Change Area. The El Camino Real Precise Plan establishes the area's land use and development regulations. It replaces regulations contained in the Mountain View City Code (Chapter 36, Zoning Ordinance), several Planned Community Districts and the *P(10) Ortega – El Camino Real*, *P(15) Clark-Marich*, *P(16) El Monte – El Camino*, and *P(36) Americana Center* Precise Plans.

The El Camino Real Precise Plan shall guide all land use and development decision-making processes for the area. The Precise Plan does not replace or augment building safety codes or other non-planning related codes. All applications for new construction, substantial modifications to existing buildings, and changes in land use shall be reviewed for conformance with this Precise Plan. This Precise Plan is adopted under the authority of the City's Zoning Ordinance, which establishes Precise Plans as a tool to regulate land use and development.

2

Development Standards and Guidelines

This chapter includes standards and guidelines for new development in the Plan area. The Chapter is divided into the following sections:

- The Land Use section includes a list of permitted and provisional uses.
- The Ground Floor Commercial section defines requirements for ground floor commercial uses in particular areas where the plan prioritizes pedestrian activity and community-serving retail and services.
- Starting with Height and Intensity Zones, the next several sections of the chapter include standards for height, intensity, and setbacks by area.
- The next two sections contain standards and guidelines that apply to all areas of the corridor. This includes guidance for neighborhood transitions, access, building form, frontage character, landscaping, and other design elements. See page 7 for the difference between standards and guidelines.
- Fence and sign regulations are included on page 39.

Standards and guidelines in this chapter encourage buildings that engage the sidewalk, improve public spaces, and focus intensity to vibrant activity centers.

Land Uses

The following land uses, as defined in the Zoning Ordinance, are allowed in the Precise Plan area.

The permit requirements under "Required Ground Floor Commercial Areas" apply to required ground floor commercial spaces in locations identified on Pages 14 and 15—the Village Centers, Neighborhood Corners and Castro/Miramonte Area. For non-residential uses, the permit requirements under "Corridor Areas and All Upper Floors" apply everywhere else, including spaces complying with the "Ground Floor Commercial" setbacks in the standards tables. For residential uses, the permit requirements under "Corridor Areas and All Upper Floors" apply only to spaces consistent with all Residential Standards on Page 31, and with "Other Ground Floor Uses and all Upper Floors" setbacks in the standards tables. Specific projects may further limit the range of uses allowed on a site.

For the areas labeled "Residential Land Use Only" in Figures 4-6, use Page 26 instead of this table.

P	Permitted Uses
PUP	Provisional Use Permit Required
-blank-	Use Not Allowed

Table 1: Allowed Land Uses

LAND USE	CORRIDOR AREAS AND ALL UPPER FLOORS	REQUIRED GROUND FLOOR COMMERCIAL AREAS (see page 14)
RESIDENTIAL *Uses in this section are not allowed in the area bounded by Highway 237, El Camino Real and Highway 85. Permit requirements under "Corridor Areas and All Upper Floors" apply only to spaces consistent with all Residential Standards on Page 31, and with "Other Ground Floor Uses and all Upper Floors" setbacks in the standards tables.*		
Efficiency studios	PUP	
Live/Work	P	PUP
Multiple-Family Housing, both renter and owner	P	
Residential accessory uses & structures*	P	PUP
Rooftop amenities (Above 3rd Floor)	PUP	
Rowhouses and Townhouses	PUP	
Senior Care Facility	PUP	
Supportive & transitional housing	P	
RECREATION, EDUCATION, PUBLIC ASSEMBLY		
Child day-care centers and preschools	PUP	PUP
Community assembly, libraries and museums	PUP	PUP
Indoor recreation, fitness centers and studios for dance, art, music, photography, martial arts, etc.	P	P
Outdoor commercial recreation	PUP	
Pool and billiard rooms	PUP	PUP
Schools—including public, private, specialized education and training, and tutoring centers	PUP	PUP
Theaters	PUP	PUP

LAND USE	CORRIDOR AREAS AND ALL UPPER FLOORS	REQUIRED GROUND FLOOR COMMERCIAL AREAS (see page 14)
RETAIL TRADE		
Accessory retail uses	P	P
Auto, mobile home, trailer and boat sales	PUP	
Bars and drinking places	PUP	PUP
Building material stores	PUP	
Certified farmer's markets	PUP	PUP
Drive-in and drive-through sales	PUP	
Liquor stores	PUP	PUP
Outdoor merchandise and activities	PUP	PUP
Restaurants with entertainment	PUP	PUP
Restaurants, with or without beer, wine or liquor, without entertainment	P	P
Retail stores—including general merchandise, grocery, furniture, furnishings and home equipment	P	P
Second hand stores	PUP	PUP
Shopping centers	PUP	PUP
Significant tobacco retailer	PUP	PUP
SERVICES		
Animal service establishments	PUP	PUP
Banks and financial offices, and ATMs	P	P
Business support services	P	PUP
Cemeteries, columbariums and mortuaries	P	
Commercial or off-site parking lots	PUP	
Drive-in and drive-through services	PUP	
Hotels and motels	PUP	

LAND USE	CORRIDOR AREAS AND ALL UPPER FLOORS	REQUIRED GROUND FLOOR COMMERCIAL AREAS (see page 14)
Hotel accessory uses and structures*	P	PUP
Medical services < 3,000 square feet	P	P
Medical services 3,000 to 20,000 square feet	P	PUP
Medical services > 20,000 square feet, hospitals and extended care	PUP	
Office—General	P	PUP
Office—including administrative and executive, and research and development*	P	
Personal services	P	P
Plant nursery	PUP	
Public safety and utility facilities	PUP	PUP
Repair and maintenance—consumer products	P	P
Repair and maintenance—vehicle, minor work*	PUP	
Service stations*	PUP	
Storage, accessory	P	
OTHER USES		
Pipelines and utility lines	P	
Transit stations and terminals	PUP	PUP
Recycling—reverse vending machines & small facilities	PUP	
Other uses not named, but similar to listed uses and consistent with the purpose and intent of the Precise Plan	PUP	PUP

* See Page 12 for additional requirements.

Other Land Use Requirements

1. **General development standards for commercial zones.** Other standards and operational requirements apply if generally applicable to commercial zones in the Zoning Ordinance, such as limits on late-night use and activities, requirements for trash enclosures and roof-top equipment screening.

2. **Non-conforming uses in required ground floor commercial areas.** Uses in required ground floor commercial areas made non-conforming by this chapter, such as gas stations, drive-through services and hotel rooms, shall be allowed to continue for the structural life of the building or structure.

3. **Automobile-focused uses (primary).** Uses that are primarily automobile-focused, such as service stations, minor car repair and car washes, are exempt from standards and guidelines conflicting with their automobile focus, such as maximum parking frontage and maximum setbacks. Structures associated with these uses may be rebuilt or expanded on the same site with a Provisional Use Permit, even if they are in a required ground floor commercial area (such as a Village Center). However, if located in a required ground floor commercial area, they shall not be rebuilt as part of a larger development. Improvements at these sites shall be subject to other requirements, such as improved pedestrian access from the street to retail spaces, improved landscape screening and reductions in the number of driveways. Drive-through sales and services, when secondary to another use such as restaurants, shall not use this section.

4. **Hotel accessory structures and uses.** Hotel uses in required ground floor commercial areas may include lobbies, lounges, fitness rooms or other uses compatible with the purpose and intent of these areas. The quantity and type of accessory structures and uses may be limited through the development review process.

5. **Residential accessory structures and uses.** Residential uses in required ground floor commercial areas may include leasing office, lounges, fitness rooms or other uses compatible with the purpose and intent of these areas. The quantity and type of accessory structures and uses may be limited through the development review process.

6. **Locations with residential not allowed.** Residential land uses are not allowed in the area bounded by Highway 237, El Camino Real and Highway 85.

7. **Other residential uses.** Other uses within legal dwelling units may be permitted or provisional, depending on the type of unit and the characteristics of the use. These uses may include small and large family child day care, home occupations, residential care homes and rooming and boarding. Permit requirements in the R3 zone shall apply to these uses.

8. **Research and development.** Research and development uses are limited to small-scale, office-type businesses. They shall be office-like (such as software/Internet companies); compatible with the commercial, office and residential uses commonly found in the area; shall not involve manufacturing or the use of hazardous materials (except those normally associated with office buildings such as cleaning materials); and shall be located in buildings developed (or redeveloped) for office uses and not in individual tenant spaces in multi-center retail centers.

Other requirements may apply to specific land uses and are included in the Zoning Ordinance.

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Ground Floor Commercial

Ground floor commercial spaces are required in Village Centers and Neighborhood Corners, areas most accessible to neighborhoods and other parts of the City. These concentrations of commercial uses will support pedestrian activity and create opportunities for vibrant public spaces.

Village Centers, including the Castro/Miramonte Area, and Neighborhood Corners (shown in Figure 3), have special standards for ground floor commercial, as shown in Table 2 and in the second column of the Land Use Table. Village Centers are located at regional transit and vehicle nodes; they provide the greatest concentrations of commercial uses that may draw city-wide and regional visitors. The Castro/Miramonte area supports the extension of downtown's main street character along the corridor. Neighborhood Corners provide small, neighborhood-oriented commercial spaces. There are no ground floor commercial requirements in Low Intensity and Medium Intensity areas.

Other Ground Floor Commercial Requirements:

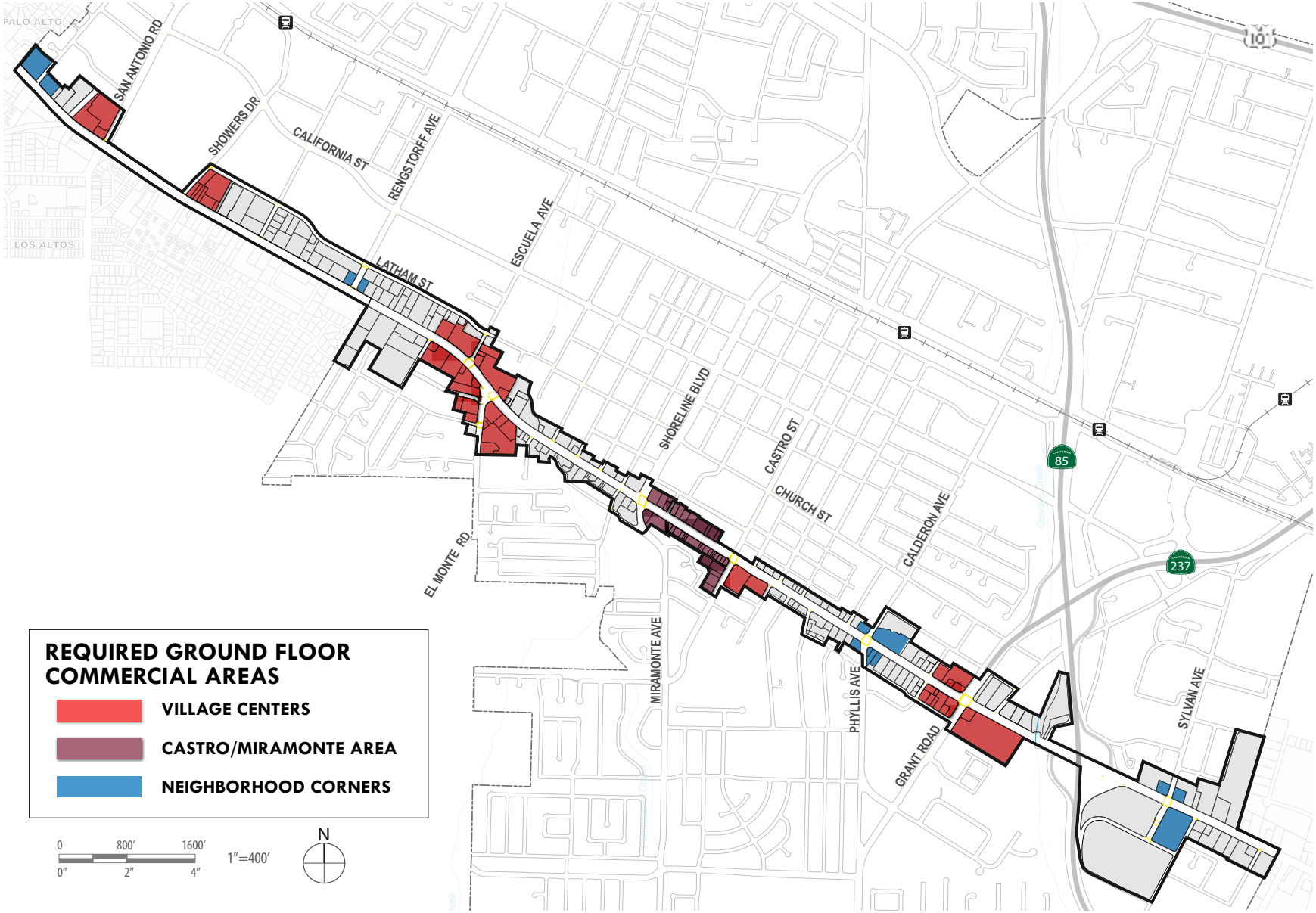
1. **Land uses**. Table 2 building areas shall use the allowed land uses under "Required Ground Floor Commercial Areas" on pages 10 and 11.
2. **Tier 1 and Tier 2 Projects**. Ground floor commercial requirements may be greater for Tier 1 and Tier 2 projects on large sites if it advances the principles and intent of the Precise Plan, as determined by the City Council.

See Page 35 for ground floor commercial design guidelines.

Table 2: Ground Floor Commercial Requirements

Area	Requirements
Village Centers	All of the ground floor building area shall be commercial. Lobbies to upstairs uses, parking and service spaces are also allowed on the ground floor. Service spaces include, but are not limited to, trash and utility rooms, bike parking, shared restrooms and loading areas. Parking and service spaces should be clearly secondary to commercial spaces, and commercial spaces should occupy all frontages along streets, public open areas, pathways and other highly visible locations. Exception: Residential uses may be allowed on the ground floor if appropriate based on surrounding uses, such as when fronting on a neighborhood street, or in other cases that advance the principles and intent of this Precise Plan.
Castro/ Miramonte Area	All of the ground floor building frontage along El Camino Real and at least 33% of the ground floor building frontage along Castro Street shall be commercial. Entrances to upstairs uses are also allowed on these frontages.
Neighborhood Corners	Minimum 2,000 square feet of ground floor commercial shall be provided. Where provided, up to 2,000 square feet may be added to a project's allowed floor area ratio.

Figure 3: Required Ground Floor Commercial Areas



Height & Floor Area Ratio

Figures 4-6 show the range of allowed heights and intensities in different areas along the corridor. Maximum heights, intensities, and other standards are applied differently across the corridor depending on the location, public benefits provided, and the review process. This is the Plan's "tiered" approach to height and intensity, which ensures a portion of the value created by larger development is used to improve El Camino Real. It also ensures City Council review of larger developments.

"Base" development, which is allowed throughout the corridor, has the lowest level of City review and does not require the contribution of public benefits. "Tier 1" allows more height and FAR in locations with larger parcels adjacent to multi-family neighborhoods, and requires the contribution of public benefits and review by the Environmental Planning Commission and City Council. "Tier 2" allows the highest FAR and is only allowed in Village Centers, where there is access to major transportation networks and daily goods and services. "Tier 2" involves review associated with rezoning, which could result in additional CEQA analysis, more public benefits, and other requirements resulting from legislative actions.

For more information about public benefits and project review, see Chapter 4. Development standards for each area follow the maps, starting on page 20. Table 4 provides a key to the maps.

Table 3: Summary of Maximum Heights and Floor Area Ratios

Area	Base Process	Tier 1 Process	Tier 2 Process
Village Centers*	1.35 FAR 3 (4) stories 45'(55')	1.85 FAR 4 (5) stories 55'(65')	2.3 FAR 5 (6) stories 65' (75')
Castro/Miramonte Sub-Area 1	1.35 FAR 3 stories/45'	1.85 FAR 4 stories/55'	--
Castro/Miramonte Sub-Area 2	1.35 FAR 3 stories/45'	No Max FAR 3 stories/45'	--
Medium Intensity Corridor	1.35 FAR 3 stories/45'	1.85 FAR 4 stories/55'	--
Low Intensity Corridor	1.35 FAR 3 stories/45'	--	--
Residential-Only Areas	See page 28 for details.		

*Maximum heights in Village Centers are without (with) the provision of a public open area consistent with the Village Center Plazas guideline on page 32.

