

El Camino Real Precise Plan

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Plan Context and Structure

The purpose of this Precise Plan is to provide a roadmap for future changes and investment to the El Camino Real corridor. These changes will transform its auto-oriented character into a vibrant, multi-modal and revitalized area, providing gathering spaces and key destinations, a new mix of uses 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.

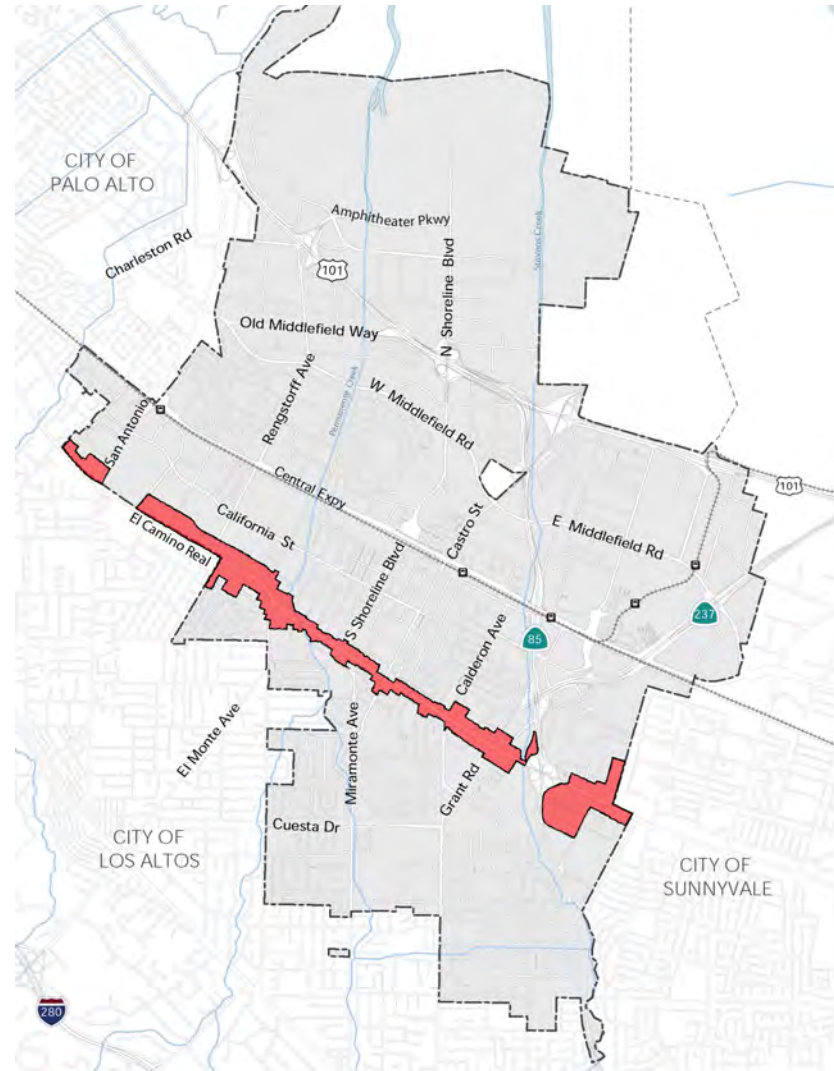
Plan Context

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. The corridor's six traffic lanes are a major barrier that makes travel difficult between neighborhoods separated by El Camino Real.

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.

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 nearly all parcels immediately fronting El Camino Real and some adjacent parcels.

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 small businesses locate there to be visible to customers and clients. 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 and abundant landscaping. Throughout the area, there will 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 housing, and neighborhoods will maintain their character. Larger developments will provide benefits to the community, such as affordable housing or public parking.

Travel along the corridor will be improved for all modes. 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.

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. Encourage creative and flexible use of small parcels.** Many parcels on El Camino Real are difficult to redevelop because they are small or irregularly shaped. Property owners and tenants will be able to improve these sites through parcel aggregation, special standards for small buildings, or flexibility for façade improvements and changes in use.
- 7. 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.
- 8. Limit the impacts of parking.** Visitors to El Camino Real 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. Seek broad community benefits, with a high priority for affordable housing.** Future change along El Camino Real will come with benefits serving the whole community. New affordable housing will support the diversity, livability and equity of the City. Larger developments will provide public improvements, such as parks and public space, pedestrian and bicycle improvements, and shared parking.
- 10. 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.

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**. Concentrations of small-scale retail are designated as **Neighborhood Corners**. Different areas of the corridor are shown in Figure 2 and are described in the following section.

Village Centers

Concentrations of retail, services and new public gathering areas will characterize Village Centers. 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. Step-backs and transition standards and guidelines will ensure this new intensity is appropriately buffered from surrounding neighborhoods.

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 providing direct access to adjacent communities. There is no increase in height or intensity for these areas above current regulations. 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.

Other Areas (Low Intensity Corridor and Medium Intensity Corridor)

Between the Village Centers and Neighborhood Corners will be a mix of residential and non-residential uses. Low Intensity Corridor Zones are located adjacent to existing single-family neighborhoods, while Medium Intensity Corridor Zones 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.

Figure 2: Corridor Character Areas



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** includes 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.

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 allow an activity to occur but do not mandate its implementation. 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 replaces the area's land use and development regulations contained in the Mountain View City Code (Chapter 36, Zoning Ordinance) and the Precise Plans and Planned Community Districts that formerly regulated this area including *P(10) Ortega – El Camino Real*, *P(15) Clark-Marich*, *P(16) El Monte – El Camino*, and *P(36) Americana Center*.

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.

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 37.

Land Uses

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

Gen.	Land Uses allowed generally in the Precise Plan area, other than the Residential-only Area
VC/NC	Land Uses allowed in the ground floor commercial spaces in Village Centers and Neighborhood Corners (shown in Figure 3)
P	Permitted Uses
PUP	Provisional Use Permit Required

Table 1: Allowed Land Uses

LAND USE	PERMIT REQUIREMENT BY TYPE	
	Gen.	VC/NC
MANUFACTURING AND PROCESSING		
Recycling—reverse vending machines	PUP	
Recycling—small collection facility	PUP	
RECREATION, EDUCATION, PUBLIC ASSEMBLY		
Child Day Care, Large Family*	PUP	
Child Day Care, Small Family*	P	
Child day-care Centers	PUP	PUP
Churches	PUP	PUP
Community centers	PUP	PUP
Indoor recreation and fitness centers	P	P
Libraries and museums	PUP	PUP
Membership organization facilities and meeting halls	PUP	PUP
Outdoor commercial recreation	PUP	
Pool and billiard rooms	PUP	PUP
Public schools	PUP	PUP

LAND USE	PERMIT REQUIREMENT BY TYPE	
	Gen.	VC/NC
Private schools	PUP	PUP
Schools—specialized education and training	PUP	PUP
Studios for dance, art, music, photography, martial arts, etc.	P	P
Theaters	PUP	PUP
RESIDENTIAL		
Home occupations	P	
Multiple-Family Housing, both renter and owner	P	
Residential Care Home, 7+ clients*	PUP	
Residential Care Home, 0-6 clients*	P	
Rooming and Boarding Houses*	PUP	
Rooming and Boarding, 2 persons maximum*	P	
Senior Care Facility	PUP	
Supportive Housing	P	
Transitional Housing	P	
Townhouses	PUP	
Rowhouses	PUP	
Residential accessory uses & structures	P	PUP
Rooftop amenities Above 3 rd Floor	PUP	
Efficiency studios	PUP	
Live/Work	P	PUP
RETAIL TRADE		
Accessory retail uses	P	P
Auto, mobile home, trailer and boat sales	PUP	PUP
Bars and drinking places	PUP	PUP

LAND USE	PERMIT REQUIREMENT BY TYPE	
	Gen.	VC/NC
Building material stores	PUP	PUP
Certified farmer’s markets	PUP	PUP
Drive-in and drive-through sales	PUP	
Fuel and ice dealers	PUP	
Furniture, furnishings & home equipment stores	P	P
Grocery stores	P	P
Liquor stores	PUP	PUP
Outdoor merchandise and activities	PUP	PUP
Outdoor retail sales, temporary	TUP	TUP
Restaurants serving liquor, with entertainment	PUP	PUP
Restaurants serving liquor, without entertainment	P	P
Restaurants with or without beer and wine	P	P
Restaurants, take-out	P	P
Retail stores, general merchandise	P	P
Second hand stores	PUP	PUP
Shopping centers	PUP	PUP
Significant tobacco retailer	PUP	PUP
SERVICES		
Animal service establishments	PUP	PUP
Automatic teller machines (ATMs)	P	P
Banks and financial offices	P	P
Business support services	P	P
Cemeteries, columbariums and mortuaries	P	
Commercial or off-site parking lots	PUP	
Drive-in and drive-through services	PUP	

LAND USE	PERMIT REQUIREMENT BY TYPE	
	Gen.	VC/NC
Hotels and motels	PUP	
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	PUP	
Medical services—hospitals and extended care	PUP	
Office - General	P	P
Office - Administrative and executive	P	PUP
Office - Research and development	P	PUP
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	
Temporary Uses	TUP	TUP
TRANSPORTATION AND COMMUNICATIONS		
Pipelines and utility lines	P	
Transit stations and terminals	PUP	PUP
OTHER USES		
Other uses not named, but similar to listed uses and consistent with the purpose and intent of the Precise Plan	PUP	PUP

* In Single Family Home (detached or attached) Only

Other Land Use Requirements

- 1. Hotel Accessory Structures and Uses.** Hotel uses in required ground floor commercial areas may include 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.
- 2. Outdoor dining and display.** Outdoor dining and display areas are permitted when associated with a use that is primarily indoors. 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 vertical clearance. Outdoor dining and display areas shall also keep building entrances clear and unimpeded for building access. Merchandise shall be taken indoors at the close of each business day.
- 3. Research and Development Limited.** Research and development uses are limited to small-scale, office-type businesses that: are office-like (such as software and Internet companies); that are compatible with the commercial, office and residential uses commonly found in the area; that do not involve manufacturing or the use of hazardous materials (except those normally associated with office buildings such as cleaning materials); and that are located in buildings developed (or redeveloped) for office uses and not in individual tenant spaces in multi-center retail centers.
- 4. 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.
- 5. Locations with Residential Not Allowed.** Residential land uses are not allowed in the area bounded by Highway 237, El Camino Real and Highway 85.