Table 4: Height and FAR Map Key

Figure	Addresses Shown
Figure 4 (pg 17)	2700 to 1953 West El Camino Real
Figure 5 (pg 18)	1952 to 200 West El Camino Real
Figure 6 (pg 19)	100 West El Camino Real to 903 East El Camino Real

Figure 4: Height and FAR Areas (2700 to 1952 West El Camino Real)

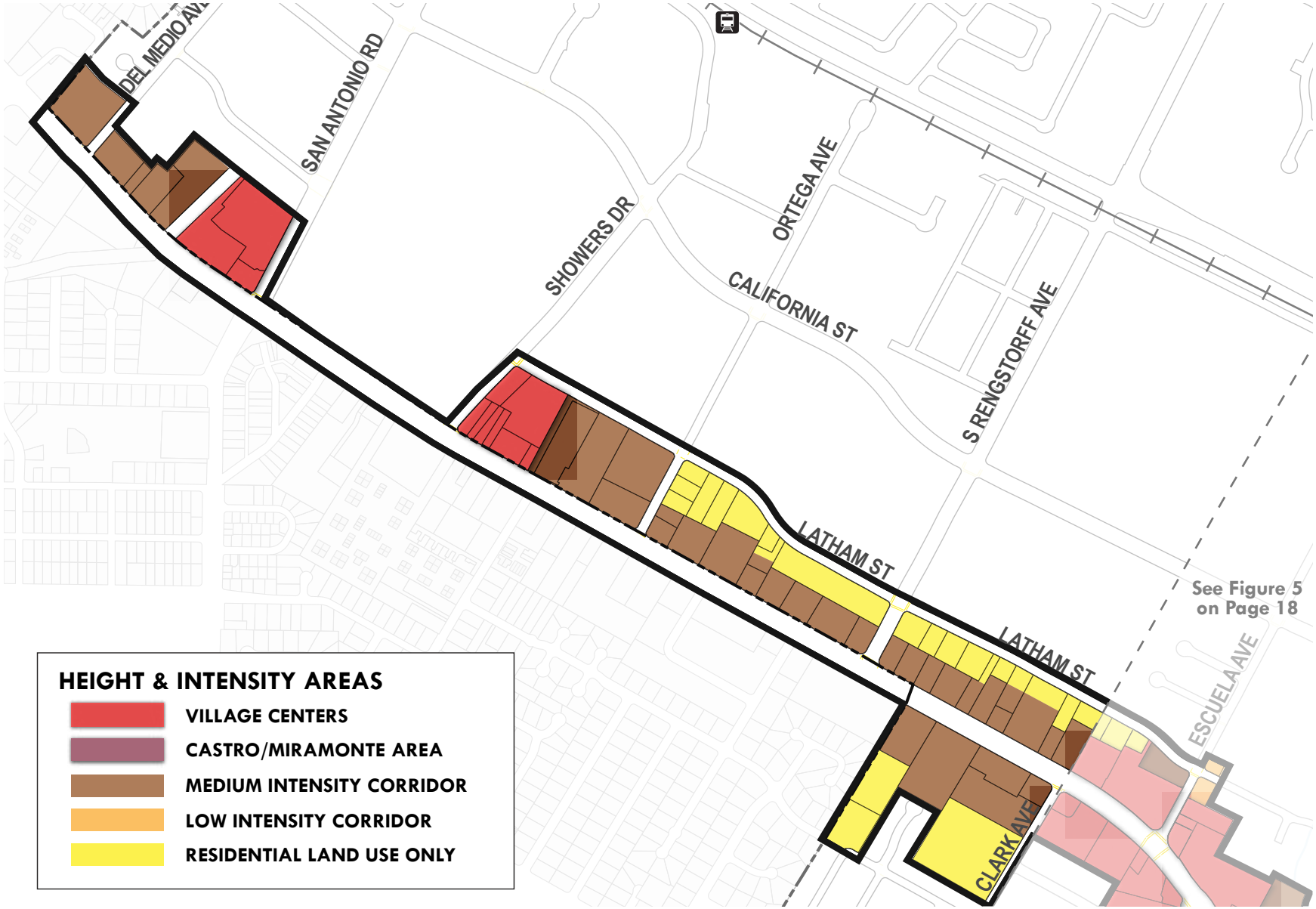


Figure 5: Height and FAR Areas (1952 to 200 West El Camino Real)

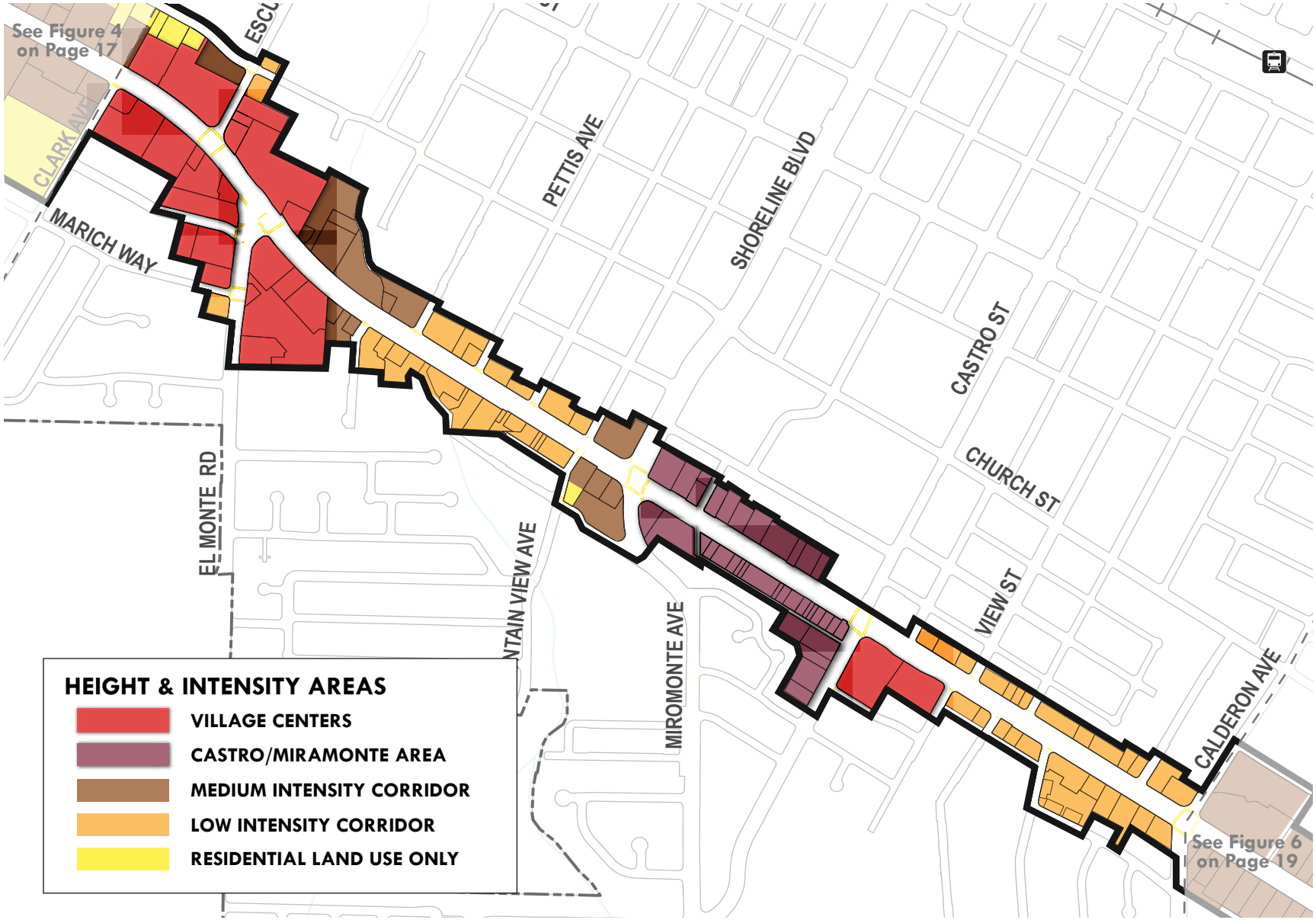
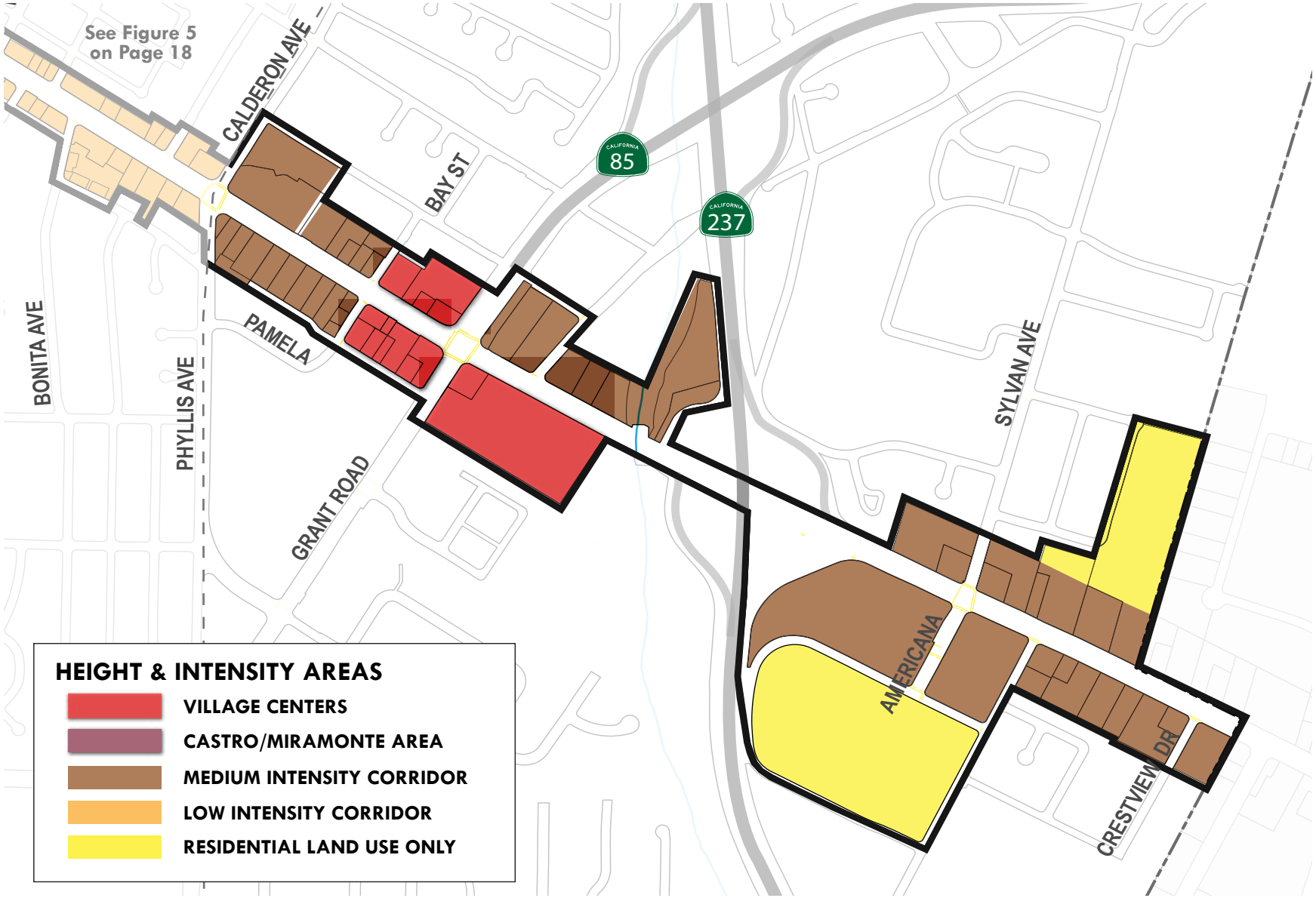


Figure 6: Height and FAR Areas (100 West El Camino Real to 903 East El Camino Real)



Village Centers

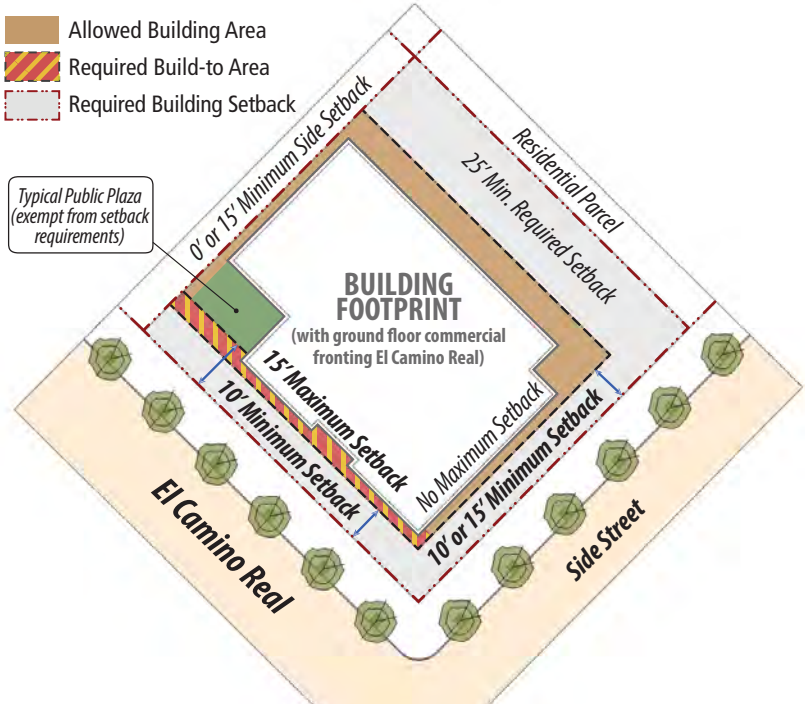
Village Centers are key locations at major intersections where new development will be adjacent to retail, services, and transit.

The setback and intensity standards in Tables 5 and 6 apply to all Village Center projects. Applicants shall use the Base standards unless they apply for Tier 1 or Tier 2 development, as described in "Project Administration" on page 60.

Village Center standards support ground floor commercial close to the street, substantial public plazas and increased neighborhood transition requirements for upper floors.

See page 30 for additional standards and exceptions.

Figure 8: Village Center Setbacks



Additional Village Center Requirements

1. **Gathering space.** Development in Village Centers shall incorporate a street-facing open area or public plaza that functions as a comfortable and attractive community gathering place. Tier 1 & Tier 2 development shall provide a public plaza with active commercial frontage, of adequate size for a range of public or commercial activities, and appropriate to the context, shape and circulation features of the project site.

2. **Special upper floor setbacks for Tier 2 Development.** The 5th story shall be located no closer than 80 feet and the 6th story shall be located no closer than 100 feet from any parcel in a residential zone or the right-of-way across from any residential zone. The 5th and 6th stories shall have an additional setback of 10 feet from the El Camino Real, side street, side and rear setback lines.

3. **Height bonus for public plaza.** Development in Village Center areas may be eligible for one additional story and 10 additional feet of height above Table 4. For example, Tier 1 development may be up to 5 stories and 55 feet in height. Approval of this additional story is at the discretion of the reviewing body, based on providing a public plaza that meets the guideline on page 34, and determination that the additional story considers neighborhood transition, urban design and other principles and objectives of the Precise Plan. This additional story may not be combined with the rooftop amenity height exception, but it may be combined with the corner building treatment height exception.

Figure 7: Village Center Tier 2 Setback Standards

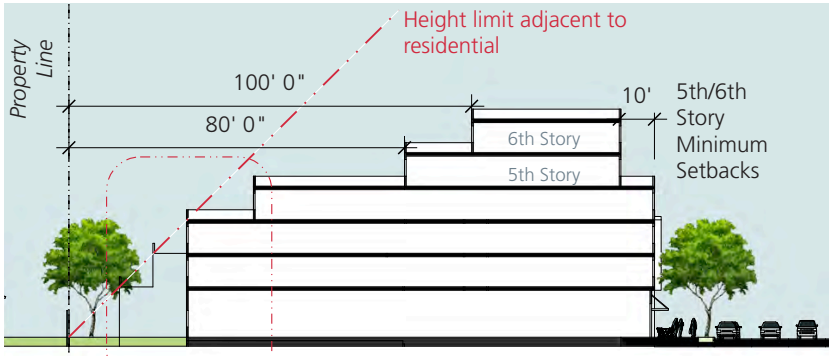


Table 5: Height, Intensity, and Coverage Standards

	BASE		TIER 1	TIER 2	
	Commercial/Office/ Other	Residential/Hotel/ Mixed-Use	Residential/Hotel/ Mixed-Use	Commercial/Office/ Other	Residential/Hotel/ Mixed-Use
Minimum Project Lot Area	None	None	15,000 sf	60,000 sf	
Maximum Floor Area Ratio	**0.50**	**1.35** (a)	**1.85** (a)	**1.0**	**2.30** (a)
Maximum Height (b)	3 stories/45 feet	3 stories/45 feet	4 stories/55 feet	5 stories/65 feet	
Maximum Pavement Coverage	No Maximum	25%	25%	25%	
Minimum Open Area	15%	40%	40%	40%	

Table 6: Setback Standards

	Ground Floor Commercial (d)	Other Ground Floor Uses and All Upper Floors (e)	Surface Parking (g)
Minimum El Camino Real Setback	10 ft (c)	10 ft Structured Parking: 25 ft	25 ft
Maximum El Camino Real Setback	15 ft (c)	N/A	N/A
Minimum Street Setback, other than El Camino Real	10 ft (c)	15 ft (f)	12 ft
Minimum Side & Rear Setback	0 ft	15 ft (f)	5 ft
Minimum Setback Adjacent to Residentially-Zoned Parcel	25 ft	25 ft (f)	10 ft

(a) If Mixed-Use, uses other than residential or hotel may be no greater than the non-residential maximum FAR (0.50 in Base or Tier 1; 1.0 in Tier 2)

(b) Heights shown are maximums without exceptions for open area, architectural features or rooftop amenities. Projects must comply with both stories and overall height maximums.

(c) See Page 14 for additional ground floor commercial requirements.

(d) In building areas using these standards, design should follow the Ground Floor Commercial guidelines on Page 35 and residential land uses are limited to those under "Required Ground Floor Commercial Areas" on pages 10 and 11.

(e) Includes above-grade structured parking.

(f) See Page 30 for upper floor standards in Neighborhood Transition areas. See page 20 for upper floor standards in Tier 2 development.

(g) Includes driveways parallel to the street.

Castro/Miramonte

Castro/Miramonte includes small sites adjacent to downtown in two sub-areas, as shown in Figure 9. Sub-area 1 has lot sizes and characteristics similar to the Medium Intensity Corridor. Sub-Area 2 is constrained in lot depth, so allows more flexibility in FAR and open area. Applicants shall use the Base standards in Table 7, unless they apply for Tier 1 development, as described in "Project Administration" on page 60.

Setback standards are the same across the Castro/Miramonte Area. These standards support a more downtown-like character, with a smaller maximum El Camino Real setback and smaller side setbacks.

See page 30 for additional standards and exceptions.

Figure 10: Castro/Miramonte Setbacks

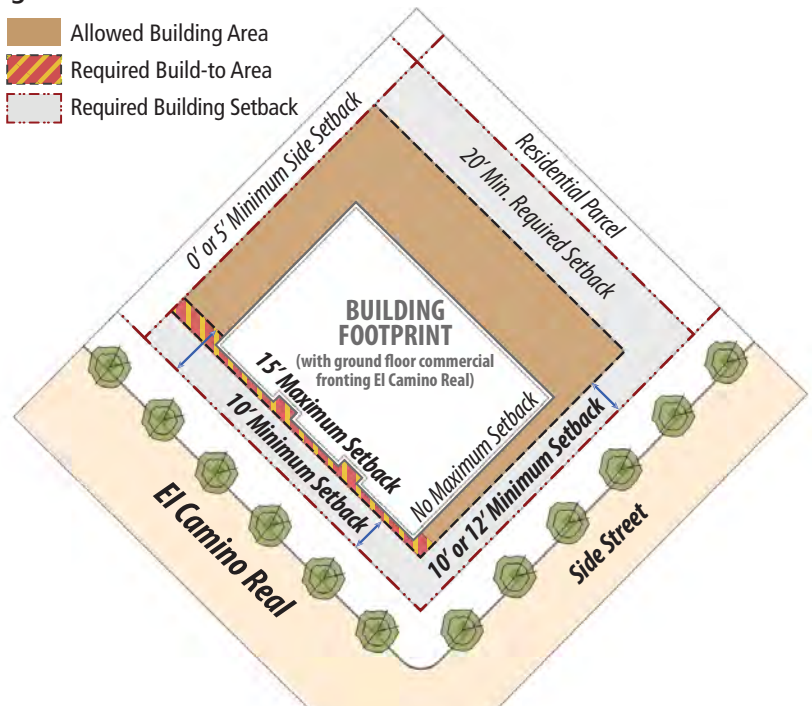


Figure 9: Castro/Miramonte Area

Table 7: Height, Intensity, and Coverage Standards

	BASE		Sub-Area1: TIER 1	Sub-Area 2: TIER 1
	Commercial/Office/ Other	Residential/Hotel/ Mixed-Use	Residential/Hotel/ Mixed-Use	All Projects
Minimum Project Lot Area	None	None	20,000 sf	None
Maximum Floor Area Ratio	**0.50**	**1.35** (a)	**1.85** (a)	No Maximum
Maximum Height (b)	3 stories/45 feet		4 stories/55 feet	3 stories/45 feet; maximum wall plate along alley: 35 feet
Minimum Height	For new single-story non-residential buildings, at least 75% of the street-facing portion of the building shall have a minimum height of 20 feet			
Maximum Pavement Coverage	40%	20%	20%	20%
Minimum Open Area	10%	35%	40%	35%

Table 8: Setback Standards

	Ground Floor Commercial (d)	Other Ground Floor Uses and All Upper Floors (e)	Surface Parking (g)
Minimum El Camino Real Setback	10 ft (c)	10 ft	10 ft
Maximum El Camino Real Setback	15 ft (c)	N/A	N/A
Minimum Street Setback, other than El Camino Real	10 ft (c)	12 ft (f)	12 ft
Minimum Side & Rear Setback (from adjacent parcel or alley)	0 ft	5 ft From alley: 0 ft	5 ft
Minimum Setback Adjacent to Residentially-Zoned Parcel	20 ft	20 ft (f)	10 ft

(a) If Mixed-Use, uses other than residential or hotel may be no greater than 0.50 FAR.

(b) Heights shown are maximums without bonuses for architectural features or rooftop amenities. Projects must comply with both stories and overall height maximums.

(c) See Page 14 for additional ground floor commercial requirements.

(d) In building areas using these standards, design should follow the Ground Floor Commercial guidelines on Page 35 and residential land uses are limited to those under "Required Ground Floor Commercial Areas" on pages 10 and 11.

(e) Includes above-grade structured parking.

(f) See Page 30 for upper floor standards in Neighborhood Transition areas.

(g) Includes driveways parallel to the street.

Medium-Intensity Corridor

The Medium-Intensity Corridor contains larger parcels surrounded by more multi-family residential than the Low-Intensity Corridor. Applicants shall use the Base standards in Table 9, unless they apply for Tier 1 development, as described in "Project Administration" on page 60.

Setback standards support commercial uses close to the street, flexibility for other ground floor uses, and setback and open area requirements more appropriate to larger developments.

See page 30 for additional standards and exceptions.

Figure 11: Medium Intensity Area Setbacks

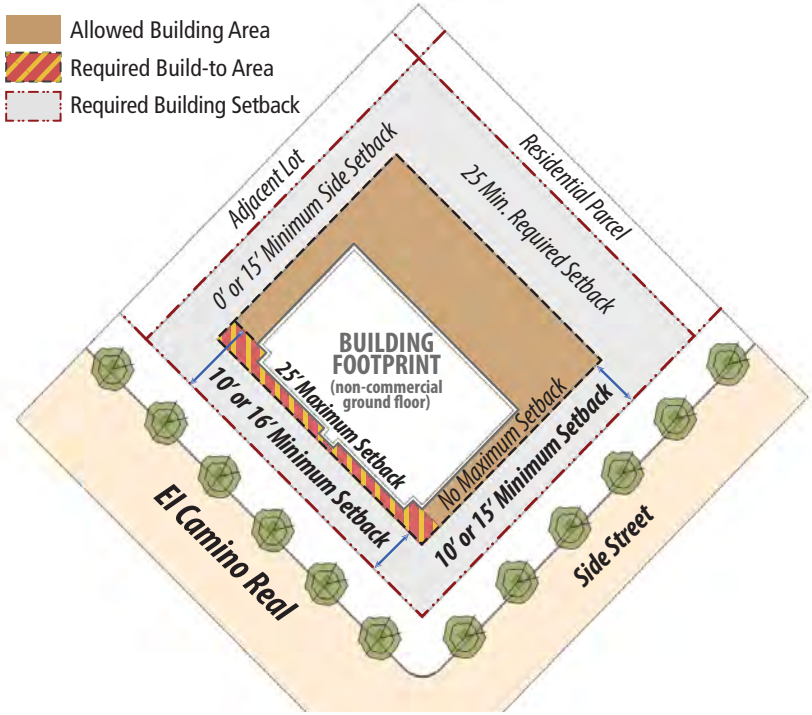


Table 9: Height, Intensity, and Coverage Standards

	BASE		TIER 1
	Commercial/Office/Other	Residential/Hotel/Mixed-Use	Residential/Hotel/Mixed-Use
Minimum Project Lot Area	None	None	20,000 sf
Maximum Floor Area Ratio	**0.50**	**1.35** (a)	**1.85** (a)
Maximum Height (b)	3 stories/45 feet	3 stories/45 feet	4 stories/55 feet
Maximum Pavement Coverage	No Maximum	25%	25%
Minimum Open Area	15%	40%	40%

Table 10: Setback Standards

	Ground Floor Commercial (d)	Other Ground Floor Uses and All Upper Floors (e)	Surface Parking (g)
Minimum El Camino Real Setback	10 ft (c)	16 ft Upper Floors Over Commercial: 10 ft	10 ft
Maximum El Camino Real Setback	15 ft (c)	Ground Floor: 25 ft Upper Floors and Structured Parking: N/A	N/A
Minimum Street Setback, other than El Camino Real	10 ft (c)	15 ft (f)	10 ft
Minimum Side & Rear Setback	0 ft	15 ft	5 ft
Minimum Setback Adjacent to Residentially-Zoned Parcel	25 ft	25 ft (f)	10 ft

(a) If Mixed-Use, uses other than residential or hotel may be no greater than 0.50 FAR.

(b) Heights shown are maximums without bonuses for architectural features or rooftop amenities. Projects must comply with both stories and overall height maximums.

(c) See Page 14 for additional ground floor commercial requirements.

(d) In building areas using these standards, design should follow the Ground Floor Commercial guidelines on Page 35 and residential land uses are limited to those under "Required Ground Floor Commercial Areas" on pages 10 and 11.

(e) Includes above-grade structured parking. May also include commercial spaces with less pedestrian activity, such as offices.

(f) See Page 30 for upper floor standards in Neighborhood Transition areas.

(g) Includes driveways parallel to the street.

Low-Intensity Corridor

The Low-Intensity Corridor includes smaller parcels and is adjacent to lower-intensity uses along the corridor. Only the Base intensity and process is allowed in this area, since no more than 3-story development would be compatible with surrounding neighborhoods.

Setback standards support commercial uses close to the street, flexibility for other ground floor uses, and setback and open area requirements more appropriate to smaller parcels.

See page 30 for additional standards and exceptions.

Figure 12: Low Intensity Area Setbacks

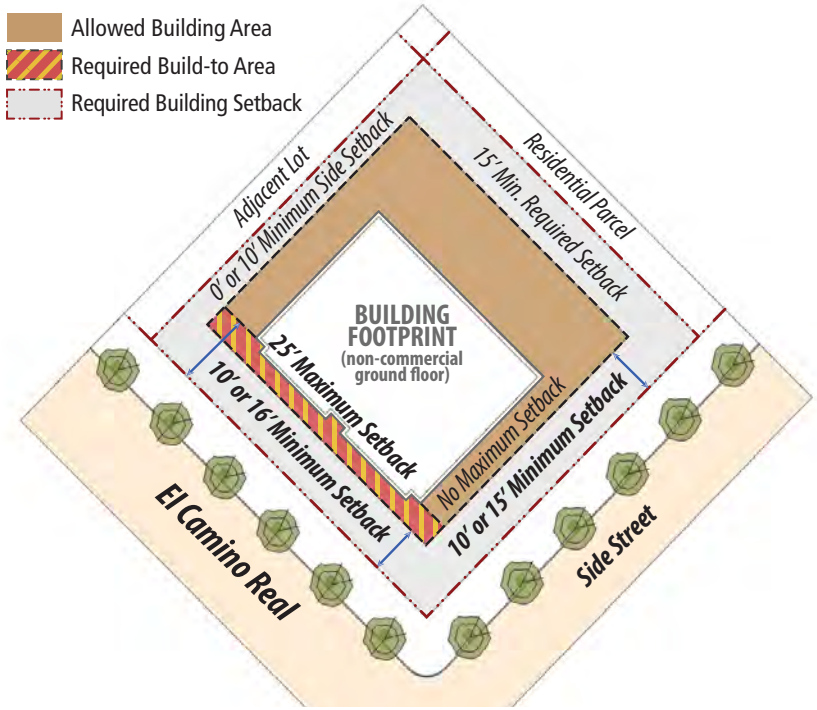


Table 11: Height, Intensity, and Coverage Standards

	Commercial/Office/Other	Residential/Hotel/Mixed-Use
Minimum Project Lot Area	None	None
Maximum Floor Area Ratio	**0.50**	**1.35** (a)
Maximum Height (b)	3 stories/45 feet; maximum wall plate along alley: 35 feet	3 stories/45 feet; maximum wall plate along alley: 35 feet
Maximum Pavement Coverage	No Maximum	25%
Minimum Open Area	10%	35%

Table 12: Setback Standards

	Ground Floor Commercial (d)	Other Ground Floor Uses and All Upper Floors	Surface Parking (f)
Minimum El Camino Real Setback	10 ft (c)	16 ft Upper Floors Over Commercial: 10 ft	10 ft
Maximum El Camino Real Setback	15 ft (c)	Ground Floor: 25 ft Upper Floors and Structured Parking: N/A	N/A
Minimum Street Setback, other than El Camino Real	10 ft (c)	15 ft (e)	10 ft
Minimum Side & Rear Setback (from adjacent parcel or alley)	0 ft	10 ft From alley: 0 ft	5 ft
Minimum Setback Adjacent to Residentially-Zoned Parcel	15 ft	15 ft (e)	10 ft

(a) If Mixed-Use, uses other than residential or hotel may be no greater than 0.50 FAR.

(b) Heights shown are maximums without bonuses for architectural features or rooftop amenities. Projects must comply with both stories and overall height maximums.

(c) See Page 14 for additional ground floor commercial requirements.

(d) In building areas using these standards, design should follow the Ground Floor Commercial guidelines on Page 35 and residential land uses are limited to those under "Required Ground Floor Commercial Areas" on pages 10 and 11.

(e) Includes above-grade structured parking.

(f) See Page 30 for upper floor standards in Neighborhood Transition areas.

(g) Includes driveways parallel to the street.

Residential-Only Areas

Areas shown in Figure 13 allow only residential uses. These areas are either existing residential properties in close proximity to neighborhoods, or they have a residential General Plan land use designation.

Additional Standards

1. **Low Intensity, Residential-Only**. For the Low Intensity areas shown in Figure 13, the standards, uses, and densities of the R3-2 zone shall apply. See the City's Zoning Ordinance for more information.

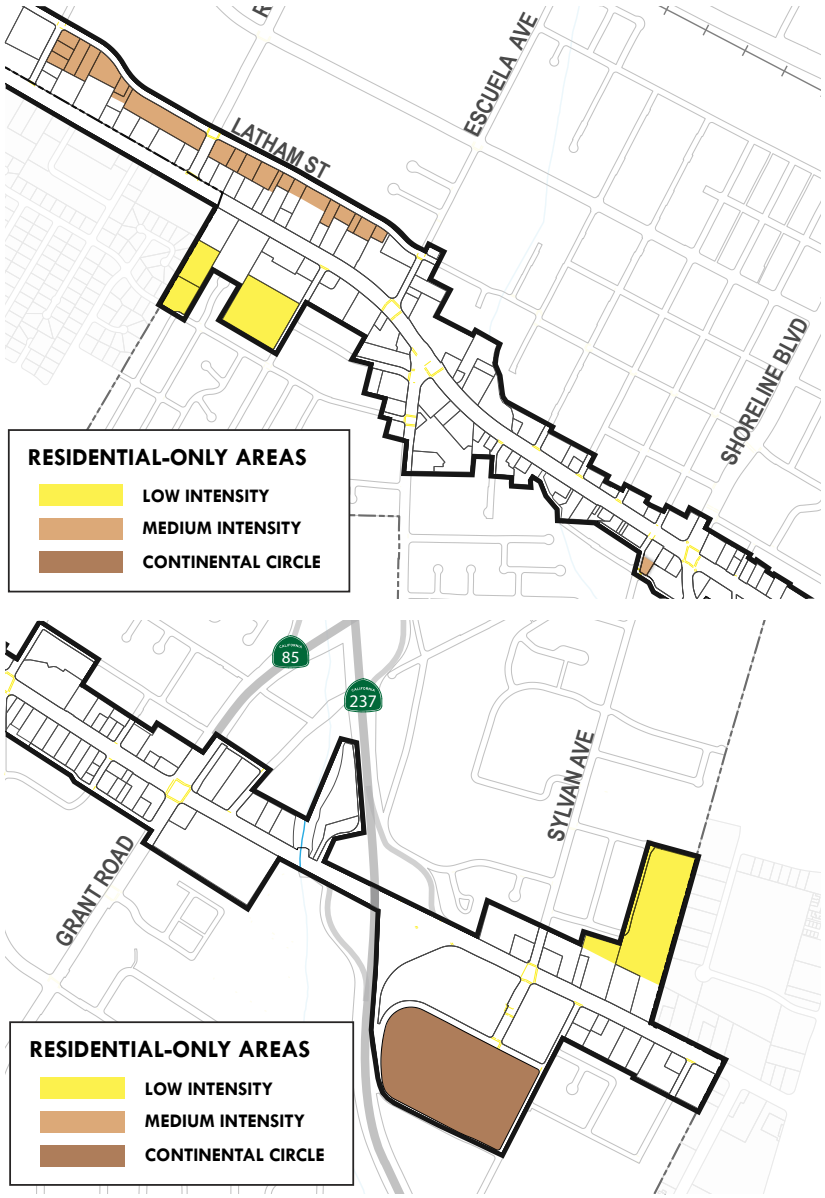
2. **Medium Intensity, Residential-Only**. For the Medium Intensity areas shown in Figure 13, the standards, uses, and densities of the R3-1 zone apply. See the City's Zoning Ordinance for more information.

3. **Continental Circle.** The Americana Apartments, located at 707 Continental Circle, were constructed under the Americana Center Precise Plan, which had a different maximum height and minimum open area than the R3 zone. To maintain its existing zoning, this area shall use the standards, uses and densities of the R3-1 zone, with the following exceptions:

   - Maximum Height: 48 ft
   - Minimum Open Area: 45%

   See the City's Zoning Ordinance for more information.

Figure 13: Residential-Only Areas



Projects in Multiple Areas

Proposed projects that cross multiple areas shall use the following to determine project-wide development standards.

1. **Land use, setback and height.** Any part of a structure must comply with the land use, setback and height standards of its area or subarea. The allowable density in residential-only parts of projects shall be limited by the General Plan maximum density instead of the R3 density table.
2. **Other standards.** The following shall be used to determine the development standards and design guidelines for multiple-area projects:
   a. Project-wide standards, such as coverage, open area and FAR shall be regulated as a weighted average of the proportion of the project in each area. For example, a project with 60% of its land area in Low Intensity Corridor and 40% in Medium Intensity Corridor may have a maximum FAR of 1.55. These standards may be applied across the project as a whole, but each part of the project shall be consistent with the intended character of that area. Projects in both Castro/Miramonte Sub-Areas shall use the standards of Sub-Area 1.
   b. Projects with at least 50% of their land area in Medium Intensity Corridor or Village Center, where the remainder is in Medium Intensity Residential-Only, are allowed a Tier 1 bonus (with the provision of Public Benefits) of up to 0.50 FAR applied across the entire project site. For example, a project with 75% of its land area in Medium Intensity Corridor and 25% in Medium Intensity Residential-Only may have a maximum FAR of 1.775 (75% * 1.35 + 25% * 1.05 +.50) across the project site.
   c. Character and design guidelines shall apply to the entire project.
   d. All other standards and guidelines will be determined by the Zoning Administrator.