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

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.

Table 2: Ground Floor Commercial Requirements

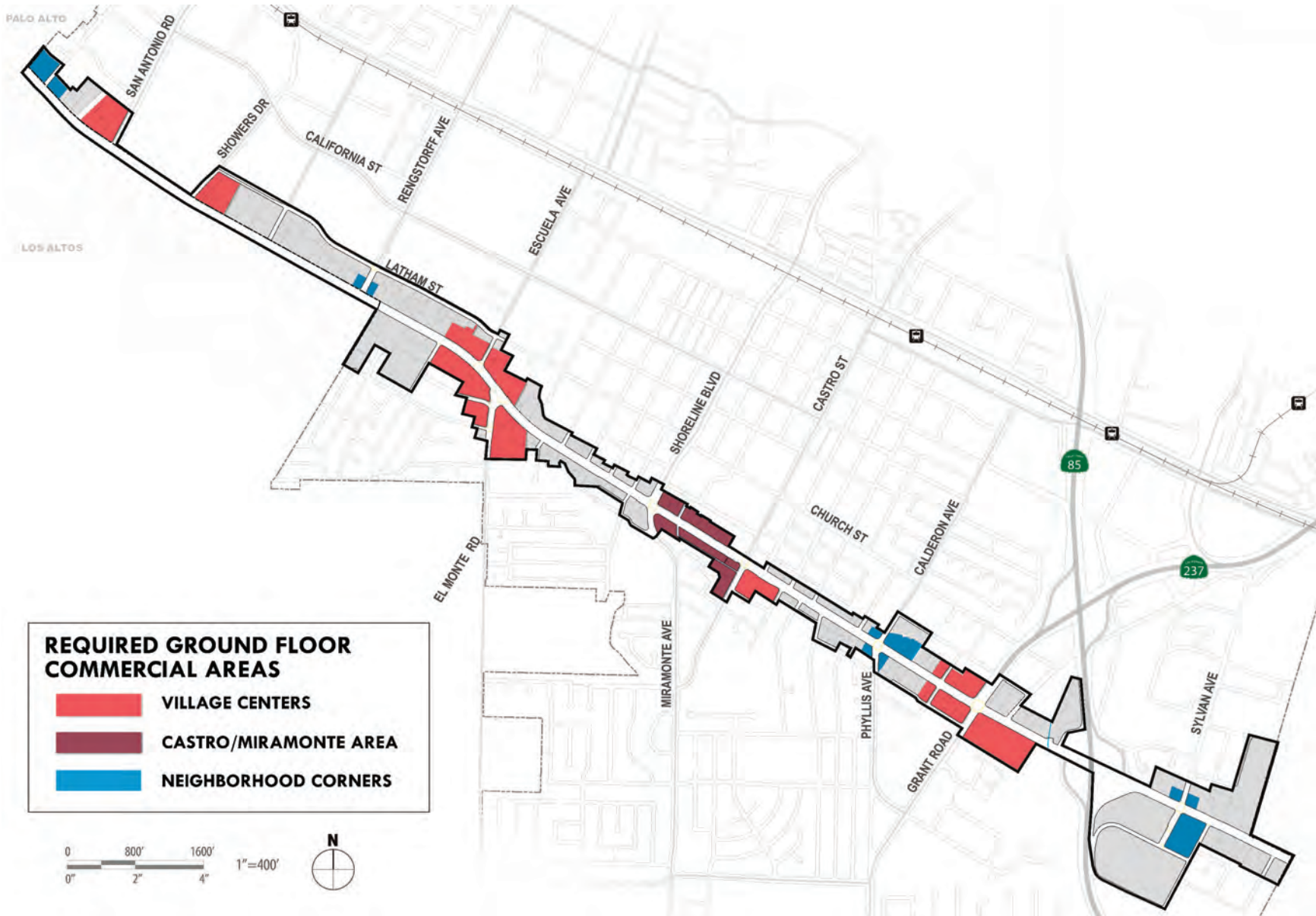
Zone	Requirements
Castro/Miramonte Area	100% of the ground floor frontage along El Camino Real and minimum 33% of the Castro Street frontage, not including entrances to upstairs uses
Village Centers	100% of the ground floor building area, not including parking, service spaces or entrances to upstairs uses
Neighborhood Corners	Minimum 2,000 square feet; This amount is exempt from the maximum allowed FAR

Note: Requirement may be greater for Tier 1 & Tier 2 projects on large sites, as determined by City Council and if supportive of the principles and intent of the Precise Plan. Only 2,000 square feet may be exempt from FAR in Neighborhood Corners.

Guidelines

- 1. 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.
- 2. Ground floor commercial location – Neighborhood Corners.** Ground floor commercial should be located along El Camino Real at the corner of the building closest to the cross street.
- 3. Minimum interior height.** Ground floor commercial should have a minimum 14-foot indoor floor-to-structure height.
- 4. Minimum tenant space depth.** Ground floor commercial should have tenant space depth adequate for the needs of a range of businesses.
- 5. Transparency.** A minimum of 50% of required ground floor commercial facades facing the street or major pedestrian pathways should be transparent. Windows, openings, and transparent glazing satisfy this requirement. Mirrored glazing does not count towards transparency.
- 6. Frequent pedestrian entrances.** Regular and frequent pedestrian entrances should face the right-of-way.
- 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.

Figure 3: Required Ground Floor Commercial Areas



Height & Intensity Zones

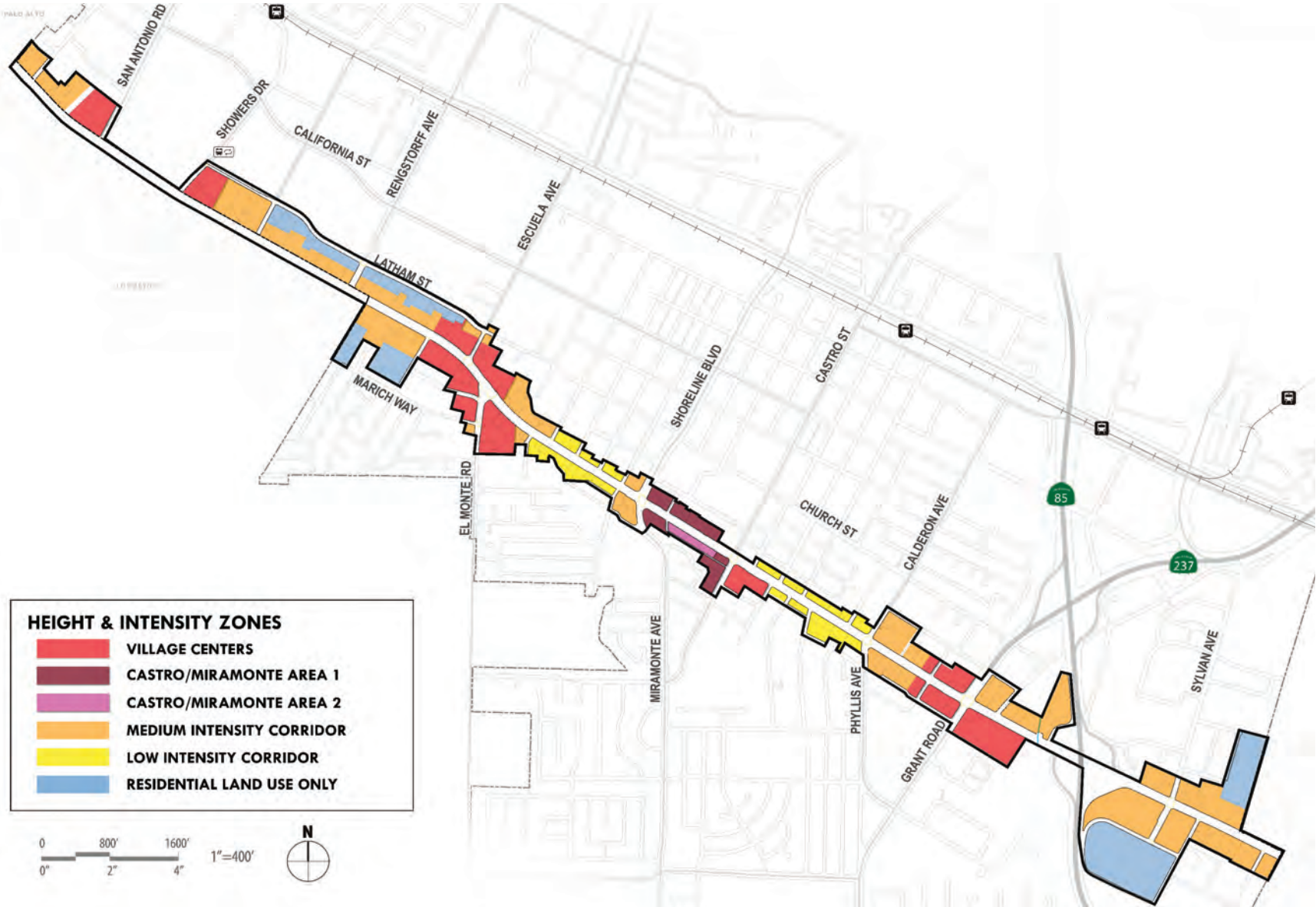
Figure 4 shows the range of allowed heights and intensities along the corridor. Allowed heights and intensities are different along the corridor, consistent with the Focused Strategy, and depend on the entitlement process selected by the applicant. A base height and intensity is allowed for all parcels in the Precise Plan Area. In some locations, there is also the option for new development to pursue “Tier 1” or “Tier 2” development intensity and height above the base FAR and height regulations. The following pages contain specific standards for each area on this map.