Standards and Exceptions for All Areas

The following standards and exceptions apply to development in all areas of the Precise Plan, unless otherwise noted.

Neighborhood Transitions and Frontage

1. **Maximum height adjacent to residential.** Wall plates shall not be higher than the distance to a residentially-zoned property, as diagrammed in Figure 14. Projects may be further limited, or additional screening required, in areas where adjacent properties are predominantly 1-or 2-stories. Residentially-zoned properties include those in the Residential-Only area (see Figure 13).

2. **Maximum height across a street from residential.** The following apply to portions of a development directly opposite a residentially-zoned property where the street is less than 80 feet wide (see Figure 15).

   a. Within 40 feet perpendicular to the street property line, wall plates and overall heights may be no taller than what is allowed by the adjacent residential zone. Projects may be further limited, or additional screening required, in areas where adjacent properties are predominantly 1-or 2-stories.

   b. Frontages within this area should be similar in scale and character to the existing neighborhood.

3. **Maximum wall plate height along an alley.** Buildings facing residentially-zoned properties across an alley shall have wall plate heights no higher than 35 feet.

4. **Balconies.** Balconies oriented toward residentially-zoned properties shall be screened. Screening may include architectural features or year-round landscaping. Architectural design and building orientation may also be considered to reduce privacy impacts from balconies.

Figure 14: Maximum Height Adjacent to Residential

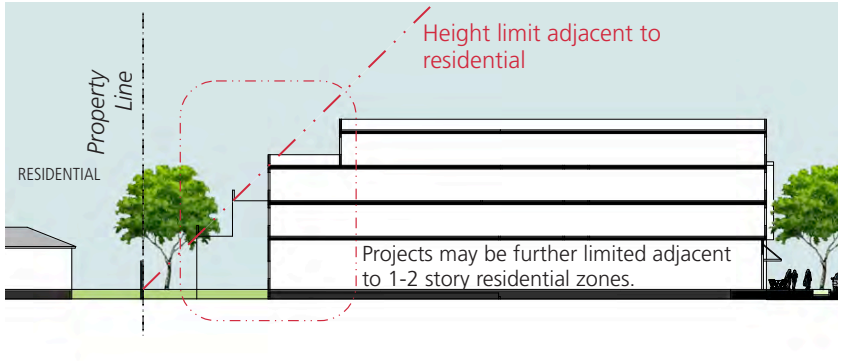
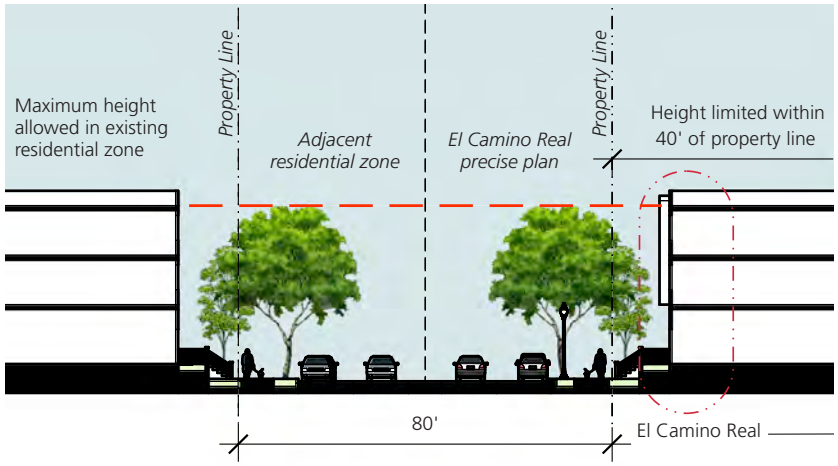


Figure 15: Maximum Height Across Residential Street



Subdivision

1. **Minimum frontage for new lots.** The minimum El Camino Real frontage of any new lot is 150 feet. This requirement is waived for resulting lots without vehicle access (i.e., a driveway) from El Camino Real, or for merged lots of any size.

Encroachments and Exceptions

1. **General exceptions.** The Zoning Administrator may approve minor exceptions to requirements for setbacks, open area, pavement coverage and design guidance when such an exception is consistent with the purpose and intent of the Precise Plan.
2. **Exceptions in master-planned projects.** Master-planned sites may be eligible for the following exceptions: internal property-line setbacks, open area (if minimum amount is shared among parcels), and parking (if minimum amount is shared among parcels). Other exceptions may also apply if they meet the purpose and intent of the Precise Plan.
3. **Additional height for roof-top amenities.** Up to an additional 10 feet of overall structure height is allowed with a Provisional Use Permit, to allow access to rooftop amenities. All roof-top amenities above the third floor require a Provisional Use Permit.
4. **Corner building treatments.** Buildings on major corners in Village Centers, Neighborhood Corners, and the Castro/Miramonte Area should have a distinctive corner architectural treatment. These treatments may exceed the allowed maximum building height by up to 10 feet.
5. **Maximum setbacks.** Maximum building setbacks do not apply to buildings behind publicly accessible plazas and open areas, if there is clear visibility between the sidewalk and building entrance.
6. **Front setbacks, shallow parcels.** Non-residential ground floors within the Low Intensity or Castro/Miramonte Areas may encroach into the El Camino Real setback by up to 5 feet for no more than half the lot frontage.
7. **Side and rear setbacks**. Exceptions to side or rear setbacks up to 5' shall be allowed if the same amount is added to the setback on the opposite side of the building. This exception does not apply to corner parcels, and cannot be used to reduce residential-adjacent setbacks.
8. **Architectural projections.** Upper-floor bay windows, balconies, porches, awnings, and other projections may encroach up to 8 feet into the required El Camino Real or side street setback, and up to 2 feet into other setbacks. Projections over the sidewalk shall be at least 8 feet above grade. This setback exception should not be used above the 3rd story. Architectural projections shall not encroach into Caltrans right-of-way, except awnings are allowed with an encroachment permit.

Residential Standards

1. **Residential noise and air quality**. New residential development may require special construction to mitigate noise and air quality conditions.
2. **Common usable open area (residential).** Residential projects shall provide minimum 175 square feet per unit of common usable open area. In the Low Intensity Area and Castro/Miramonte Area, projects shall provide 150 square feet per unit. Setback areas are not considered useable unless they are at least 20 feet wide.
3. **Residential ground floors**. Any ground floor with residential use facing El Camino Real shall be a minimum of 3 feet above grade. Live/work uses and main entrances for multi-family development are exempt from this requirement.
4. **Personal storage**. A minimum of 164 cubic feet of personal storage shall be provided for each dwelling unit, and shall be designed appropriately to accommodate a range of bulky items.
5. **Ground floor setbacks**. Only the residential uses under "Required Ground Floor Commercial Areas" on page 15 are allowed to use the "Ground Floor Commercial" setbacks in Tables 6, 8, 10 and 12.

Sidewalks and Access

1. **Wider sidewalks.** The front 4 feet of every parcel along El Camino Real shall be paved at sidewalk grade; no fences or signs are permitted within this area.

2. **Measurement of El Camino Real setbacks.** El Camino Real setbacks are measured from the property line, or from 60 feet from the street centerline if the property line is located within the 120-foot wide right-of-way.

3. **New bicycle and pedestrian through-routes.** Projects with access to a street parallel to El Camino Real shall provide a public access easement through the site to the parallel street, with a minimum width of 20 feet. It shall permit 24-hour access for pedestrians, cyclists, and, as appropriate, emergency vehicles. Projects less than 150 feet wide or within 250 feet of another public access route are exempt from this requirement.

4. **Building and vehicle-area separation**. Improvement plans shall identify all pedestrian access routes around buildings, where a comfortable walkway with buffer landscaping or arcade shall be provided. Alleys, loading or other service areas may be exempt from this requirement, but should not obstruct any important pedestrian access routes.

5. **Curb-cut location.** A maximum of one curb cut per 200 feet of frontage on a single project site is allowed, unless otherwise required for emergency vehicle access. If required, the second curb cut may be restricted to emergency vehicles. Curb cuts shall be located a minimum of 50 feet from street corners. New curb cuts onto El Camino Real are permitted only where existing parcels without side street access do not have a curb cut, or where the size and configuration of the development requires a curb cut on El Camino Real.

6. **Driveway and garage access**. Maximum curb-cut width shall not exceed 20 feet (plus the flare), or minimum required for emergency vehicle access. One-way driveways may have curb cuts with a width no greater than 12 feet (plus the flare) or minimum required for emergency vehicle access. Garage entrances at grade facing the street shall be no more than 22 feet wide.

7. **Commercial pedestrian entrances.** Principal building entrances shall face the primary street frontage or shall be oriented toward public open space (such a landscaped square, plaza or similar space). All structures located along the primary street serving the development shall have doors or windows facing the primary street.

8. **Outdoor dining and display**. Outdoor dining and display areas are permitted when associated with a primarily indoor-oriented use. Site design and chairs, tables, umbrellas, merchandise stands, etc., are subject to development review, and additional parking requirements may apply. Designated areas shall maintain a minimum eight-foot wide clear pedestrian sidewalk area and minimum eight-foot tall vertical clearance. Outdoor dining and display areas shall also maintain building entrances clear and unimpeded for building access. Merchandise shall be taken indoors at the close of each business day. Outdoor dining and display are not allowed on the Caltrans right-of-way.

Design Guidelines

Site Design

1. **Building length.** To create human-scaled buildings with access to fresh air and daylight, and to allow pedestrian and bicycle circulation, the length of individual new buildings should not exceed 200 feet.

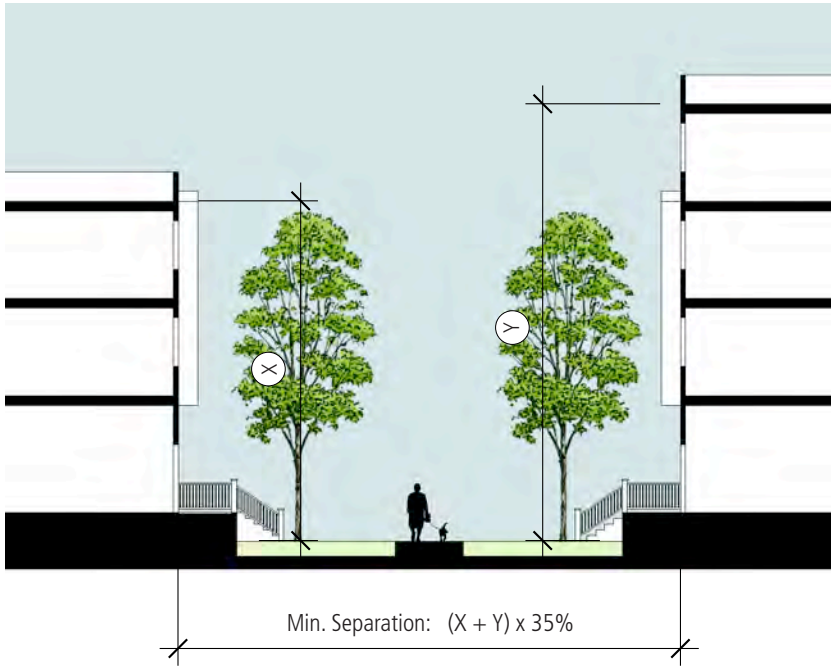
2. **Separation between structures on the same lot.** The separation between structures on the same lot should be no less than 35% of the sum of opposing wall heights, with a minimum of 15 feet.

3. **Parking frontage.** Wherever possible, parking and vehicle areas should be located behind or under buildings. On shallower lots (about 150 ft deep or less), a site's surface parking or above-grade structured parking may be located next to the building, but should not take up more of the primary frontage than the building. On deeper lots, the vehicle areas along the primary frontage should be limited driveways and a few associated parking stalls. Parking should not be located on corners.

4. **Placement of utilities.** Utilities, including all "dry" utility access, above-ground equipment, and trash containers, should not be located within front setback areas, along mid-block pedestrian connections, or within 50' of a corner. Utilities should be screened and integrated with the building architecture.

5. **Loading and service access.** Loading docks should be screened from the right-of-way and adjacent properties to address visual and noise impacts. Service access and loading docks should be located on side streets or alleys and away from the front of the building. Loading docks should be internal to the building envelope and equipped with closable doors.

Figure 16: Separation between Structures



Open Space

1. **Street-facing open areas.** Publicly accessible, street-facing open areas – such as plazas, parks, gardens, courtyards, extended sidewalk zones, or covered arcade frontages – are encouraged. Street-facing open spaces should be at grade level and provide visibility from the sidewalk to building entrances. Open area design may include shaded and unshaded areas, a variety of seating options, trees and landscaped areas.

2. **Character of buildings adjacent to open area**. Building frontages adjacent to open areas should activate the space with entrances directly onto the open area, outdoor seating associated with the adjacent use, and architectural features that provide transition from outdoor to indoor space, such as porches, awnings, arcades, terraces, stoops or patios.

3. **Usable open areas (residential).** Usable open area may be designed as plazas, courtyards, parks, forecourts, rooftop amenities and other open spaces designed for pedestrian and bicycle circulation, outdoor gatherings, recreation or passive activities. Areas should be located along pedestrian paths, close to and visible from building entrances and/or the street.

4. **Village Center public plazas.** Village Center public plazas are special street-facing open areas that act as gathering spaces for surrounding neighborhoods, as shown in Figure 17. They should be designed as unique and notable destinations with the potential to accommodate a range of activities. They should have amenities including but not limited to benches, art or water features. Plazas should be fully visible from El Camino Real, but should use space or landscaping to buffer the street's impacts. They should be associated with active commercial frontages, such as restaurant and retail uses, and key pedestrian access routes to transit and surrounding neighborhoods. This paragraph is a requirement for projects requesting an additional story, as described under "Gathering Space" on page 20.

Figure 17: Public Plaza

Site Access

1. **Frequency of pedestrian entrances.** Entrances should be located at least every 50 to 100 feet, depending on land use. Corner commercial uses should have a corner entrance or an entrance toward each street.

2. **Pedestrian access to interior of sites.** An 8 feet wide pedestrian path between buildings or through parking lots from the sidewalk to the interior of the site should be provided for every 200 feet of a project's frontage. This walkway should be easily recognizable and have landscape edge treatments, pedestrian-scaled lighting and other features to maintain a high quality walkway from the street to entries.

3. **Driveways.** Driveways off El Camino Real should be eliminated, particularly in Village Centers, Neighborhood Corners, and the Castro/ Miramonte Area. Vehicle access into parcels should occur from side streets or alleys. If necessary, they should be located as far as possible from potential pedestrian activity areas. Curb cuts and driveways should be designed to minimize impacts to sidewalks and other pedestrian access to buildings, plazas or open spaces. Adjacent sites should share driveway access.

4. **Garage entries.** New development should integrate garage entries into building facades using architectural techniques, matching façade or material treatments, and/or by partially recessing the entries into the building. Door design treatments and details should be used to minimize the apparent width of the entrance in accordance with the building's predominant architectural character.

5. **Shared parking entry.** In mixed-use development, shared entrances for both retail and residential uses are encouraged. In shared entrance conditions, secure access for residential parking should be provided.

Ground Floor Commercial

1. **Application of these guidelines.** The following ground floor commercial guidelines apply to locations where ground floor commercial is required (see Page 14), and to building areas using the "Ground Floor Commercial" setbacks in Tables 6, 8, 10 and 12.

2. **Ground floor commercial location – Village Centers and Castro/ Miramonte Area.** Ground floor commercial should occupy the full building frontage facing El Camino Real along with main entrances to upstairs uses. Side street frontages may transition from commercial to residential uses.

3. **Ground floor commercial location – Neighborhood Corners.** Ground floor commercial should be located along El Camino Real. It should also be visible and pedestrian-accessible from the cross street.

4. **Minimum interior height.** Ground floor commercial should have a minimum 14-foot indoor floor-to-ceiling-structure height.

5. **Minimum tenant space depth.** Ground floor commercial should have tenant space depth adequate for the needs of a range of businesses; most should be at least 45 feet, but some may be 30 feet.

6. **Transparency.** The majority of each ground floor commercial facade should be transparent along streets, pedestrian pathways, or plazas, providing visibility into and out of the space. Clear windows satisfy this requirement. Window films, mirrored glass and spandrel glass are not transparent.

7. **Sidewalk extension.** Areas between the right-of-way and a commercial building face near the street should be paved as though they are extensions of the sidewalk. Small landscaped areas are allowed.

8. **Ground floor entrances near the sidewalk.** Ground floor commercial entrances within 12 feet of the street property line should be at sidewalk grade.