Table 3: Height & Intensity Zones

Sub-Area	Base	Tier 1	Tier 2
Village Centers	1.35 FAR* 4 stories/55'	1.85 FAR* 5 stories/65'	2.3 FAR* 6 stories/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'	--	--

* Heights shown are with the provision of an exceptional public open area.

Figure 4: Height and Intensity by Sub-Area



Village Centers

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

The setback and intensity standards below in Tables 4 and 5 apply to all Village Center projects. Figure 5 shows all the Village Center locations.

Applicants shall use the base intensity standards below, unless they apply for Tier 1 or Tier 2 development, as described in Chapter 4: Implementation.

Additional Standards

Height Bonus. One additional story, up to an additional 10 feet of height, may be allowed for projects creating a significant and high-quality public open area on-site.

Special Height Standards 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.

Special Upper Floor Setbacks for Tier 2 Development. The 5th and 6th stories shall have an additional setback of 10 feet from the El Camino Real, side street, side or rear setback lines.

Plaza and Gathering Space. Development in Village Centers shall incorporate a plaza that can function as a comfortable and attractive community gathering place.

See Standards and Exceptions for All Areas for additional requirements.

Figure 5: Village Centers

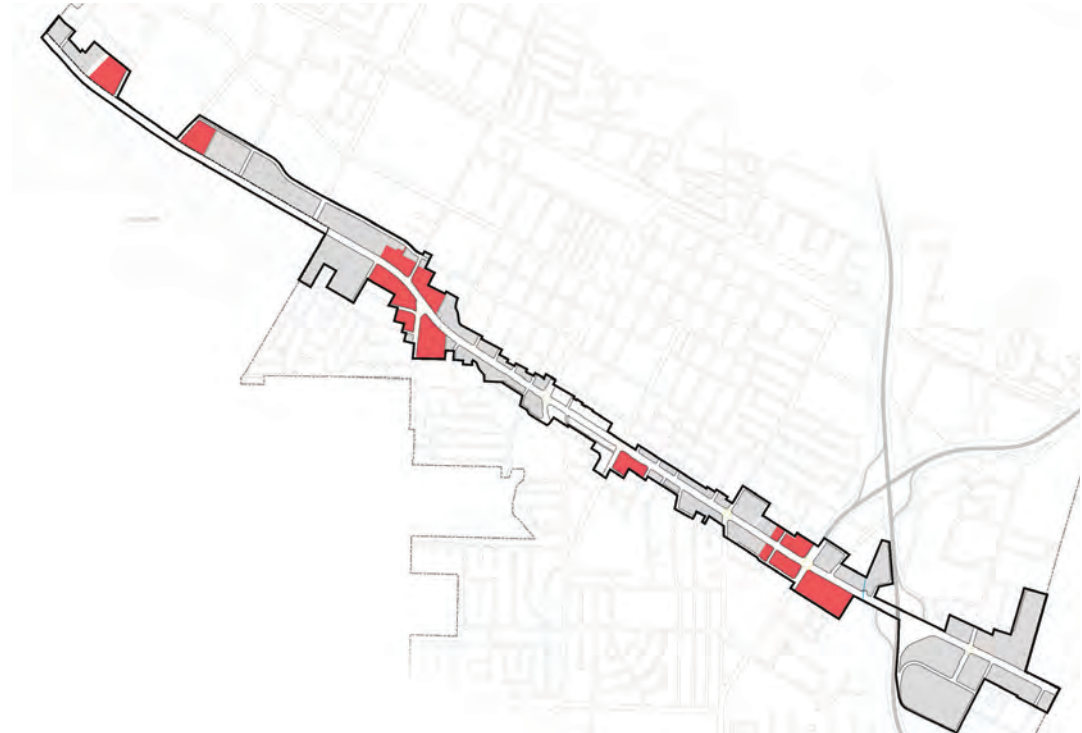


Figure 6: Village Centers Tier 2 Height Standards

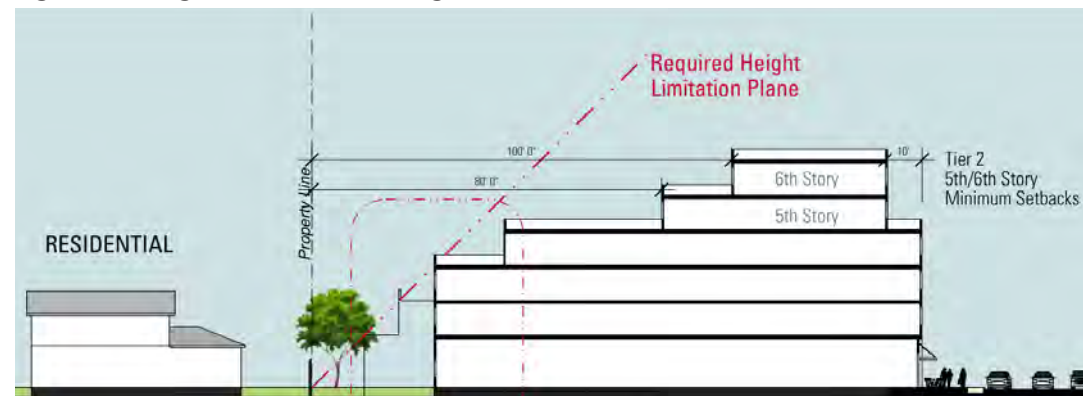


Table 4: Height, Intensity, and Coverage Standards

	BASE		TIER 1	TIER 2	
	Non-Residential	Residential/Hotel/ Mixed-Use	Residential/Hotel/ Mixed-Use	Non-Residential	Residential/Hotel/ Mixed-Use
Minimum Project Lot Area	None	None	15,000 sf	60,000 sf	
Maximum Floor Area Ratio	0.50	1.35 If Mixed-Use, uses other than residential or hotel may be no more than 0.5 FAR	1.85 If Mixed-Use, uses other than residential or hotel may be no more than 0.5 FAR	1.0	2.30 If Mixed-Use, uses other than residential or hotel may be no more than 1.0 FAR
Maximum Height	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 Landscaping/ Open Area	15%	40%	40%	40%	

Table 5: Setback Standards

	Portions of Buildings including and above commercial spaces	All Other Buildings	Parking
Minimum El Camino Real Setback	10 ft	10 ft	25 ft
Maximum El Camino Real Setback 1st through 3rd floors*	1st floor: 16 ft 2nd and 3rd floors: 24ft	24 ft	None
Minimum Side Street Setback	10 ft	15 ft	12 ft
Minimum Side Setback	10 ft	None	Unstructured: 5 ft Structured, podium, underground: None
Sum of Side Setbacks	Parcels less than 100 ft wide: 20 ft Parcels between 100 and 150 ft wide: 20% of lot width Parcels greater than 150 ft wide: 30 ft		
Minimum Rear Setback	10 ft		10 ft
Minimum Rear Setback if Adjacent to Residentially-Zoned Parcel	Parcels less than 90 ft deep: 15 ft Parcels between 90 and 150 ft deep: 1/6th of lot depth Parcels greater than 150 ft deep: 25 ft		Unstructured: 10 ft Structured: Use building setback

* There is no maximum setback above the 3rd floor.

Castro/Miramonte

The Castro/Miramonte area includes small sites adjacent to downtown. Within the Castro/Miramonte Area, height and intensity standards differ between Sub-Area 1 and Sub-Area 2, as shown in Figure 7. Coverage standards and setback standards are the same across the Castro/Miramonte Area.

Applicants shall use the base intensity standards in Table 6, unless they apply for Tier 1 development, as described in Chapter 4: Implementation.

See Standards and Exceptions for All Areas for additional requirements.

Figure 7: Castro/Miramonte Area

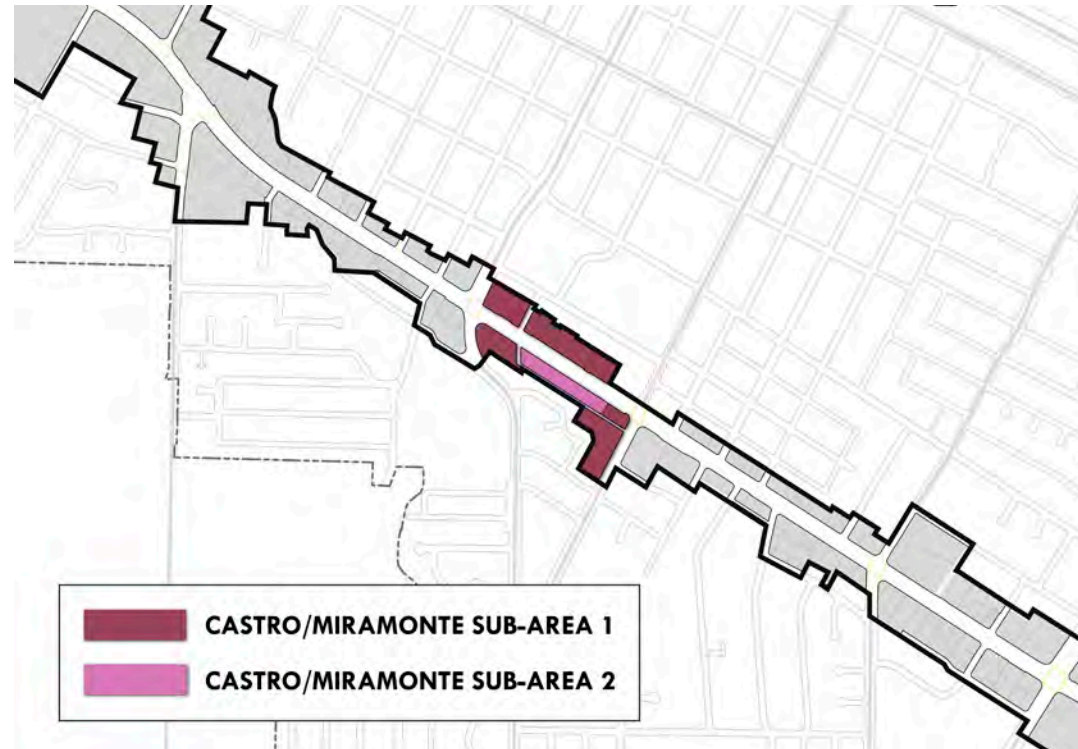


Table 6: Height, Intensity, and Coverage Standards

	BASE		Sub-Area 1: TIER 1	Sub-Area 2: TIER 1
	Non-Residential	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 If Mixed-Use, uses other than residential or hotel may be no more than 0.5 FAR	1.85 If Mixed-Use, uses other than residential or hotel may be no more than 0.5 FAR	No Maximum
Maximum Height	3 stories/45 feet		4 stories/55 feet	3 stories/45 feet; maximum wall plate along alley: 35 feet
Maximum Pavement Coverage	40%	20%	20%	20%
Minimum Landscaping/Open Area	10%	35%	40%	35%
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			

Table 7: Setback Standards

	Portions of Buildings including and above commercial spaces	All Other Buildings	Parking
Minimum El Camino Real Setback	10 ft	10 ft	10 ft
Maximum El Camino Real Setback, 1st through 3rd floors*	1st floor: 12 ft 2nd and 3rd floors: 16 ft	16 ft	None
Minimum Side Street Setback	10 ft	12 ft	12 ft
Minimum Side & Rear Setback (from adjacent parcel or alley)	None	None	Unstructured: 5 ft Structured: None
Minimum Rear Setback if Adjacent to Residentially-Zoned Parcel	Parcels less than 90 ft deep: 15 ft Parcels between 90 and 150 ft deep: 1/6th of lot depth Parcels greater than 150 ft deep: 25 ft		Unstructured: 10 ft Structured: Use building setback

* There is no maximum setback above the 3rd floor.

Medium-Intensity Corridor

The Medium-Intensity Corridor zone contains larger parcels and is surrounded by higher intensity uses than the Low-Intensity area. Figure 8 displays the parcels within the Medium Intensity Area. Applicants shall use the base intensity standards in Table 8, unless they apply for Tier 1 development, as described in Chapter 4: Implementation.

See Standards and Exceptions for All Areas for additional requirements.

Figure 8: Medium-Intensity Corridor Zone



Table 8: Height, Intensity, and Coverage Standards

	BASE		TIER 1
	Non-Residential	Residential/Hotel/Mixed-Use	Residential/Hotel/Mixed-Use
Minimum Project Lot Area	None	None	20,000 sf
Floor Area Ratio	0.50	1.35 If Mixed-Use, uses other than residential or hotel may be no more than 0.5 FAR	1.85 If Mixed-Use, uses other than residential or hotel may be no more than 0.5 FAR
Height	3 stories/45 feet	3 stories/45 feet	4 stories/55 feet
Maximum Pavement Coverage	No Maximum	25%	25%
Minimum Landscaping/Open Area	15%	40%	40%

Table 9: Setback Standards

	Portions of Buildings including and above commercial spaces	All Other Buildings	Parking
Minimum El Camino Real Setback	10 ft	16 ft	10 ft
Maximum El Camino Real Setback 1st through 3rd floors*	24 ft; Neighborhood Corners, 1st floor: 16 ft	24 ft	None
Minimum Side Street Setback	10 ft	15 ft	10 ft
Minimum Side Setback	10 ft		Unstructured: 5 ft Structured: 10 ft
Sum of Side Setbacks	Parcels less than 100 ft wide: 20 ft Parcels between 100 and 150 ft wide: 20% of lot width Parcels greater than 150 ft wide: 30 ft		
Minimum Rear Setback	10 ft		10 ft
Minimum Rear Setback if Adjacent to Residentially-Zoned Parcel	Parcels less than 90 ft deep: 15 ft Parcels between 90 and 150 ft deep: 1/6th of lot depth Parcels greater than 150 ft deep: 25 ft		Unstructured: 10 ft Structured: Use building setback

* There is no maximum setback above the 3rd floor.

Low-Intensity Corridor

The Low-Intensity Corridor zone includes smaller parcels and is adjacent to lower-intensity uses along the corridor, as shown in Figure 9.

See Standards and Exceptions for All Areas for additional requirements.

Figure 9: Low-Intensity Corridor Zone



Table 10: Height, Intensity, and Coverage Standards

	Non-Residential	Residential/Hotel/Mixed-Use
Minimum Project Lot Area	None	None
Floor Area Ratio	0.50	1.35 If Mixed-Use, uses other than residential or hotel may be no more than 0.5 FAR
Height	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	50%	25%
Minimum Landscaping/Open Area	10%	35%

Table 11: Setback Standards

	Portions of Buildings including and above commercial spaces	All Other Buildings	Parking
Minimum El Camino Real Setback	10 ft	16 ft	10 ft
Maximum El Camino Real Setback*	24 ft; Neighborhood Corners, 1st floor: 16 ft	24 ft	None
Minimum Side Street Setback	10 ft	15 ft	10 ft
Minimum Side Setback	10 ft; No Minimum along alley		Unstructured: 5 ft Structured: Use building setback
Minimum Rear Setback if Adjacent to Residentially-Zoned Parcel	Parcels less than 90 ft deep: 15 ft Parcels between 90 and 150 ft deep: 1/6th of lot depth Parcels greater than 150 ft deep: 25 ft		Unstructured: 10 ft Structured: Use building setback

* There is no maximum setback above the 3rd floor.

Residential-Only Zones

Areas shown in Figure 10 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.

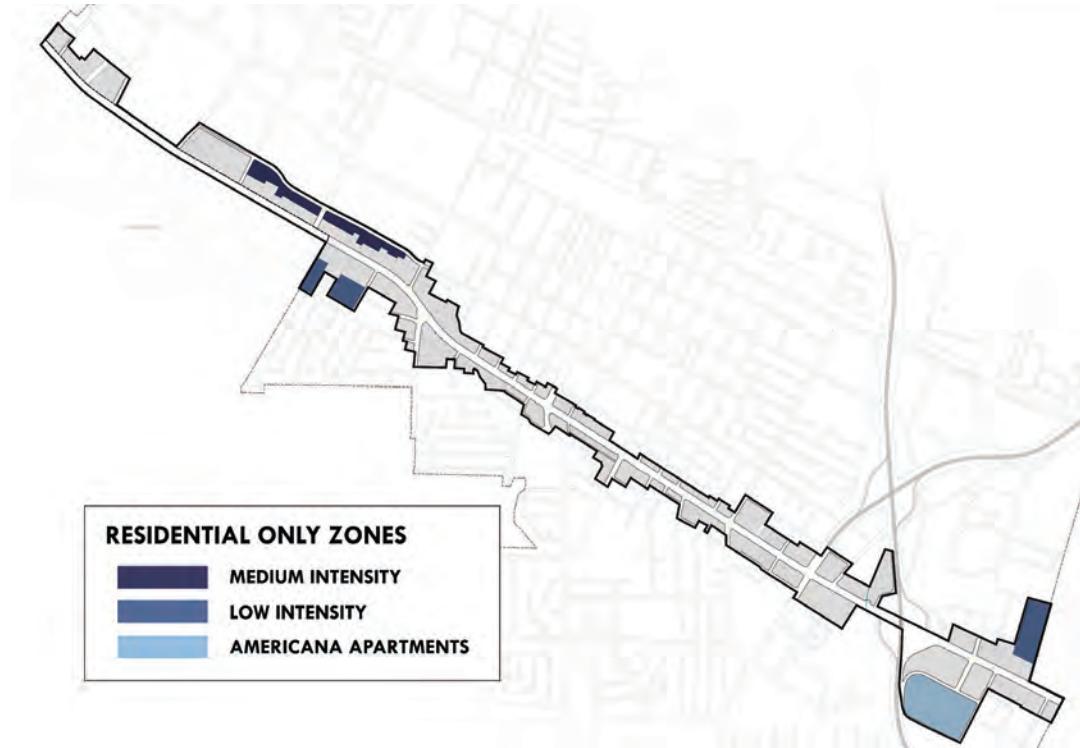
Low Intensity, Residential-Only. For the areas shown in Figure 10 as Low Intensity, the standards, uses, and densities of the R3-2 zone apply.