Elevation Design

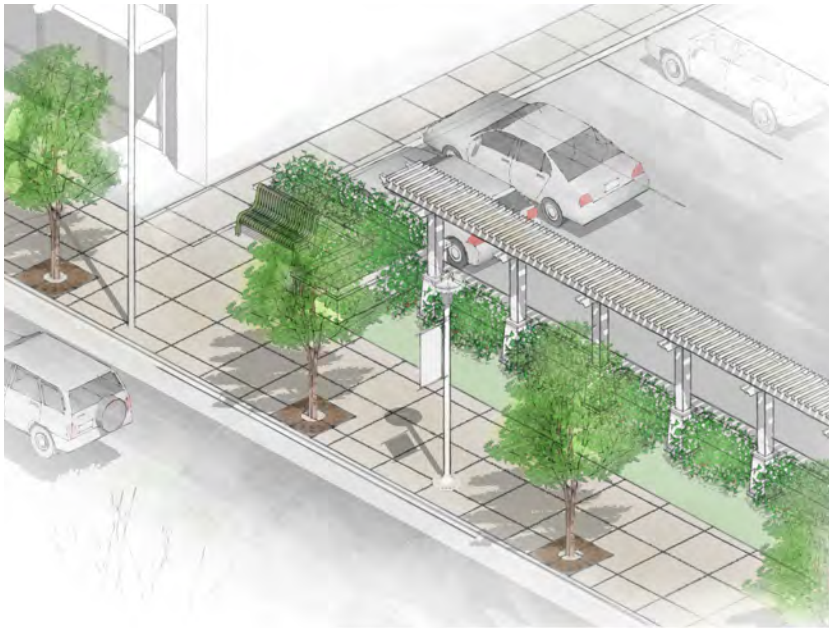
1. **Building articulation.** Facades should use the following horizontal and vertical articulation strategies:
   a. **Vertical articulation.** Projections, minor stepbacks, architectural details and variations in materials should be used to distinguish between upper and ground floors.
   b. **Horizontal articulation.** Facades longer than 100 feet should be subdivided with at least one major massing break. Building facades should contain minor massing breaks every 50 feet on average.
   c. **Building projections.** The total area of all architectural projections should not exceed 50% of the primary building façade area. The primary building façade is the façade built at the property or setback line.
2. **Blank facades.** Blank walls (facades without doors, windows, landscaping treatments or other pedestrian interest) should be less than 25 feet in length along sidewalks, pedestrian walks, or open space.
3. **Side street building façades.** All highly visible building façades should be designed with consistent quality, articulation and materials. Side street ground floor frontages should support pedestrian interest and accessibility, which may include commercial storefronts in Village Centers and building entrances or stoops in other locations.
4. **Side yard transitions.** New developments should use transitions when they are taller than adjoining buildings on either side. This may include articulation, stepbacks, or stepdowns.
5. **Building components.** New buildings should be designed with a defined base, a middle or body, and a top, cornice or parapet cap. The cornice or top of the building should provide a strong termination and add visual interest.
6. **Ground floor façade and materials.** The ground floor along primary facades should be composed of a distinctly different character from upper floors (distinguished by a greater floor to ceiling height, greater articulation, and/or architectural variation). Additionally, new construction is encouraged to use high-quality materials, design details, and color to enhance ground floor spaces and entrances.
7. **Building scale.** Facade elements should establish building scale. For example, windows and doors should appear in a regular pattern, or be clustered to form a cohesive design. Horizontal building elements should be roughly aligned (within about 3 feet in height) with others in the same block.
8. **Single-story non-residential frontages.** For new single-story non-residential buildings, at least 75% of the street-facing portion of the building should have a height of at least 20 feet, to ensure pedestrian-supportive street presence and appropriate scale with neighboring uses.
9. **Franchise retail.** Chain or franchise uses will be expected to adapt their standard designs to the unique qualities of El Camino Real and the City of Mountain View.

Figure 18: Building Articulation Strategies

Landscaping

1. **Planting and landscape character.** The following guidance applies to front and side landscaping:
   a. Plant materials should always be incorporated into new sites to provide "softening" of hard paving and building surfaces.
   b. Mature, existing trees should be preserved whenever possible.
   c. Trees should be placed to maximize climate benefits and energy savings. Deciduous trees should be located on the west and southwest sides of buildings to allow sunlight to reach the building during winter months, and to provide shade during summer months.
   d. Tree sizes should be suitable to lot size, the scale of adjacent structures, and the proximity to utility lines.
2. **Rear landscaping.** Substantial landscape screening should be planted along the rear of commercial and mixed-use buildings adjacent to residential streets or properties.
3. **Street trees.** New development should include street trees along the right-of-way with continuous canopy, and, if commercial frontage, with canopies high enough to permit visibility of ground-floor signs and storefronts.
4. **Front yard trees.** Portions of buildings without ground floor commercial spaces should provide trees within the front setback to provide additional screening for those uses. Front yard trees may also be provided in areas with ground floor commercial spaces if they are appropriate to the circulation and visibility needs of the businesses.
5. **Tree canopy**. New and reconfigured surface parking lots shall provide a tree canopy plan with a goal of 50% or greater coverage at maturity.

Figure 19: Parking Screening



6. **Parking screening adjacent to streets.** Surface parking lots should be screened from adjacent streets. Screening should provide visual interest, but should not be so large and dense that the screening elements (such as walls or landscaping) limit sight lines for safety and security.
7. **Utility screens.** Utilities should be screened from the right-of way with landscaping.

Fences and Signs

Fences and signs are not permitted within the front four feet setback from El Camino Real. For window covering direction, see Ground Floor Commercial Guideline #6 ("Transparency") on page 35.

Fence Standards

1. **El Camino Real commercial fences.** No fences are permitted between commercial uses and El Camino Real. Fences to delineate outdoor dining or display areas, or for special uses such as child day-care and schools, are allowed up to 42 inches in height.
2. **El Camino Real residential fences.** Low fencing and gates are allowed up to 42 inches in height along residential building frontages. These shall be well designed and detailed with high quality materials to add character and visual interest.
3. **Side & rear yard fences.** Side & rear yard fences shall be a maximum of 7 feet high.
4. **Fences adjacent to residential.** Fences along the rear and sides of parcels shall be a minimum of 7 feet and a maximum of 8 feet high when adjacent to residential land uses, and shall be made of masonry or other substantial and durable screening material.

Fence Guidelines

1. **Fencing Materials.** Fencing and landscape components should be made of durable high quality materials.

Sign Standards

1. **Signage relation to Zoning Ordinance.** Signs shall be subject to the sign regulations contained in the Zoning Ordinance regarding exempt signs, prohibited signs, and general sign regulations, unless otherwise specified in the Precise Plan.
2. **Signs in areas other than Castro/Miramonte.** Signs in all areas other than the Castro/Miramonte area are subject to the CRA zone sign standards.
3. **Signs in Castro/Miramonte.** Signs in the Castro/Miramonte area are subject to the Downtown sign standards.
4. **Cabinet signs.** Cabinet signs are not allowed.

Sign Guidelines

1. **Sign materials.** Signs should be made of durable and high quality materials, such as metal, wood or individual channel letters.
2. **Monument signs.** Monument signs should be less than 6 ft high.

3

Mobility and Streetscapes

This chapter provides guidance for future improvements to public streets in the El Camino Real Precise Plan Area. It also describes the multi-modal transportation system for the area, including the pedestrian, bicycle, transit, and vehicular networks. This chapter is less detailed than the Development Standards and Guidelines Chapter. Additional analysis and engineering is necessary to determine exact dimensions of proposed street improvements, and they will happen gradually and opportunistically. For this reason, all improvements are guidelines instead of standards.

The Chapter is divided into the following sections:

- The Typical El Camino Real Street section shows the dimensions of major elements of the planned right-of-way.
- The General Plan Street Types section provides background on the policy direction from the General Plan.
- Starting with Vehicle Network, the next sections describe planned changes to then networks of each of the major transportation modes.
- The next section contains guidelines for improvements and facilities, such as crosswalks and bicycle lanes.
- A brief description of Caltrans requirements is at the end of the chapter.

Guidelines in this chapter support attractive sidewalks and streets that improve pedestrian comfort and visibility.

Typical El Camino Real Street Section

Figure 20 and Figure 21 illustrate planned El Camino Real street sections, including development setbacks (see Chapter 2). The figures show:

- Setbacks with wider sidewalks and increased landscaping
- Amenity space adjacent to commercial uses
- Increased tree canopy adjacent to residential uses
- No reduction of the number of travel lanes (3 vehicle lanes in each direction)
- No change to the landscaped median that distinguishes the City's segment of the corridor
- An alternative section in which bicycle lanes replace street parking.

The illustrated street improvements are not standards or requirements, but would be consistent with the Precise Plan's direction. Each feature will require additional analysis and review by the City. This plan and the proposed El Camino Real street section do not affect the existing vehicle travel lanes on El Camino Real, which are controlled by CalTrans, or future bus service being implemented by VTA through a separate process. If future dedicated bus lanes are located adjacent to the median, some of these street elements may require modification.

Figure 20: Street Section - Parking

Figure 21: Street Section - Bicycle Lane

General Plan Street Types

The 2030 General Plan identifies multi-modal street types and priorities throughout the City. The Plan's recommended street improvements and design guidelines are consistent with the General Plan's street types.

The General Plan's street type for El Camino Real is "Boulevard." Boulevards are described as high priority routes for pedestrians, transit and vehicles, but a moderate to low priority for bicycles. The General Plan provides the following description of Boulevards:

> *Major arterial with high frequency of transit service and mixed commercial and retail frontages. Provides access and safe crossings for all travel modes along a regional transportation corridor. Emphasizes walking and transit and accommodates regional vehicle trips in order to discourage such trips on nearby local roadways. In areas of significant travel mode conflict, bicycle improvements may have lower priority, particularly where parallel corridors exist.*

Vehicle Network

The vehicle network within the Precise Plan area will utilize existing streets and lanes. Improvements for other modes may impact some minor vehicle movements, such as dedicated right turn lanes or on-street parking. Other improvements may help drivers maintain the posted speed limit by signaling the presence of pedestrians, bicyclists and other roadway users.

Guidelines

1. **Vehicle design speed.** The vehicle design speed on El Camino Real should be between 30 and 35 miles per hour.
2. **Driveways and access.** The number of driveways and access points onto El Camino Real should be reduced to improve safety and flow for all travel modes.
3. **State Route 85 / El Camino Real interchange.** The City will work with the Santa Clara Valley Transportation Authority (VTA) and Caltrans to redesign the SR 85 / El Camino Real interchange to improve its safety for all travel modes.
4. **Medians.** All existing raised medians throughout the plan area should be retained for landscaping, street trees, civic signage and street lighting. Additional median landscaping may be considered if there is space in the right-of-way.
5. **On-street parking**. On-street parking along El Camino Real will be removed over time to improve vehicle flow and bicycle access. Local off-street parking deficiencies (where on-street parking is necessary for local businesses) should be considered prior to removal of on-street parking. New structures and uses shall not use on-street parking toward their parking calculations.

Pedestrian Network

These pedestrian network improvements will expand the space and comfort for pedestrians on a roadway with fast-moving cars, noise and other issues. These improvements can also help define parts of the corridor as places of unique character.

Pedestrian-oriented enhancements throughout this chapter will support increased sidewalk width and buffer from the roadway, more comfortable crossing and additional crossings, and more landscaping and tree canopy. All improvements will be designed to provide the maximum safety for pedestrians.

Figure 22 shows priority improvement areas for the pedestrian network. The Primary Pedestrian Area is located in Village Centers and Neighborhood Corners, where concentrations of commercial activity are planned. The Secondary Pedestrian Area is expected to have lower commercial activity.

The following guidelines provide direction on pedestrian improvement locations throughout the Plan area. For design guidelines of specific improvements, please see page 52.

Guidelines

1. **Primary Pedestrian Area (Village Centers and Neighborhood Corners).** Improvements should include significantly wider sidewalks, additional crosswalk and corner design features and lighting designed for night-time activity.

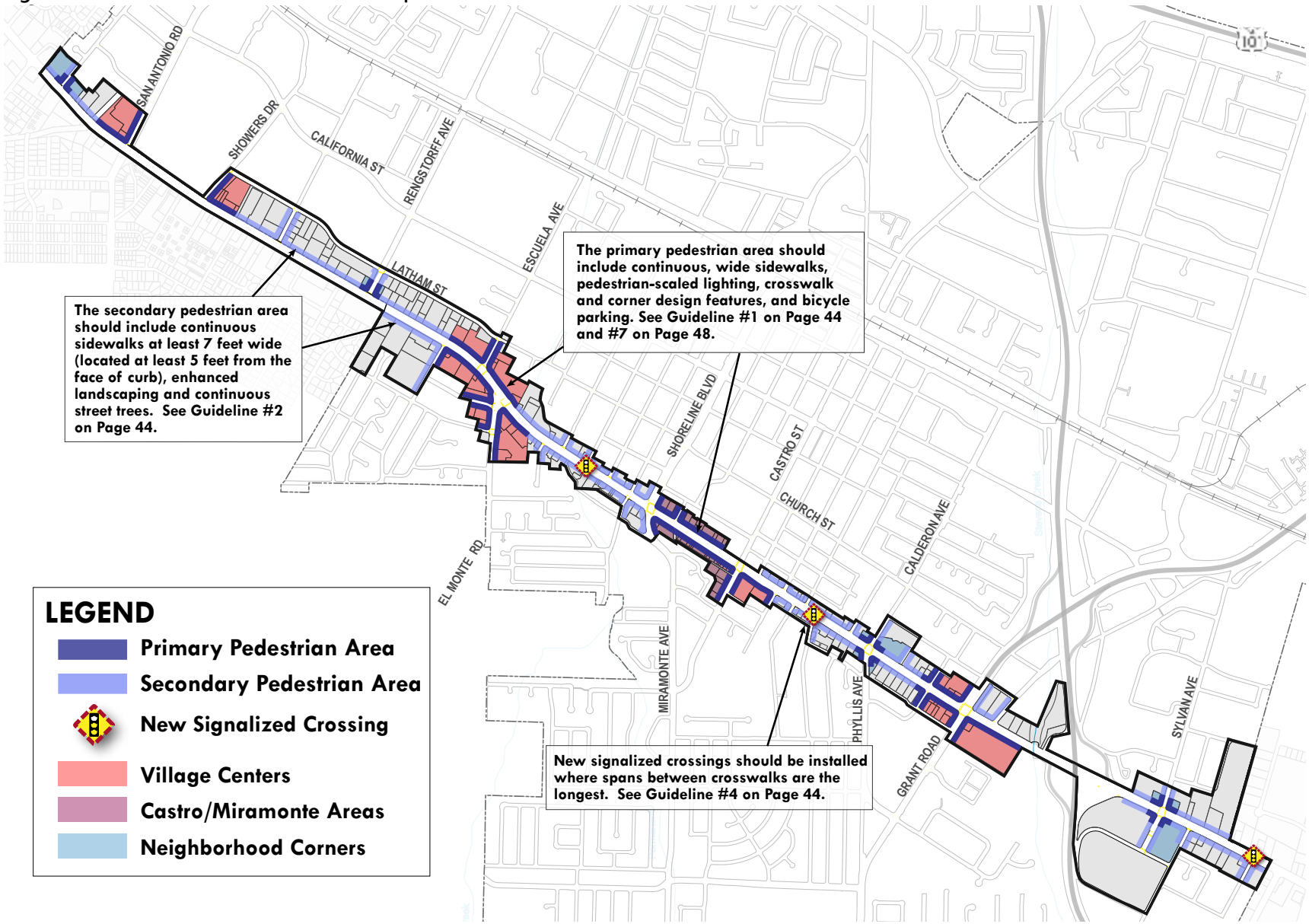
2. **Secondary Pedestrian Area (Other Areas).** Improvements should include an unobstructed walking area at least 7 feet wide (located at least 5 feet from the face of curb), enhanced landscaping and lighting compatible with a range of residential and commercial uses.

3. **Curb bulbouts.** Curb bulbouts should be implemented where possible to increase pedestrian safety and improve visibility and sight distance between drivers and pedestrian crossings. Bulbouts should be prioritized at bus stop locations, Village Centers and Neighborhood Corners. Bulbouts are preferred over channelizing islands.

4. **Crosswalks.** New signalized crossings should be installed at existing intersections where spans between crosswalks are the longest. These locations may include Mariposa or Pettis Avenue, Bonita or Boranda Avenue, and Crestview Drive (coordination with City of Sunnyvale required). Signal responsiveness may depend on vehicle volumes at these locations. Additional future crosswalks may be considered in other significant spans, but crossings between existing vehicle intersections may require special Caltrans review.

5. **Suggested routes to schools and parks**. Pedestrian and bicycle crossing improvements and facilities should be prioritized within 1,000 feet of schools and parks and along major pedestrian and bicycle routes to schools and parks, especially at El Camino Real crossings.