Medium Intensity, Residential Only. For the areas shown in Figure 10 as Medium Intensity, the standards, uses, and densities of the R3-1 zone apply.

Americana Apartments. The Americana Apartments shall use the standards, uses and densities of the R3-1 zone, with the following exceptions:

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

Figure 10: Residential-Only



Projects in Multiple Zones

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

Land Use, setback and height. Any portion of a structure in an area must comply with the land use, setback and height standards of that area. The General Plan's maximum residential density shall not be exceeded for any residential-only portion of a project.

Low Intensity and over 50% Residential-Only. For Low Intensity areas and projects where greater than 50% is within a Residential-Only area, the coverage, open area and floor area standards must comply with those of the area.

All other standards and cases. In all other cases, the following may be used to determine the development standards and design guidelines for these 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 sub-area. Specific parts of the project shall not be regulated.
- b. A Tier 1 bonus (with the provision of Community Benefits) of up to 0.50 FAR is allowed, and may be applied across the entire project site.
- c. Character and design regulations shall apply to all parts of the 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.

Subdivision

Minimum frontage for new lots. The minimum El Camino Real frontage of any new lot is 150 feet. This requirement is waived if all new lots do not have vehicle access (i.e., a driveway) from El Camino Real, or for two lots of any size that are merging.

Neighborhood Transitions and Frontage

Maximum height adjacent to residential. No portion of a building may be taller than its distance to a residentially-zoned property. 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 11).

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 12).

- a. Within 40 feet of the street property line, wall plates and overall heights may be no taller than the adjacent residential zone allows. 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.

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.

Figure 11: Maximum Height Adjacent to Residential

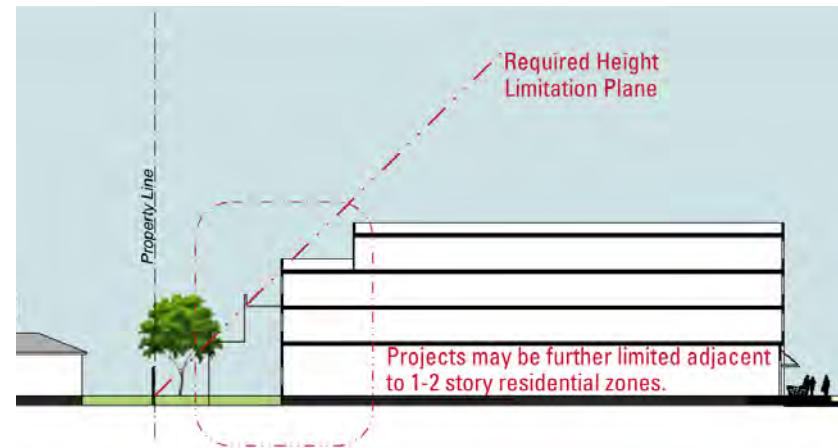
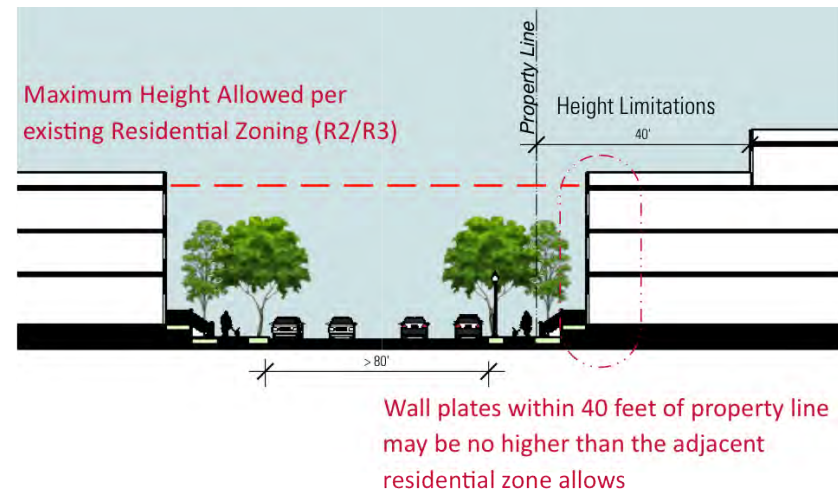


Figure 12: Maximum Height Across Residential Street



Residential Standards

Residential noise and air quality. New residential development may require special construction to mitigate noise and air quality conditions along El Camino Real.

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.

Residential ground floors. Any ground floor with residential use facing El Camino Real shall be a minimum of 2 feet above grade, with a minimum average of 3 feet across the entire frontage. Live/work uses and main entrances for multi-family development are exempt from this requirement.

Personal storage. A minimum of 80 square feet of personal storage shall be provided for each dwelling unit.

Balconies. Balconies shall not be oriented towards residentially-zoned properties if they are within visual range.

Encroachments and Exceptions

Architectural projections. Upper-floor bay windows, balconies, awnings, and other projections may encroach up to 8 feet into the required ground-floor El Camino Real or side street setback. Awnings shall be at least 8 feet above grade. This setback exception should be used in limited circumstances above the 3rd story.

Front setbacks, shallow parcels. Non-residential ground floors on parcels less than 120 ft deep may encroach into the El Camino Real setback by up to 4 feet for no more than half the lot frontage.

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.

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.

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.

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 maximum height of the building by up to 10 feet.

Maximum setbacks. Maximum building setbacks do not apply to buildings behind publicly accessible plazas and open areas, if they maintain visibility between the sidewalk and building entrance.

Sidewalks and Access

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.

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.

Driveway and garage access. Maximum curb-cut width shall not exceed 20 feet (plus the flare), allowing for two way access and safe visual clearances. One-way driveways may have curb cuts with a width no greater than 12 feet (plus the flare). Garage entrances at grade facing the street shall be no more than 22 feet wide.

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.

Measurement of El Camino Real setbacks. El Camino Real setbacks are measured from the property line. If the property line is located at less than 60 feet from centerline, the setback shall be measured from there instead.

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.

Design Guidelines

Site Design

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 250 feet.

Parking frontage. Wherever possible, parking should be located behind or under buildings. On lots less than 120 ft deep, parking should take up less than 40% of the primary frontage. On lots greater than 120 ft deep, parking should take up less than 25% of the primary frontage. This requirement does not apply to podium or underground parking where less than 4' above grade.

Setback between vehicle areas and buildings. Areas for vehicle use, such as parking and travel lanes, should be buffered from buildings by at least 8 feet. This area should include a pedestrian walkway, but may also include landscaping and trees. Alleys and loading areas may be exempt from this requirement, but these should not obstruct any important pedestrian access routes.

Setback between structures. The setback between separate structures on the same lot should be no less than 35% of the sum of opposing wall heights, with a minimum of 15 feet.

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.



Active building facades located at or in front of the maximum front setback enliven the street and improve the public realm.

Open Space

Character of street-facing open areas. 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. Design should include shaded and unshaded areas, a variety of seating options, trees and landscaped areas.

Character of usable open area. Usable open area should be in the form of plazas, courtyards, parks, forecourts, and other open spaces designed for pedestrian and bicycle circulation and for outdoor gatherings for work or recreation. Spaces should be located along pedestrian paths, close to and visible from building entrances and/or the street.



An example of a usable open area, configured as a public plaza situated at a corner. Building entrances are clearly visible and accessible from the sidewalk.