Figure 22: Pedestrian Network Priorities Map



Transit Network

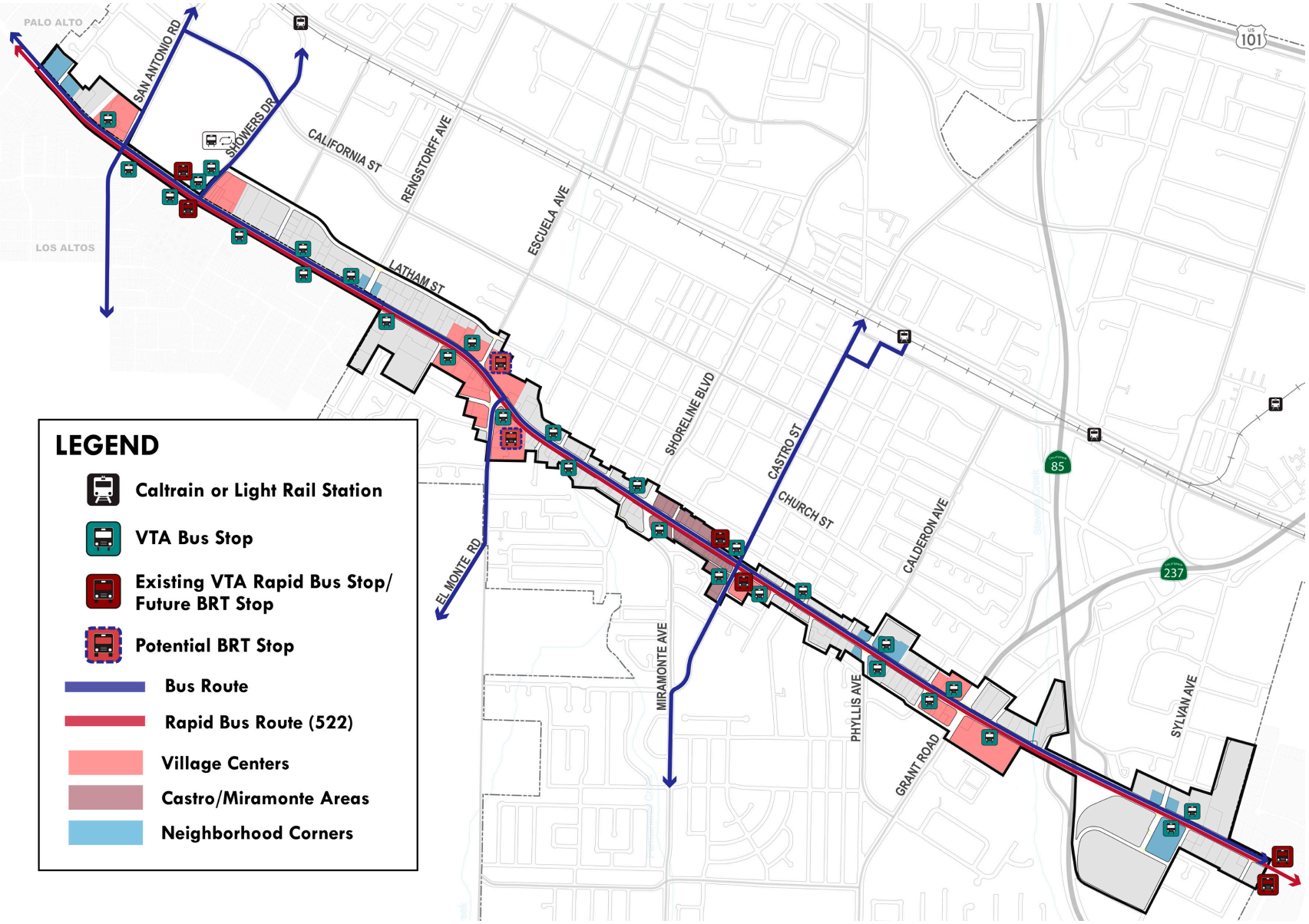
The transit network within the El Camino Real Precise Plan area, shown in Figure 23, includes primarily bus routes and bus stops along El Camino Real. Numerous bus lines serve the El Camino Real corridor but only two lines (Route 22 and the 522 Rapid Bus) serve the entire length of the corridor through Mountain View. Outside of the Plan Area, the transit network connects to CalTrain as well as other transit centers, bus lines and independent shuttle routes. VTA is considering improved rapid bus service on El Camino Real; this plan does not advance or preclude future options for rapid bus service along El Camino Real.

The following guidelines provide direction on the locations and operations of transit along the corridor, in coordination with transit and shuttle service providers. For transit facility design guidelines, please see "Transit Facilities" on page 56.

Guidelines

1. **Village Center transit service.** Village Centers should be priority locations for new or relocated transit stops for high-speed/high-frequency buses or private shuttle services.
2. **Signal prioritization.** Existing transit signal prioritization should be maintained on El Camino Real, and bus queue jump lanes may be appropriate through conversion of an existing right turn lane.
3. **Private shuttles.** There may be opportunities to share private shuttle stops with public buses, but public bus service should have priority.

Figure 23: Existing Transit Network



Bicycle Network

Figure 24 shows the existing and proposed bicycle network near El Camino Real. The existing bicycle network has major gaps at El Camino Real crossings, a lack of comfortable bicycle access on El Camino Real and few adopted bicycle routes near the corridor. In addition, there are limited opportunities for bicyclists to cross Highway 85. The Plan's recommended improvements will support bicycle access to major destinations along the corridor, to other cities in the region and between surrounding neighborhoods.

The following guidelines provide direction on locations and types of bicycle facilities along the corridor. For design guidelines of specific improvements, please see "Bicycle Facilities" on page 57.

Guidelines

1. **Bicycle facilities east of Calderon.** Class II buffered bicycle facilities, cycle track, or other facilities are allowed on El Camino Real between Calderon Avenue and the Sunnyvale/Mountain View border. The City should continue to work with VTA and Caltrans to redesign the SR 85 / El Camino Real interchange to improve bicycle travel in this segment.

2. **Cross-corridor facilities.** The City should prioritize improved bicycle crossings of El Camino Real and continuation of consistent bicycle facilities on either side of El Camino Real. Bicycle facilities are allowed on limited stretches along El Camino Real to close gaps in the bicycle network, such as where El Monte Avenue and Escuela Avenue intersect with El Camino Real.

3. **Suggested routes to schools and parks**. Pedestrian and bicycle crossing improvements and facilities should be prioritized within 1,000 feet of schools and parks and along major pedestrian and bicycle routes to schools and parks, especially at El Camino Real crossings.

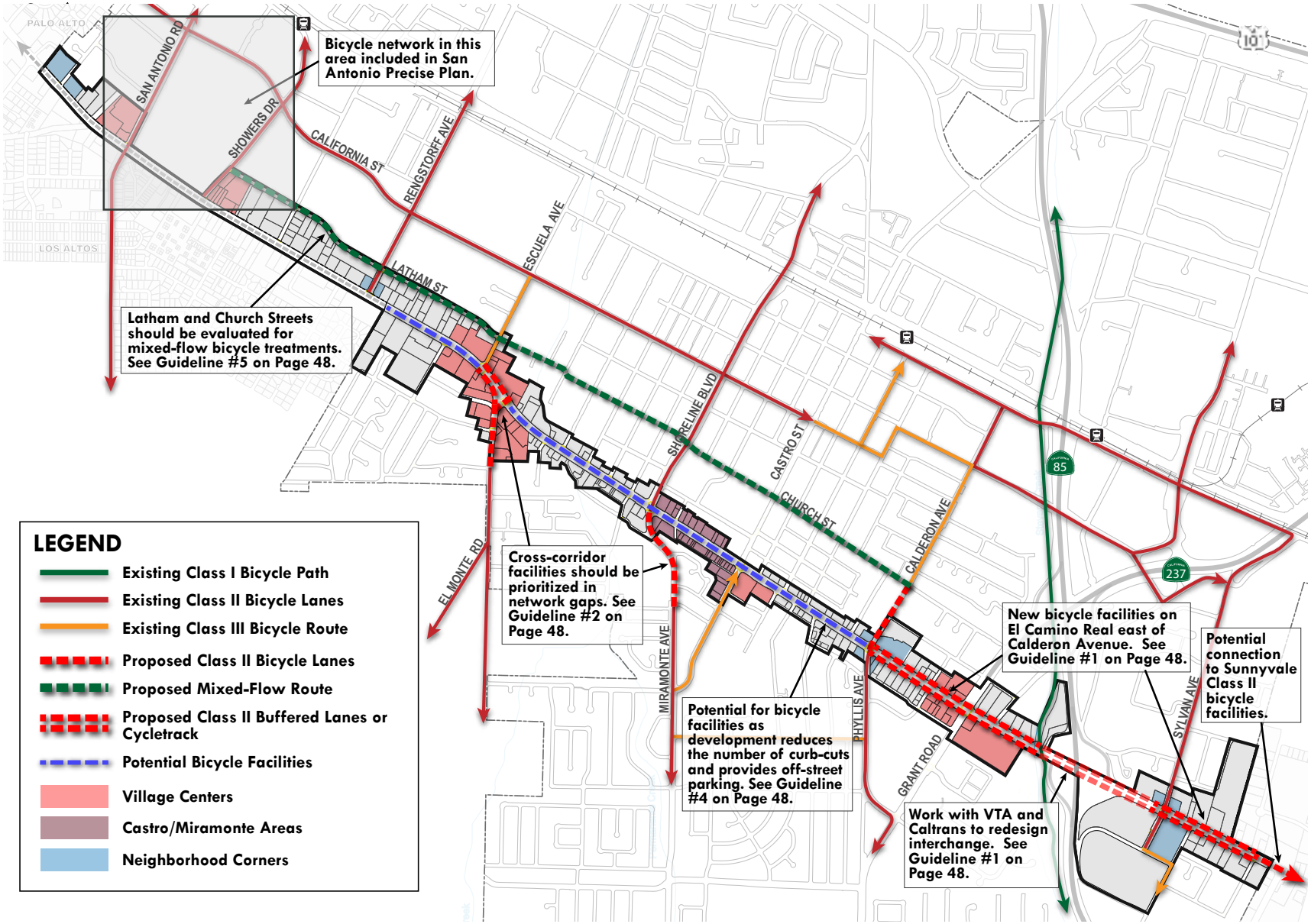
4. **El Camino Real bicycle facility implementation.** Bicycle lanes or cycletracks should be introduced along El Camino Real west of Calderon Avenue, replacing on-street parking. New development will facilitate this transition by providing off-street parking adequate for its own needs and reducing the number of existing curb-cuts. The City should consider the following prior to installing a segment of bicycle facilities:
   - Key bicycle network gaps should be closed.
   - Most nearby commercial buildings should have adequate off-street parking to serve their businesses.
   - New segments should connect to cross streets or other parts of the City-wide bicycle network.

5. **Parallel route.** Mixed-flow treatments should be evaluated for low-speed, lightly-traveled parallel streets such as Latham and Church, to improve access to El Camino Real destinations for less experienced bicyclists. These treatments may include traffic calming, bulbouts, chicanes, traffic diverters, on-street trees or medians, highly visible signage, on-street stencils or paint, and other techniques to mark the street as bicycle-priority.

6. **Bikeshare**. Encourage new bikeshare stations along El Camino Real, particularly at cross street intersections within Village Centers and Neighborhood Corners. New bikeshare stations should be designed as an integrated part of the El Camino Real streetscape.

7. **Bicycle parking.** Village Centers and Neighborhood Corners should be priority locations for additional public bicycle parking facilities, particularly near high-activity destinations and designated cross-street bicycle routes.

Figure 24: Existing and Planned Bicycle Network



Design Guidelines

The design of El Camino Real's streetscape – sidewalks, lighting, street trees, and intersections – will play an important role in creating gathering spaces and a complete street for all transportation modes.

The following design guidelines include improvements to implement the future network changes described in the previous sections and the Plan vision in Chapter 1. The sections include guidelines for sidewalks, landscaping, crossings, transit facilities and bicycle facilities.

These design guidelines are preliminary and conceptual. Future analysis and engineering will be required before implementation of any of these improvements. In addition, these improvements will happen gradually over time, depending on the City's priorities and development opportunities.

Figure 25 through Figure 27 show how all the improvements are integrated in Village Centers, Neighborhood Corners and other areas along the corridor.

Figure 25: Illustrative Village Center Streetscape and Intersection Design

Figure 26: Illustrative Neighborhood Corner Streetscape and Intersection Design

Figure 27: Illustrative Streetscape Design for Corridor Areas

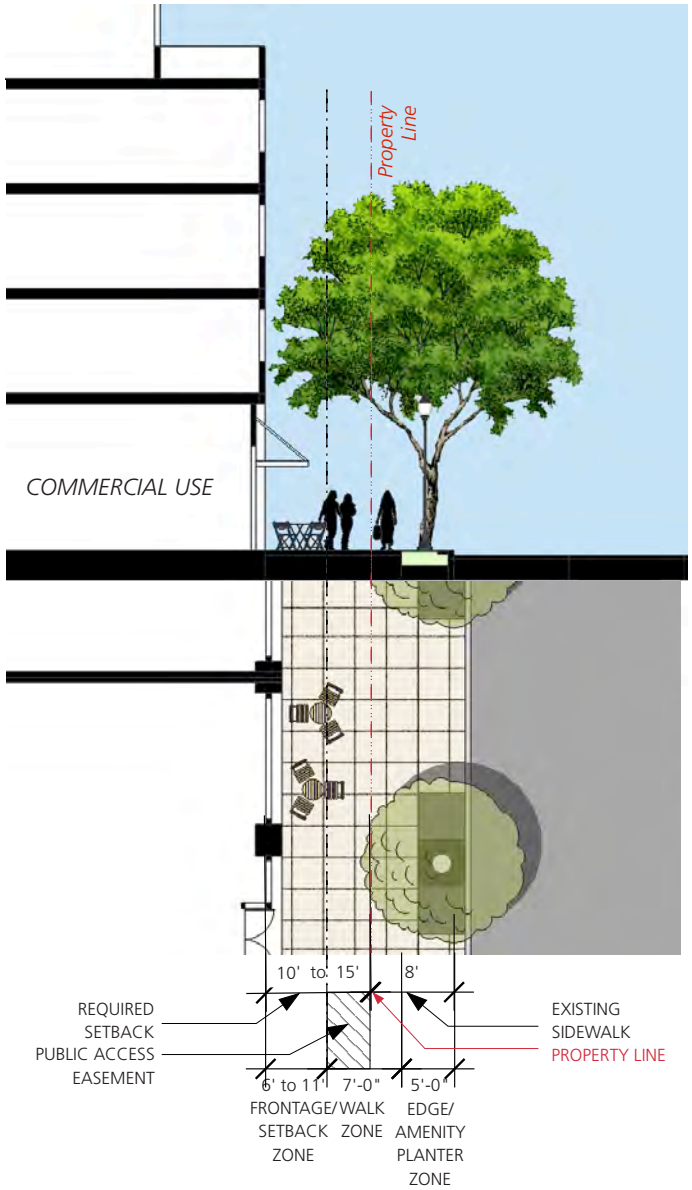
Sidewalks

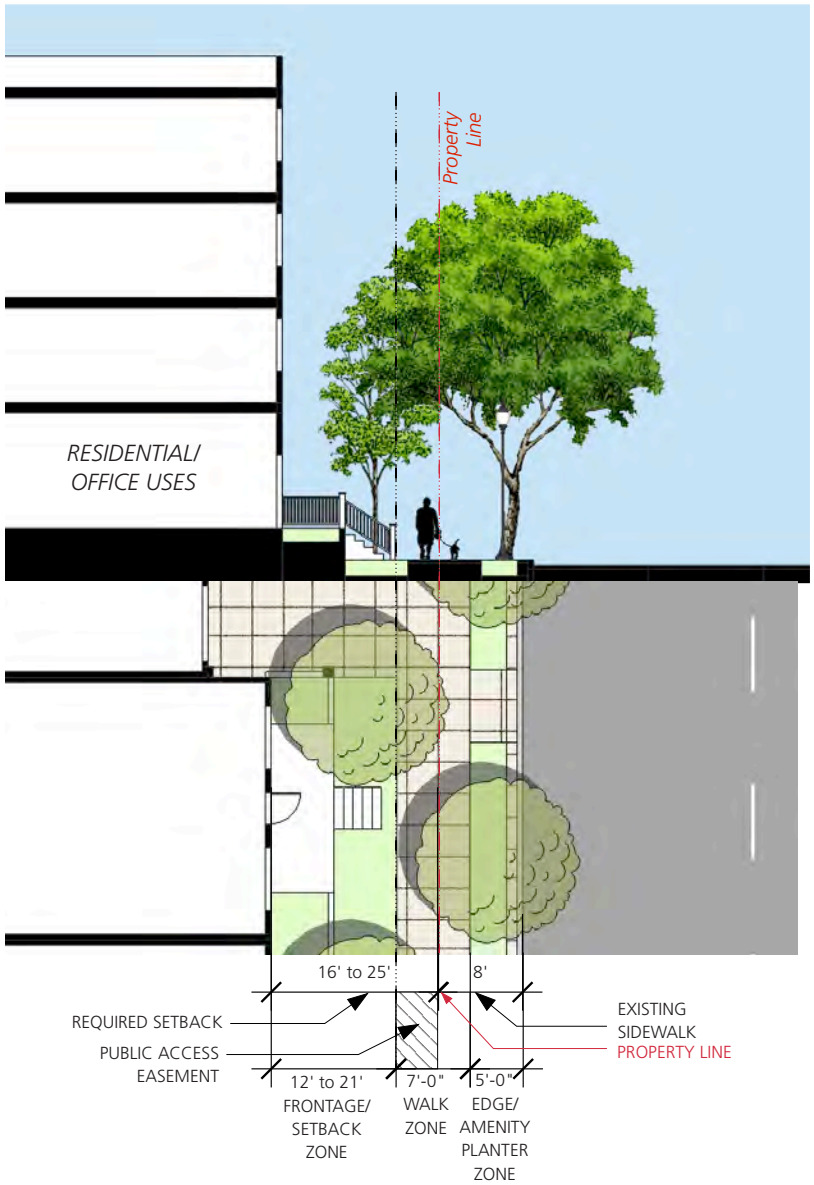
The following sidewalk guidelines will help implement a wide and comfortable walking area, buffered from noise and fast-moving cars. They also create attractive transition areas between the public and private spaces along the front of buildings.

Sidewalks are divided into three zones from curb to building face. The first is the **PLANTER ZONE**, where street trees, traffic control devices and lighting are located; the planter zone provides a buffer between the walk zone and the street. The second is the **WALK ZONE**, where movement of people is the priority. Last is the **FRONTAGE ZONE**, which is on private property and provides buffer from walls and allows people to access buildings without interfering with the walk zone. These zones are illustrated in Figure 28.