Site Access

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

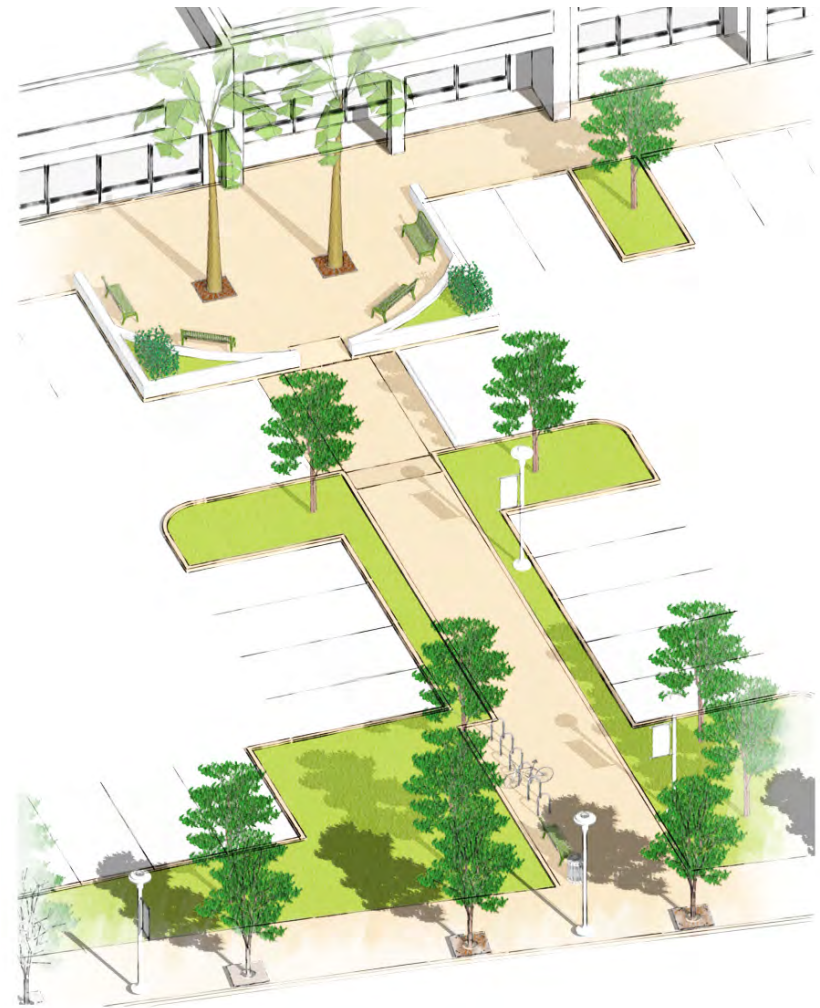
Frequency of pedestrian entrances. Entrances should be located at least every 50 to 100 feet, depending on land use. Corner commercial uses should have a corner entrance or an entrance toward each street.

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.

Driveways and parking. To the greatest extent possible, eliminate driveways off of El Camino Real and on-site parking adjacent to the street, 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 likely pedestrian activity areas. Design curb cuts and driveways to minimize impacts to sidewalks and pedestrian walks or other access to buildings, plazas or open spaces. Where feasible, adjacent sites should share driveway access.

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.

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.



A high-quality walkway leads pedestrians from the public right-of-way to private building entries. These walkways should be a minimum of eight feet wide with landscaping treatments.

Elevation Design

Building articulation. Facades should use the following horizontal and vertical articulation strategies:

- a. Vertical articulation.** Use projections, minor setbacks, architectural details and variations in materials to distinguish between the upper and ground floors in commercial and mixed-use buildings.
- 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 on average every 50 feet.
- c. Building projections.** The total area of all building projections should not exceed 50% of the primary building façade area. Primary building façade is the façade built at the property or setback line.

Blank facades. Blank walls (facades without doors, windows, landscaping treatments or other pedestrian interest) should be shorter than 25 feet in length along sidewalks, pedestrian walks, or open space.

Side street frontages. Building facades on side streets should be designed with the same quality and materials as El Camino Real Frontage. In Village Centers this may include ground floor commercial uses. In all other areas, buildings facing side streets should include building entrances, stoops or active uses.

Side yard transitions. New developments should use transitions when they are taller than adjoining buildings on either side. In most cases, this transition will include articulation of the building, including setbacks and stepdowns.



Illustration of vertical articulation strategy with defined base, middle, and top.

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.

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.

Building scale. New buildings should express facade components to establish building scale. Windows and doors should appear in a regular pattern, or be clustered to form a cohesive design. Horizontal building elements should be aligned with others in the same blockface. An element is considered aligned if it is within three (3) feet, measured vertically, of existing architectural elements.

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.

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.

Landscaping

Parking screening adjacent to streets. Surface parking lots should be screened from adjacent/abutting streets. Screening should not encroach into the public right-of-way. Screening may include a planting strip of densely planted shrubs or trees at least five feet in width, which is expected to form a continuous, year-round visual screen within 3 years.

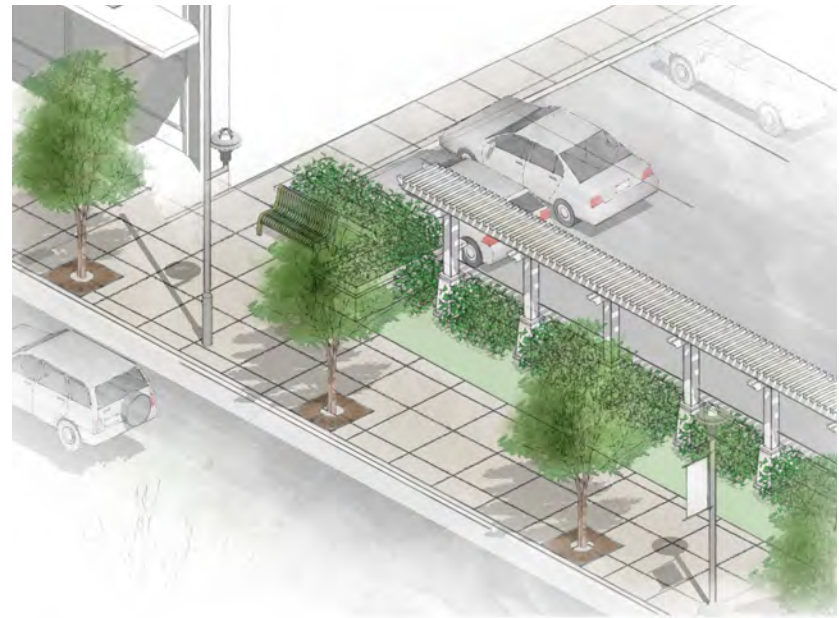
Utility screens. Utilities should be screened from the right-of way with landscaping.

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

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.

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.

Rear landscaping. Substantial landscape screening should be planted along the rear of commercial and mixed-use buildings facing residential streets or properties.



An example of parking screening.

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.

Fences and Signs

Fences

El Camino Real fences. No fences are permitted between commercial uses and El Camino Real. Fences to delineate outdoor dining or display areas are allowed up to 42 inches in height.

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.

Side & rear yard fences. Side & rear yard fences shall be a maximum of 7 feet high.

Fences adjacent to residential. Fences along the rear and sides of parcels shall be a minimum of 7 feet high when adjacent to residential land uses.

Fencing Materials. Fencing and landscape components should be made of durable high quality materials. *(Guideline)*

Signs

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.

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.

Signs in Castro/Miramonte. Signs in the Castro/Miramonte area are subject to the Downtown sign standards.

Cabinet signs. Cabinet signs are not allowed.

Sign materials. Signs should be made of durable and high quality materials. *(Guideline)*

Monument signs. Monument signs should be less than 6 ft high. *(Guideline)*

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. More analysis and engineering will be necessary to determine exact dimensions, 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.
- ◆ CalTrans requirements and a summary of planned improvements are at the end of the chapter.

Typical El Camino Real Street Section

Figure 13 and Figure 14 below 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 reduce the existing vehicle travel lanes on El Camino Real, which is controlled by CalTrans, or future bus service being implemented by VTA through a separate process. If future dedicated bus lanes are located in the medians, some of these street elements may require modification.

Figure 13 and Figure 14 show street section concepts for El Camino Real. Travel lanes, medians and curb locations are the same as existing. See "Figure 17: Existing and Planned Bicycle Network" on page 47 for a map showing where on-street bicycle facilities may be located.

Figure 13: Illustrative Concept for El Camino Real

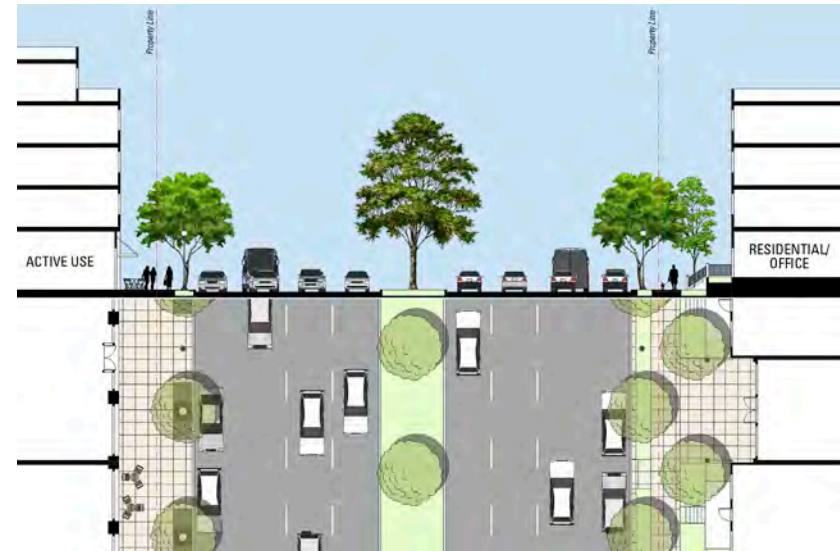


Figure 14: Illustrative Concept - Bicycle Lane Variation



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. 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 traffic flow.
3. **SR 85 / El Camino Real interchange.** The City will work with VTA and CalTrans to redesign the 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, and street lighting.

Pedestrian Network

The purpose of the pedestrian network improvements is to 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.

The existing pedestrian environment is deficient in a number of ways:

- ◆ Existing sidewalks are only four to five feet wide, often with obstructions
- ◆ While there is significant tree canopy in some areas along El Camino Real, there is limited landscaping along the street
- ◆ The distance between crosswalks can be significant, often forcing people to either walk long distances to reach a crosswalk or cross the street unsafely in unmarked areas
- ◆ Crossing El Camino Real is uncomfortable due to long crossing distances.

Figure 15 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 in the Primary Pedestrian Area 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 in the secondary pedestrian area should include sidewalks at least 7 feet wide, 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 the distance between pedestrian crosswalks is greater than 2,000 feet. These locations include Mariposa or Pettis Avenue, Bonita or Boranda Avenue, and Crestview Drive (coordination with Sunnyvale required). Signal responsiveness may depend on vehicle volumes at these locations.

Figure 15: Pedestrian Network Priorities Map



Transit Network

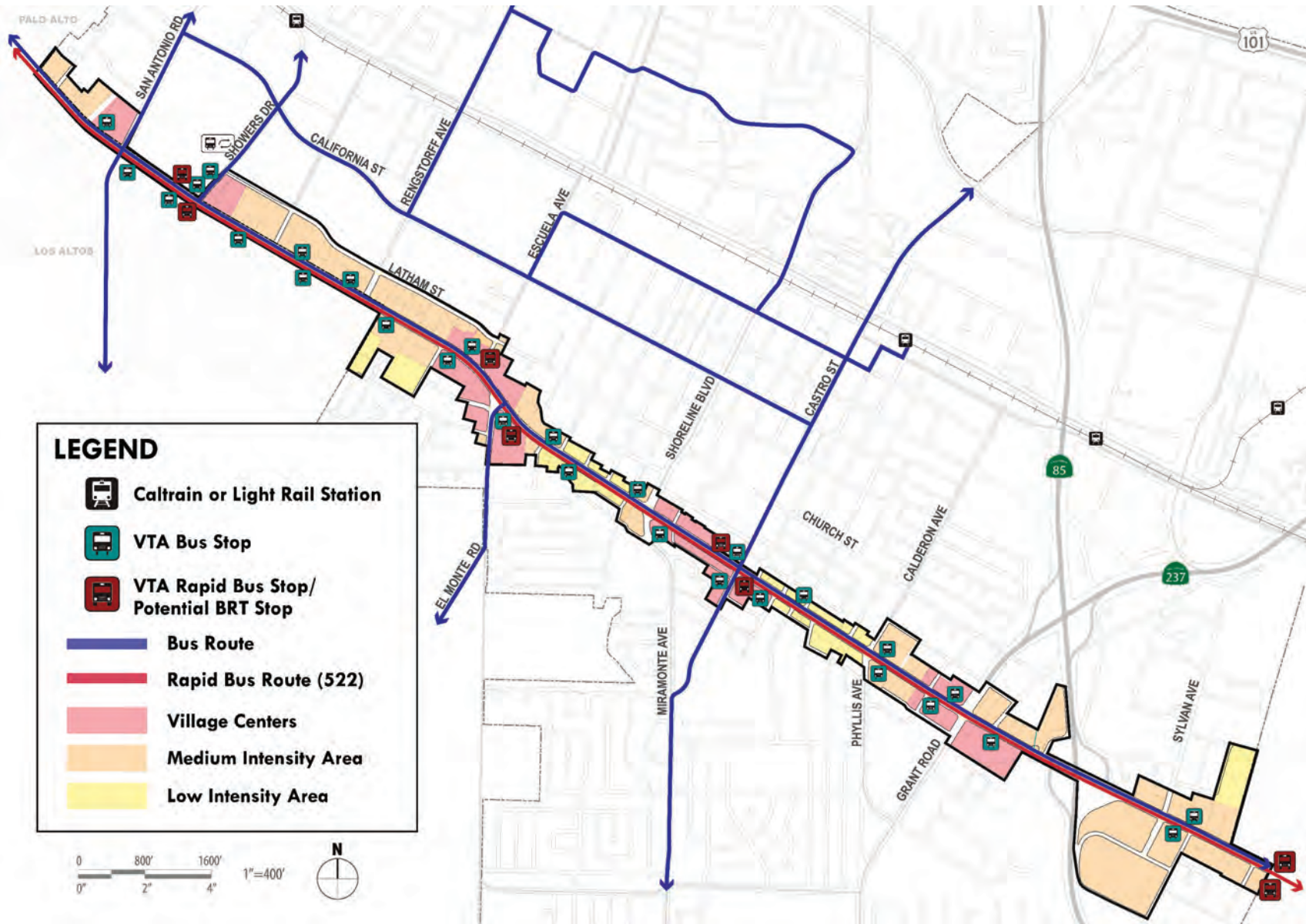
The transit network within the El Camino Real Precise Plan area, shown in Figure 16, includes primarily bus routes and bus stops along El Camino Real. Numerous bus lines serve the El Camino Real corridor but only two lines (Route 22 and the 522 Rapid Bus) serve the entire length of the corridor through 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. For improvement 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 should be permitted only through conversion of an existing right turn lane.
- 3. Private shuttles.** The location of private shuttle stops should not interfere with public bus service.

Figure 16: Existing Transit Network



Bicycle Network

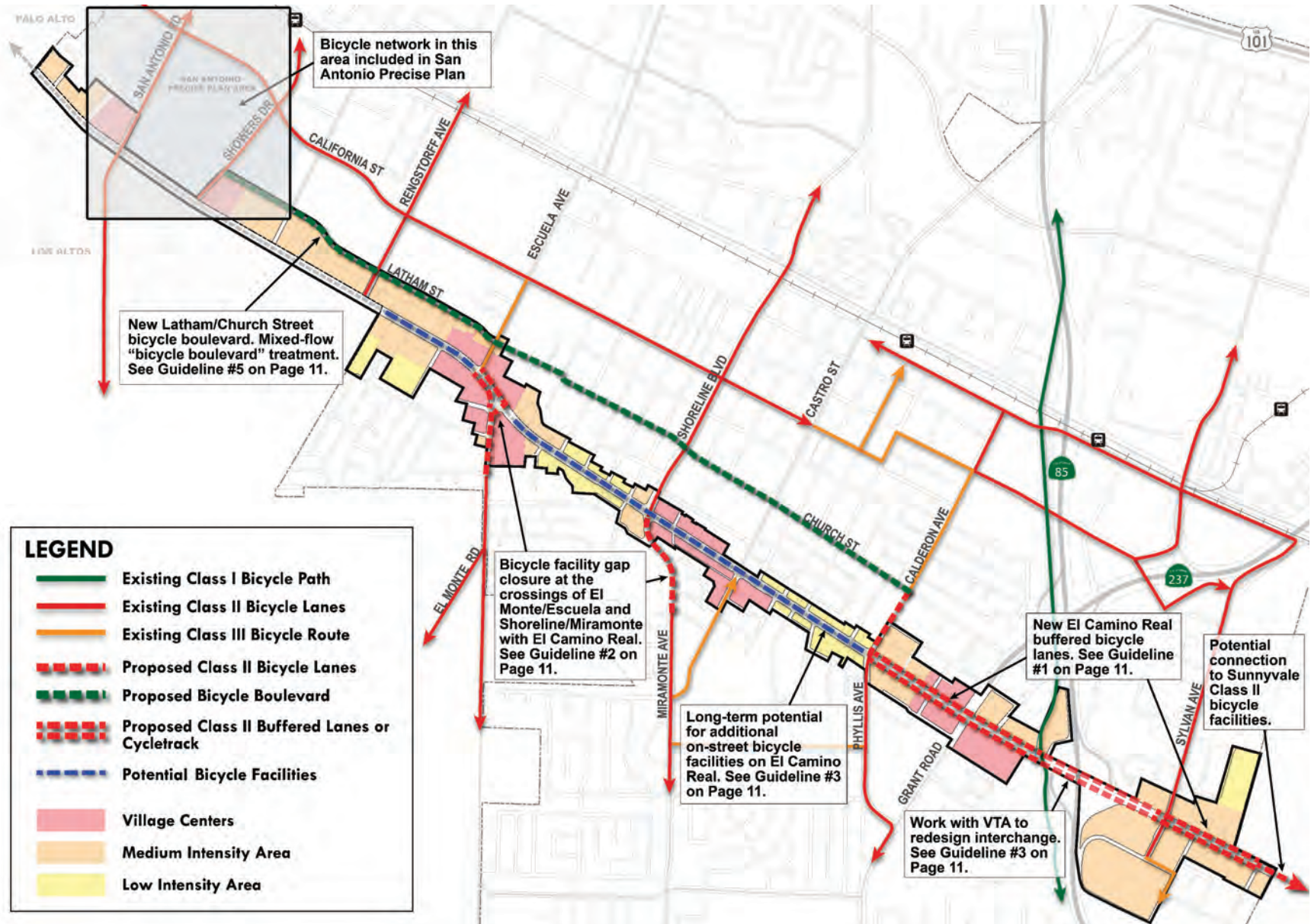
Figure 17 shows the existing and proposed bicycle network near El Camino Real. The existing bicycle network has major gaps at El Camino Real crossings, no safe or comfortable bicycle access on El Camino Real and few adopted bicycle routes near the corridor. In addition, there are limited opportunities for bicyclists to cross Highway 85. The Plan's recommended improvements will improve bicycle access to major destinations along the corridor and to other cities in the region.