1. **Planter zone dimensions.** The planter zone should be five feet from the face of curb to the walk zone. This could be slightly less if necessary to ensure a comfortable and adequate walk zone. In bulbout locations, the planter zone should be widened to the new curb location.
2. **Planter lengths.** Planters in the Primary Pedestrian Area should be no more than 8 feet long. In the Secondary Pedestrian Area, they should be more continuous, with gaps to provide periodic access to street parking.
3. **Planter zone character (commercial).** In locations fronting commercial uses, the space between planters should be designed as an extension of the walk zone, though special materials may be used to differentiate the area.
4. **Walk zone dimensions.** The walk zone should be a minimum seven feet wide, remain completely clear of obstructions and encroachments and meet all applicable ADA regulations. The walk zone may take up a portion of the front yard setback area to meet walk zone and planter zone width requirements.
5. **Frontage zone.** This area may be appropriate for outdoor display, seating, stoops, porches, accent landscaping, trees to screen residential and office uses, etc. Standards and guidelines for this zone are located in Chapter 2: Development Standards and Guidelines.
6. **Pedestrian easements.** Public access easements on private property are encouraged (when not required) to expand the sidewalk and usable pedestrian area.

Figure 28: Pedestrian Zones and Sidewalk Character





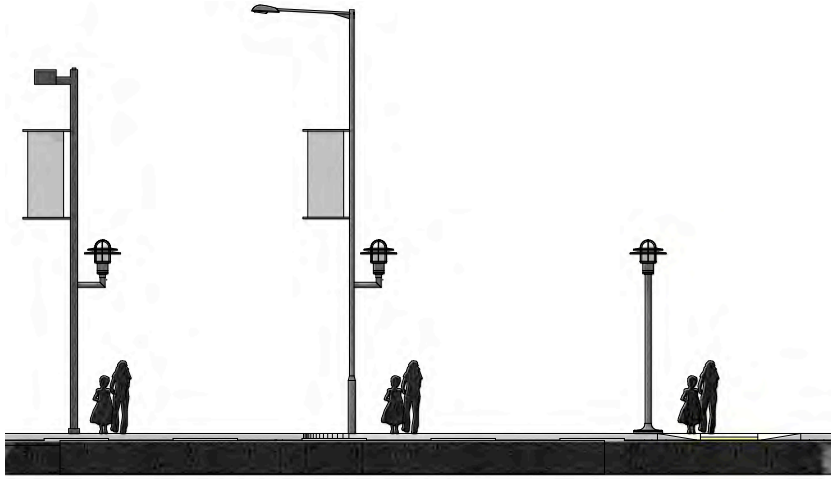
Landscape, Lighting, and Furnishings

The following guidelines support pedestrian comfort and commercial activity by ensuring a well-lit sidewalk area. They also support landscaping to screen and buffer the roadway and shade trees.

1. **Street trees.** Street trees should be placed an average of 30 to 40 feet on center, or as needed for continuous sidewalk canopy, as shown in Figure 29. El Camino Real street tree species should be Scarlet Oaks. Accent tree species other than Scarlet Oaks should be considered at Village Centers and Neighborhood Corners, and may be different in each area. Street trees on side streets should be consistent with City-designated tree species for that street and/or designated accent trees at those locations.
2. **Street furnishings.** Street furniture including benches, bike parking, and trash receptacles should be consistent throughout the corridor and chosen from a designated City list. Furnishings should be privately maintained on private property.
3. **Pedestrian-scaled lighting.** In the Primary Pedestrian Area, light fixtures should be pedestrian-scaled (up to 15 ft tall) and spaced to provide continuous lighting along the sidewalk, as shown in Figure 30.
4. **Tandem lighting.** Auto-oriented street lighting should include a pedestrian-scaled lamp.
5. **Planter landscaping.** Planter areas should be planted with drought-tolerant and hardy landscape species. Plantings should be no more than 3 feet high and, where parking spaces exist, should anticipate space needs for opening car doors. Planters should be maintained by the fronting property.
6. **Green streets.** The City, working with CalTrans, should integrate "green street" concepts into street design to minimize impacts of pollution runoff from ECR. Green streets typically include draining runoff from the curb flowline into biotreatment areas, but other systems, such as modular wetlands systems, may also achieve this goal. Trash capture devices should also be considered.

Figure 29: Illustrative Sidewalk with Street Trees

Figure 30: Pedestrian-scaled Lighting



Crossings

The following guidelines direct shorter crossing distances and help make pedestrians more visible to motorists. They also contribute to the attractiveness of the corridor by expanding landscaping areas (such as bulbouts and medians).

1. **Special crosswalk markings.** For crossings in Village Centers and Neighborhood Corners, there should be higher-visibility crosswalk markings. Limit lines should be set back from the crosswalks to further enhance pedestrian safety.
2. **School routes.** Crossings within the Precise Plan area that are part of school routes should be distinguished from typical crossings with signing and yellow pavement markings, including crosswalk striping. Standards in the California MUTCD also apply.
3. **Curb return radius.** Curb return radii should be as small as possible while considering bus and truck corner movements. It may be possible to reduce radii below CalTrans standards with a design exception.
4. **Curb bulbout.** Bulbouts along El Camino Real and cross streets with bike lanes should be designed to accommodate a bike lane between the curb and the travel way. Bulb-outs on small cross streets should be as close to the travel lane as possible. Figure 31 and Figure 32 illustrate curb bulbouts.
5. **Bulbout length.** Bulbouts should be long enough to ensure the visibility of pedestrians waiting to cross.
6. **Median crosswalk features.** Medians with crosswalks should provide a minimum width of six feet in the direction of pedestrian travel.
7. **Unsignalized pedestrian crossings near El Camino Real.** Consider features in unsignalized pedestrian crossings near El Camino Real to improve pedestrian access to the corridor from neighborhoods, such as special crosswalk markings, bulb-outs and warning signage for drivers.

Figure 31: Illustrative Curb Bulbouts at Side Street Intersection

Figure 32: Illustrative Curb Bulbout if Bicycle Lane Present

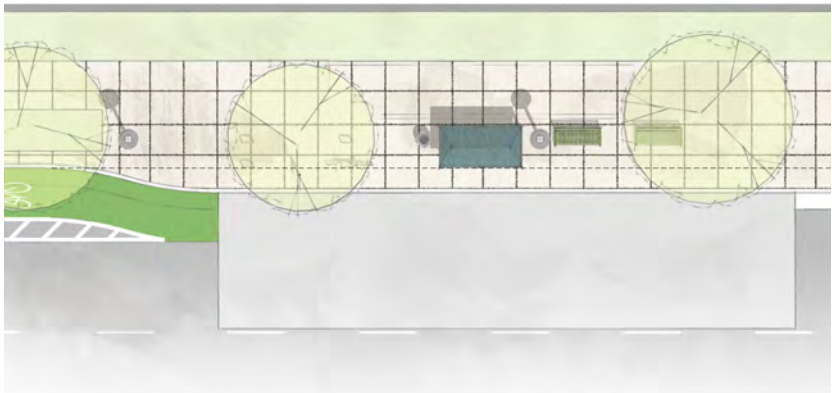
Transit Facilities

The following guidelines support a comfortable waiting environment for transit, and stops that connect to surrounding sidewalks.

1. **Coordination with VTA.** VTA will determine the design of bus stops in the Plan Area. However, the City should coordinate with VTA to ensure bus stop design is integrated with the pedestrian-oriented character and streetscape of El Camino Real. When possible, bus stops should be located closer to intersections in Village Centers and Neighborhood Corners.
2. **Seamless integration.** Pedestrian and bicycle access should be seamlessly integrated with transit facilities and be ADA compliant.
3. **Bus stop amenities.** The passenger features included at a new or relocated bus stop should include a shelter, pedestrian-scaled lighting, map/schedule kiosk, benches, shade trees, and trash receptacles.
4. **Busbulbs in Village Centers and Neighborhood Corners.** Future bus stops in Village Centers or Neighborhood Corners should include busbulbs at the far side of intersections, where feasible given the final design of Bus Rapid Transit. These stops should have a pedestrian plaza adjacent to the stop with seating integrated with the streetscape design (see Figure 33). Busbulbs may also be appropriate on cross streets.
5. **Busbulbs and bike lanes.** Busbulbs should be designed to maintain adequate space for a bike lane between the curb and travel way (see Figure 34).
6. **Bus turnouts.** Bus turnouts are not permitted within Village Centers and strongly discouraged in other locations within the Precise Plan area.

Figure 33: Illustrative Busbulb Concept

Figure 34: Busbulb Variation Concept if Bicycle Lane Present



Bicycle Facilities

The following bicycle facility guidelines should be used in designated bicyclist areas in the roadway to help bicyclists navigate through the corridor.

1. **Bicycle facilities.** Any future bicycle facilities should have the minimum widths shown in Table 13. Cycle tracks should be considered for locations with long gaps between commercial driveways, such as the south side of El Camino Real between Highway 85 and Dale Avenue.
2. **Bicycle crossings.** Bicycle and pedestrian crossing facilities should be separated, with parallel bike crossing lane or pavement.
3. **Bicycle left turn lanes.** Where bicycle routes turn left or terminate at signalized intersections, a detector-equipped bicycle left turn lane should be provided to the right of the vehicular left turn lanes.
4. **Vehicle right turn lanes.** At intersections with exclusive vehicle right turn lanes, bicycle lanes should be striped to the left of the right turn lane.
5. **Class II lanes at intersections.** At a minimum, Class II bicycle lanes should be extended to the crosswalk at signalized intersections on El Camino Real. Marking may be continued across the intersection when the path across the intersection is unclear.
6. **Colorized pavement.** Green colorized pavement should be used for all bike lanes along El Camino Real. Green colorized pavement boxes may also be used in the bicycle left turn lane, the transition area approaching the left turn lane, or other high conflict areas.
7. **Bicycle-sensitive detectors.** At all signalized crossings of El Camino Real, there should be bicycle-sensitive detectors or accessible push-buttons to trigger traffic signals. Signal timing should provide an appropriately longer clearance interval when bicycles are detected.
8. **Mixed-flow treatments.** Mixed-flow bicycle treatments could include in-street bicycle stencils, vehicle traffic diverters, in-street planters or bollards, meanders, and other techniques to create a bicycle priority street.
9. **Bicycle parking.** Bicycle parking should be located in the sidewalk planter zone, and configured to limit obstructions to the walk zone.

Table 13: Minimum Widths for Bicycle Facilities

Facility Type	Minimum Width
Class II – Bicycle lanes	6 feet
Buffered Class II Bicycle Lanes on El Camino Real	6 foot lane, with additional 2-3 foot striped buffer
Class III – Bicycle Boulevard	Mixed-Flow Facility
Class I - Multi-Use Path	10 feet, plus 2-foot shoulders on each side
Class I – One way on-street cycle track	5-6 feet
Class I – Two way on-street cycle track	12 feet
Class I – One way raised cycle track	6.5 feet

Cycletracks currently require a Caltrans design exception.

Caltrans Requirements and Exceptions

El Camino Real is a State Highway (State Route 82), under the jurisdiction of Caltrans and guided by the Caltrans Highway Design Manual (2014) This has significant implications for its current and future design. Any modifications to El Camino Real, including the improvements recommended in this Plan, are subject to the review and approval of the State. Caltrans, however, supports the multi-modal strategies in this Plan, and encourages complete streets by stating that "The design of projects should, when possible, expand the options for biking, walking, and transit use." (2014 Highway Design Manual, Chapter 81.6 Design Standards and Highway Context).

Generally, the Caltrans Highway Design Manual standards are designated as either mandatory or advisory. Mandatory design standards are those considered as the most essential to achieve safe facilities or are required by law or regulations. Exceptions to these standards require more rigorous Caltrans review. Advisory standards allow greater flexibility to accommodate design constraints or be compatible with local conditions, and exceptions may be approved by cities.

In some cases, Caltrans may allow flexibility in meeting either mandatory or advisory design standards through a "design exception process". This process allows design exceptions for modifications to the state highway that reflect the context of the project location and the values of the community. CalTrans relinquishment of El Camino Real may be possible in the future, and if so this would provide the City with greater control over right-of-way design.

4

Implementation

This chapter provides direction on the City actions and processes that implement the vision for El Camino Real articulated in other chapters. This chapter is divided into the following sections:

- Plan Administration describes the development review process, including improvements to buildings and private property, exempt and non-conforming projects, master plans, public easements, parking and transportation demand management.
- The Public Benefits section identifies the potential public benefits a project might provide and the requirements for their provision.
- Lastly, the chapter includes implementation activities, capital improvement projects and potential funding sources to achieve the Precise Plan's vision.

Project Administration

Development Review Process

All applications for new construction, modifications to existing buildings, and changes in land use, shall be reviewed for conformance with the General Plan, the El Camino Real Precise Plan, the Zoning Ordinance, and all other applicable documents. The following review processes shall apply to development proposals in the El Camino Real Precise Plan area:

1. **Minor improvements**. Minor improvements in full compliance with this Precise Plan may be approved administratively, without public notice or hearing, through a Minor Planned Community Permit. Minor improvements include those considered "administrative" in the Development Review section of the Zoning Ordinance, such as minor façade modifications and additions less than 1,000 square feet.

2. **"Base" development and provisional uses.** New construction consistent with "BASE" FAR and height in each area, and other major applications may be approved at a Zoning Administrator public hearing through a Major Planned Community Permit. Provisional Use Permits also may be approved at a Zoning Administrator public hearing.

3. **"Tier 1" development.** New construction consistent with "TIER 1" FAR or heights in each area may be approved by the City Council, following recommendation by the Environmental Planning Commission through a Major Planned Community Permit.

4. **"Tier 2" development.** New construction with "TIER 2" FAR or heights requires the approval of a Village Center (-VC) Floating Zone for the project site, which would be applied to the Zoning Map in combination with the Planned Community District. This process shall use the Zoning Map Amendment process in the Zoning Ordinance, including final action by the City Council following recommendation by the Environmental Planning Commission. Concurrent with or subsequent to the Zoning Map Amendment, projects must also apply for Major Planned Community Permits, which may be approved by the City Council following recommendation by the Environmental Planning Commission.

Exempt Projects

The following types of projects are exempt from zoning permit requirements:

- 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 for these uses may require development review.

Non-conforming building 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 Ordninace's requirements for non-conforming buildings and uses; and
- The Precise Plan's purpose, intent and guiding principles.

Site Renovation and Rehabilitation

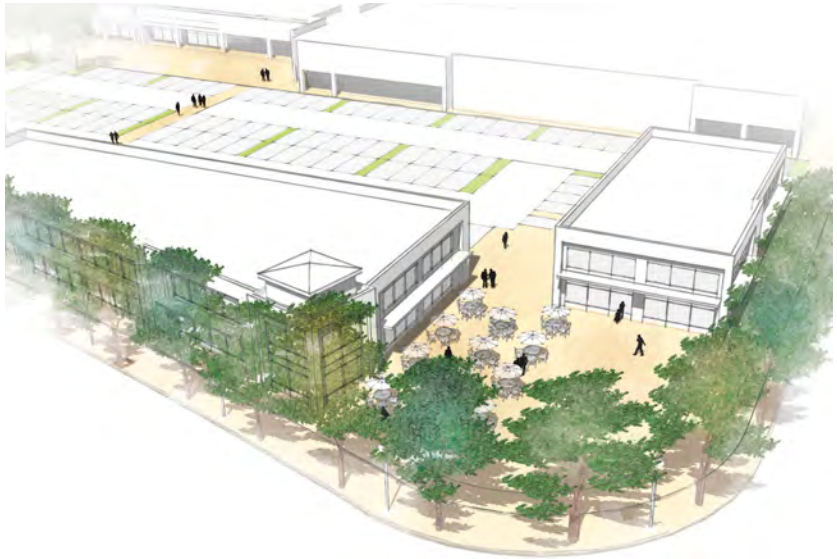
1. **General guidance**. Renovations requiring Major Planned Community Permits should make additional improvements consistent with this Plan. Improvements may include safe and direct pedestrian access to building entrances from the sidewalk (as in Figure 35), improved landscape screening or tree canopy, reductions to the number of driveways, a plaza or outdoor seating space, and coordination with adjacent land owners if possible. The scope of required improvements will be based on the cost and extent of the proposed project, as determined during the Planning review process.

2. **Façade improvements.** Façade improvements to existing structures should follow design guidance in Chapter 2 and include similar design features to new buildings in the plan area.

3. **Building placement**. New structures should comply with maximum setback standards when built on sites with existing structures located behind parking lots. New structures shall orient entrances towards the sidewalk (see Figure 36).

Figure 35: New Pedestrian Path

Figure 36: New Building Placement



Master Planning Process

The master planning process provides a coordinated and integrated approach to larger developments under certain conditions. This process allows the City to achieve key Precise Plan standards and guidelines, such as creating high-quality open areas and shared parking, while allowing projects some flexibility and an administrative process focusing on key development objectives. This section outlines the conditions and requirements for the master planning process.

1. **Conditions for master planning.** The master plan process is voluntary. It is encouraged to support coordinated planning among property owners in the same vicinity, such as within a Village Center. Applicants may be eligible for site design exceptions such as shared parking, shared open area, and reduced internal setbacks through the master plan process.

2. **Coordination.** The project applicant shall coordinate with the City to understand development proposals for surrounding parcels, coordinate street and pedestrian connections, and identify other key issues.

3. **Master plan preparation.** A master plan application includes the following components:

   a. Signed development applications from all property owners within the proposed master plan.

   b. Materials such as maps, surrounding and proposed uses, proposed building locations, proposed number of units and unit types, circulation plan, total square footage, open space, on-site utilities and utility connections, grading and other materials that demonstrate compliance with the purpose and intent of the Precise Plan.

   c. Parking strategy, including but not limited to, shared parking or district parking facilities.

   d. Urban design strategy, including a conceptual architecture plan, including how the location, intensity, and uses of planned and future buildings function and relate to each other, the project site, and surrounding area.

   e. Phasing and implementation strategy, including the timing and plans for any public improvements, including utility and transportation.

   f. Other components as deemed necessary by the City.

4. **Developments with different height and FAR areas.** Existing or proposed developments with parcels in different height and FAR areas may be provided flexibility through the master plan process. See Projects in Multiple Zones on page 29.

5. **Administrative process.** Final action on Master Plans shall be consistent with the "Development Review Process" on page 60: development no greater than "BASE" FAR and height may be approved by the Zoning Administrator; "TIER 1" FAR or height may be approved by the City Council following Environmental Planning Commission recommendation; and "TIER 2" FAR or height may be approved through the Village Center Floating Zone by the City Council following Environmental Planning Commission recommendation. Subsequent Planned Community Permits submitted under the Master Plan shall also be consistent with the "Development Review Process" on page 60, except the City Council may choose to designate final authority to the Zoning Administrator for subsequent approvals.

Public Access Easements

The Precise Plan proposes increased sidewalk width and new pedestrian connections through large blocks to achieve a more comfortable pedestrian environment. Greater sidewalk width is necessary to accommodate increased pedestrian activity resulting from new development since existing sidewalks are narrow; often obstructed by utilities, driveway aprons and tree wells; and do not provide adequate buffer from the roadway. New pedestrian connections are necessary to reduce the travel distances from neighborhoods to key destinations on the corridor. Some existing blocks are as long as 1,800 feet, which is more than 3 times longer than a standard city block.

The following are requirements for easements related to new sidewalk widths and new pathways through sites:

1. **FAR, required open area and setbacks.** The lot area that contains the required easements identified in this section will be counted toward lot area for the purposes of calculating floor area ratio. It is also counted toward any open area or useable open area requirement (except where crossed by a driveway). Setbacks are measured from the property line, not the easement.

2. **Pathways through sites.** Standards for new publicly accessible pedestrian and/or bicycle pathways through project sites are provided in Chapter 2. These will be required when sites redevelop with increases in intensity or new residential uses, as the new development would add to the pedestrian activity along the corridor and side streets, requiring increased capacity. Projects less than 150 feet wide or within 250 feet of another public access route are exempt from this requirement. Limited easements may be considered, with the right to exclude disruptive or illegal activity.

3. **Sidewalk widening.** Sidewalk widening dimensions are provided on page 52. This widening requires a public access easement from private property owners along El Camino Real to support the corridor's pedestrian activity.

   a. Public access easements and widening improvements shall be required with the following permit types:

      - Major Planned Community Permits
      - Minor Planned Community Permits involving site plan changes, parking reconfiguration, or demolition of primary structures or portions of primary structures along the El Camino Real right-of-way

   b. Public access 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 during the Planning review process:

      - Minor Planned Community Permits not involving improvements along the El Camino Real right-of-way
      - 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 (SEC 36.32.65 of the Zoning Code). When requirements for sidewalk improvements are not consistent with the cost, extent or intensity of the project, an irrevocable offer of dedication may be required so that improvements can be built in the future.

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

Parking Exceptions

Managing the supply and demand of parking is a key element of the Plan's urban design and transportation strategy. The City's standard parking requirements apply to the El Camino Real Precise Plan area. However, certain project types, locations, and management strategies may qualify a development proposal for a minor reduction to parking standards if the applicant can provide a parking plan or if special conditions apply, as noted below.

This exception process applies to projects, such as new commercial tenants or minor site plan changes, that do not also require major Planned Community Permit review, such as new development.

1. **New 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 identified in Table 14. Multiple reductions may be added together
2. **Multifamily residential.** All multifamily residential projects are eligible for the following parking requirements:
   - 1 stall for each studio and 1-bedroom unit.
   - 2 stalls for each unit with more than 1 bedroom.
   - 15% of required parking must be available to guests.
3. **Parking impacts identified.** If projects approved under this process result in parking impacts, the Zoning Administrator will hold a public hearing to determine if all requirements and conditions of the Permit have been met or to apply additional conditions to the Permit.
4. **Greater reductions.** Greater reductions may be possible through a public hearing process, as described in the Zoning Ordinance.

Table 14: Potential Parking Reductions

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%
Rapid Bus access – within 1,000 feet walking distance	Applicants shall provide a map or calculation, and evidence that the use will benefit from Rapid Bus access.	Up to 10%
Parking or TDM program	Applicants shall submit a detailed description of the parking management or transportation management programs that justify the reduction.	Up to 10%

Other Parking Requirements

1. **Off-site parking.** Applicants may meet minimum parking requirements through the use of designated nearby off-site facilities. The capacity of those facilities shall be determined on a case-by-case basis. Street parking may not be used to meet parking requirements.
2. **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. Buildings and parking areas shall not be on opposite sides of El Camino Real, San Antonio Road, Shoreline Boulevard, Miramonte Avenue, Grant Road or Highway 237. The Zoning Administrator or City Council may modify the distance if potential neighborhood parking impacts are addressed.

Transportation Demand Management

Transportation Demand Management (TDM) strategies provide incentives for travelers to make the most effective use of our transportation networks by shifting travel by mode and time of day to take advantage of available capacity and reduce congestion. TDM strategies manage transportation resources through incentives, employer and development regulation, communication and other techniques.

The following TDM measures are required:

1. **New employment-generating development.** All new office development of at least 15,000 square feet shall provide a TDM plan resulting in trip reductions consistent with the City's Greenhouse Gas Reduction Program (GGRP). All new office development of at least 25,000 square feet shall provide a TDM plan resulting in trip reductions of at least 20%. These developments shall provide annual performance reporting.
2. **New Tier 1 & Tier 2 development, other than employment-generating uses.** All new Tier 1 and Tier 2 development shall provide a TDM plan with trip reductions consistent with the percentage for new employment generating development in the GGRP. The development shall also provide annual performance reporting to the City. Residents and/or employees shall be provided transit subsidies and/or take part in VTA's Eco-Pass program (or equivalent). Duration of these programs will be determined at time of approval.
3. **Transportation Management Association**. All development projects required to provide a TDM plan shall join a Transportation Management Association, or other association or institution providing transportation-related services.

CEQA

New development may be subject to the mitigation measures specified in this Plan's Environmental Impact Report (EIR). The EIR's mitigation and monitoring program is included as an appendix. Some development, including but not limited to "Tier 2" development, may be subject to additional environmental review.

Public Benefits

Tier 1 and Tier 2 Requirements

The Precise Plan's Public Benefits Program ensures developers provide benefits to the Precise Plan area in exchange for approval to develop additional floor area. Development above 1.35 FAR shall provide public improvements or equivalent resources to improve the quality of life for the community and to help implement the Precise Plan. The development tiers in this precise plan provide clear expectations within Tier 1, but greater flexibility within the Tier 2 rezoning process.

1. **Public benefits value.** Tier 1 and Tier 2 development shall provide public benefits, with value proportional to the project's building square footage in excess of 1.35 FAR (inclusive of covered parking but not underground parking). Ground floor commercial square footage may be exempted from this amount. The value per square foot will be adopted by City Council resolution.

   The City will periodically conduct market analysis to update the value per square foot, if necessary to address market changes, based on:

   - Maintaining a reasonable developer return for a range of parcel and project sizes
   - Considering whether overall development costs remain competitive with other nearby communities, taking into account existing fees.

   Value adjustments consistent with inflation may not need this analysis.

   Developments requiring a Planned Community Permit (including Tier 1 developments) will not be required to provide public benefits with estimated value in excess of this amount. However, if costs for providing the public benefits increase after entitlement, the public benefits will still be required. Tier 2 developments may be expected to provide public benefits in excess of the established value during the Zoning Map Amendment process.

2. **Agreement required.** A developer taking part in the Public Benefits Program will be required to enter into a binding agreement with the City that specifies the public benefits that will be provided in exchange for the higher intensity requested. The City will negotiate the terms of the Agreement including the period during which the entitlement will be available to the developer and public benefits that will be provided by the developer.

Public Benefits List

The benefits in Table 15 were determined through the Precise Plan process. Additional benefits may be determined in the future, or may be determined during project review, based on local 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 15, if they can demonstrate, to the satisfaction of the City, that the value of the benefits provided is equivalent to the value identified in the previous section. However, the City has discretion to accept a monetary contribution to construct the benefit/improvement.

The list of examples in Table 15 does not limit the City's discretion to determine the appropriate level of public benefits required in exchange for increased intensity. Other than the plan priority for affordable housing units, the list is in no particular order.

Table 15: Public Benefits List

Type of Improvement	Examples of Public Benefits
Affordable housing (Plan Priority)	Development of affordable units on- or off-site, over and above the amount required under existing regulations. On-site units preferred over off-site units.
Pedestrian and bicycle amenities	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 and bicycle-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, neighborhoods, trails, commercial areas, etc • Removal of existing pedestrian and bicycle barriers (e.g. cul-de-sacs) • Upgrading traffic signals to enhance pedestrian and bicycle safety
Public parking facilities	Providing publicly accessible parking to serve area-wide parking needs.
Public parks and open space	Publicly accessible parks, plazas, tot lots, etc., above and beyond existing Park Land Dedication/In-Lieu Fees and required open areas. Village Centers are required to provide plazas and may not use them as public benefits.
Other	• Contributions to and/or space provided for community facilities • Off-site utility infrastructure improvements above and beyond those required to serve the development • Additional funding for City programs, such as contribution to a local façade improvement program • Subsidize existing commercial tenants or other local small businesses • Funds in lieu of improvements • Other public benefits proposed by the developer and approved by the City Council

Implementation Actions and Programs

Table 15 describes City actions that will implement this Precise Plan.

The time frame for these activities and programs includes short-term (2015-2016), medium-term (2017-2020), and ongoing. Since many of the improvements will be opportunistic and dependent on development and provision of public benefits, these timeframes are advisory.

A description of capital improvements is included in the following section.

Table 16: Precise Plan Implementation Actions and Programs

Implementation Action	Description	Parties Involved
Short-Term Actions		
Zoning Map & zoning text amendments	Amend the City's zoning map to reflect adoption of this Precise Plan. Amend the Zoning Ordinance to include the Village Center Floating Zone.	Planning
El Camino Real bicycle facility study	Assess the priority of implementing bicycle facilities on El Camino Real and Church/Latham Streets as a part of the Bicycle Transportation Plan Update, including type of facility and integration with on-street parking, transit facilities, pedestrian improvements and vehicles.	Public Works
Citywide parking standards, as part of a comprehensive Zoning update	Complete a comprehensive update of citywide parking standards and consider reduced parking requirements 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 that allow and encourage shared parking.	Planning, Public Works
Public Benefits Fund	Establish an El Camino Real Public Benefits fund for in-lieu payment of Public Benefits requirements.	Planning, Finance
Medium-Term Actions		
Review to determine effects of final BRT alignment	Once a final alignment for BRT on El Camino Real has been determined, review the Precise Plan to determine any impacts or necessary revisions for topics such as streetscape, intersection design, bicycle network, or transit-oriented development.	Planning, Public Works
El Camino Real bicycle facilities	Assess the constraints and opportunities for bicycle facilities on segments of El Camino Real.	Public Works
Design palettes	Develop one or more El Camino Real design palettes for lighting, trees, crosswalks and other improvements.	Planning, Public Works, project applicants
Review of Precise Plan	Conduct an initial review of the Precise Plan within three years of adoption to ensure the plan functions as intended when applied to new construction and capital improvements.	Planning, Public Works

Implementation Action	Description	Parties Involved
Ongoing Actions		
Parks and public space	Work with El Camino Real residents, employers, and property owners to identify areas where new public space, plazas or neighborhood-serving parks may be added.	Planning, property owners
Public parking lot	Identify potential sites and areas where public parking would be beneficial. Look for opportunities to acquire sites as they become available.	Planning, Public Works
CalTrans coordination	Continue to coordinate with CalTrans for any necessary design exceptions or design improvements to the El Camino Real right-of-way	Public Works, Planning, project applicants
Public benefits monitoring	Annually assess the El Camino Real Precise Plan public benefits program to determine how frequently it is being utilized, how effective it is at funding public benefits, if expected contributions are of a sufficient value, and any necessary changes to the process or funding structure.	Planning
Public benefits list	Maintain and update a prioritized list of priority public benefits projects or improvements in anticipation of future development applications.	Planning, Public Works
Precise Plan reporting	Conduct annual reports on development entitlements, targets, capital projects and public benefits	Planning
Shared parking	In coordination with property owners and the TMA: • Identify groups of business 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
TDM monitoring and reporting	Monitor employers and property owners within the Plan Area implementing transportation demand management (TDM), and require regular reporting for any project with TDM as a condition of approval. Consider enforcement for non-compliance.	Planning
Parking utilization monitoring	Regularly analyze on-street and off-street parking utilization to understand the effects of parking policy and the need to evaluate potential strategies such as shared parking, district parking, or parking reductions.	Planning

Capital Improvements

This section describes capital improvements supporting implementation of the Precise Plan. Funding sources for these improvements are described in the next section.

Transportation and Public Space

The Precise Plan includes improvements to public space and multimodal transportation systems to implement the plan's vision. Given the large Precise Plan area and given the difficulty of predicting the timing of development, improvements will be completed opportunistically over time. Improvements should be jointly coordinated with development whenever possible, or may be required of new development. Through the City's Capital Improvement Program (CIP) process, specific improvements may be prioritized and funded.

Utility Infrastructure

Project-level analysis of water and sewer systems may identify needed improvements and potential fair-share responsibilities for development. This process may identify additional necessary improvements not described in this Plan, but required to serve the new development.

The 2005 Storm Drainage Master Plan concludes that the City's storm drain systems are performing adequately, even though areas of minor flooding exist. These deficiencies are minor, localized, and do not require immediate improvement projects. However, development projects may be required to improve the City's storm drain system if existing drainage does not comply with City standards, such as drainage over a sidewalk.

Water and sewer system deficiencies may be associated with projected development. Development projects may be required to improve the City's water and wastewater systems under these circumstances.

Funding Strategy

Implementing the Precise Plan's capital improvements will require a range of funding sources. Table 17 shows the local and regional funding sources that potentially fund the types of improvements identified for the Plan Area. These sources should be considered a menu of options. It is likely that some projects will be funded through multiple public sources and private sources (private sources may include development requirements and proportionate fair-share responsibilities). The potential for utilizing any given source for a particular project will vary depending on private development activity, participation from property and business owners, public funding availability, and other factors.

Table 17 categorizes the potential funding sources based on whether they are administered directly by the City or whether they require additional coordination with other entities. Some City sources, such as the General Fund, Construction and Conveyance Tax, and other Capital Improvements (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 fees and the proposed Public Benefits Program, can only be used for defined purposes.

Table 17: Mountain View El Camino Real 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
Public Benefits Program	City
Development Requirements or Fair-Share Contributions	City
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:
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 Board

A

Appendix: 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 El Camino Real Precise Plan (ECR 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 ECR 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 identified 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
ENVIRONMENTAL IMPACT REPORT				
A. TRANSPORTATION AND CIRCULATION				
There are no significant Transportation and Circulation impacts.				
B. AIR QUALITY				
AIR-1: Construction of new projects associated with implementation of the ECR Precise Plan could result in exposure of sensitive receptors to substantial pollutant concentrations.	AIR-1: All new development projects, associated with implementation of the ECR 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 Applicants	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 demolition, site preparation, or construction activities
AIR-2: Implementation of the ECR 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, SR 87 or SR 287, and/or any permitted stationary sources, including those 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 ECR Precise Plan area shall prepare a report using the latest BAAQMD permit data and roadway risk estimates to determine impacts to future residents or sensitive receptors. 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 Applicants	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 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 ECR 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 ECR Precise Plan: • In the event that pile driving would be required for any proposed project within the ECR 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 at the same time 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
INITIAL STUDY				
4.17 UTILITIES AND SERVICE SYSTEMS				
UTL-1: Future development associated with implementation of the ECR Precise Plan could result in impacts to the existing water and/or wastewater infrastructure. Proposed new development may require upsizing or improvements to nearby water distribution and/or sewer mains and other	UTL-1: As private properties within the ECR Precise Plan area are proposed for development, project-specific capacity and condition analyses of applicable water and wastewater infrastructure adjacent to and downstream of the project sites shall be performed to identify any impacts to the water and wastewater system. As a condition of approval, and prior to issuance of grading and/or building permits, the Public Works Department will determine and assign responsibility to project applicants for upgrades and improvements to the City's water and/or wastewater infrastruc-	Project Applicants	Method of Compliance: Preparation of infrastructure analysis and implementation of identified improvements Implementation Oversight: City of Mountain View Public	Prior to issuance of grading and/or building permits

Table 1: Mitigation Monitoring and Reporting Program

Environmental Impacts	Mitigation Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
infrastructure.	ture, as necessary.		Works Department and Community Development Department	
UTL-2: Future development associated with implementation of the ECR Precise Plan could result in the need for new and/or improved stormwater infrastructure.	UTL-2: As private properties within the Plan area are proposed for development, project-specific analyses of stormwater infrastructure adjacent and downstream of the project sites shall be performed to identify any impacts to the system. As a condition of approval, and prior to issuance of grading and/or building permits, the Public Works Department will determine and assign responsibility to project applicants for upgrades and improvements to the City's stormwater infrastructure, as necessary.	Project Applicants	Method of Compliance: Preparation of infrastructure analysis and implementation of identified improvements Implementation Oversight: City of Mountain View Public Works Department and Community Development Department	Prior to issuance of grading and/or building permits