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 58.

Guidelines

- 1. El Camino Real bicycle facilities.** 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.
- 2. Gap closure.** 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. Future bicycle facilities.** Additional bicycle lanes or cycletrack should be introduced along El Camino Real, depending on the following design constraints and considerations:
 - ◆ Importance of segment as a bicycle network gap closure
 - ◆ Existing commercial curb-cuts (should be less than 1 every 250 feet)
 - ◆ Number of nearby buildings with less parking than current requirements
 - ◆ Areas where street parking is an asset, such as Village Centers and Neighborhood Corners
 - ◆ The City shall work with the VTA to develop a long-term plan for the redesign of the SR-85 interchange to improve bicycle crossing safety.
- 4. El Camino Real 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.
- 5. Parallel route.** Mixed-flow Bicycle Boulevard treatments should be included in 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. 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 17: 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 18 through Figure 20 show how all the improvements are integrated in Village Centers, Neighborhood Corners and other areas along the corridor.



El Camino Real Design improvements will be focused on the sidewalk area, streetscape and planting improvements, a limited number of median improvements, and cross-street intersections. While more intensive pedestrian improvements will be focused in Village Centers and Neighborhood Corners, the entire corridor should include continuous sidewalks and street trees.

Figure 18: Illustrative Village Center Streetscape and Intersection Design



Pedestrian and streetscape enhancements in Village Centers should focus on creating safe, well-designed and memorable gathering places. Streetscape enhancements should include special paving treatments, gathering spaces, curb bulb-outs, enhanced pedestrian refuges, pedestrian scaled lighting, and regularly spaced street trees.

Figure 19: Illustrative Neighborhood Corner Streetscape and Intersection Design



Neighborhood Corners enhance the walkability of adjacent neighborhoods, increase their access to services on El Camino Real, and provide a gathering space for nearby residents. Pedestrian and streetscape enhancements should focus on creating an improved pedestrian experience and street crossings. Gathering spaces are encouraged at corners. Pedestrian scaled lighting and street furnishings should be located on blocks leading up to corners to emphasize increased pedestrian activity in Neighborhood Corner areas.

Figure 20: Illustrative Streetscape Design for Low or Medium Intensity Areas



Pedestrian and streetscape enhancements in these areas should emphasize pedestrian comfort, landscaping and tree canopy.

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 21.

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.

Planter lengths. Planters in the Primary Pedestrian Area should be no more than 8 feet long. In the Secondary Pedestrian Area, they should have gaps to provide periodic access to street parking.

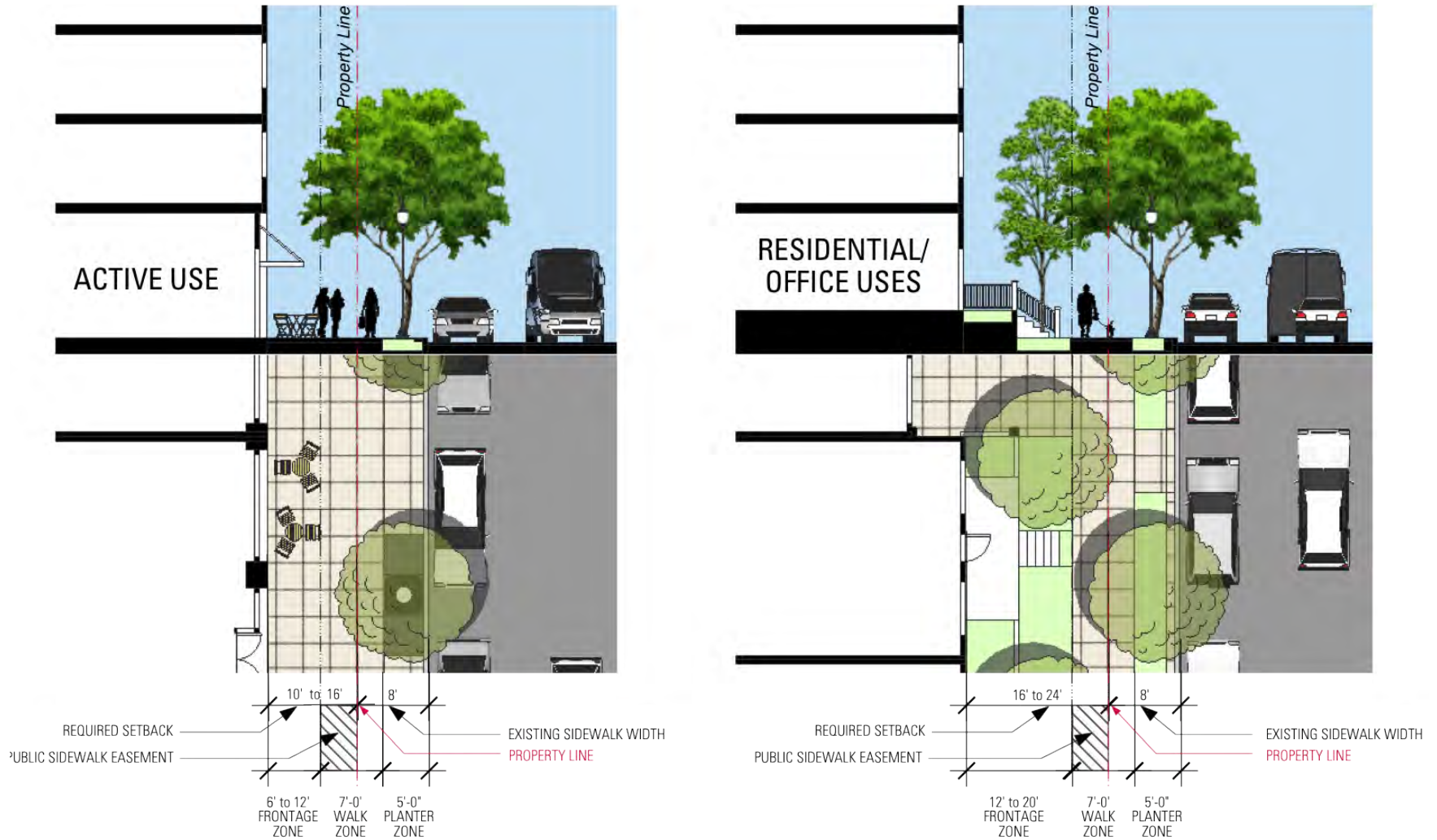
Planter zone character (commercial). In locations fronting commercial uses, the space between planters should be designed as an extension of the walk zone, though special materials may be used to differentiate the area.

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.

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.

Pedestrian easements. Public access easements on private property are encouraged (when not required) to expand the sidewalk and usable pedestrian area.

Figure 21: 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.

Street trees. Street trees should be placed an average of 40 feet on center. El Camino Real street trees should be Scarlet Oaks and street trees on side streets should be consistent with existing tree species for that street.

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.

Pedestrian-scaled lighting. In the Primary Pedestrian Area, light fixtures should be pedestrian-scaled (up to 18 ft tall) and spaced to provide continuous lighting along the sidewalk. This should be in addition to, rather than replacing, existing lighting for vehicle traffic lanes. The pedestrian-scaled street lighting should continue along side streets for up to one block.

Tandem lighting. Auto-oriented street lighting should include a pedestrian-scaled lamp.

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.

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.

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).

Special crosswalk markings. For crossings in Village Centers and Neighborhood Corners, there should be special crosswalk colors, markings or materials. Limit lines should be set back from the crosswalks to further enhance pedestrian safety. Special crosswalk colors, markings or materials across El Camino Real will require a CalTrans design exception.

School routes. Signing and pavement markings for crossings within the Precise Plan area that are part of schools routes should be distinguished from typical crossings with signing and yellow pavement markings, including crosswalk striping. Standards in the California MUTCD also apply.

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.

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.

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 23 and Figure 24 illustrate curb bulbouts.

Bulbout length. Bulbouts should be long enough to ensure the visibility of pedestrians waiting to cross.

Median crosswalk features. Medians with crosswalks should provide a minimum width of six feet in the direction of pedestrian travel.

Figure 22: Illustrative Curb Bulbouts at Side Street Intersection



Figure 23: 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.

Coordination with VTA. VTA will determine the design of bus stops in the Plan Area. However, when possible 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.

Seamless integration. Pedestrian and bicycle access should be seamlessly integrated with transit facilities and be ADA compliant.

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.

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. These stops should have a pedestrian plaza adjacent to the stop with seating integrated with the streetscape design (see Figure 24).

Busbulbs and bike lanes. Busbulbs should be designed to maintain adequate space for a bike lane between the curb and travel way (see Figure 25).

Bus turnouts. Bus turnouts are not permitted within Village Centers and strongly discouraged in other locations within the Precise Plan area.

Figure 24: Illustrative Busbulb Concept

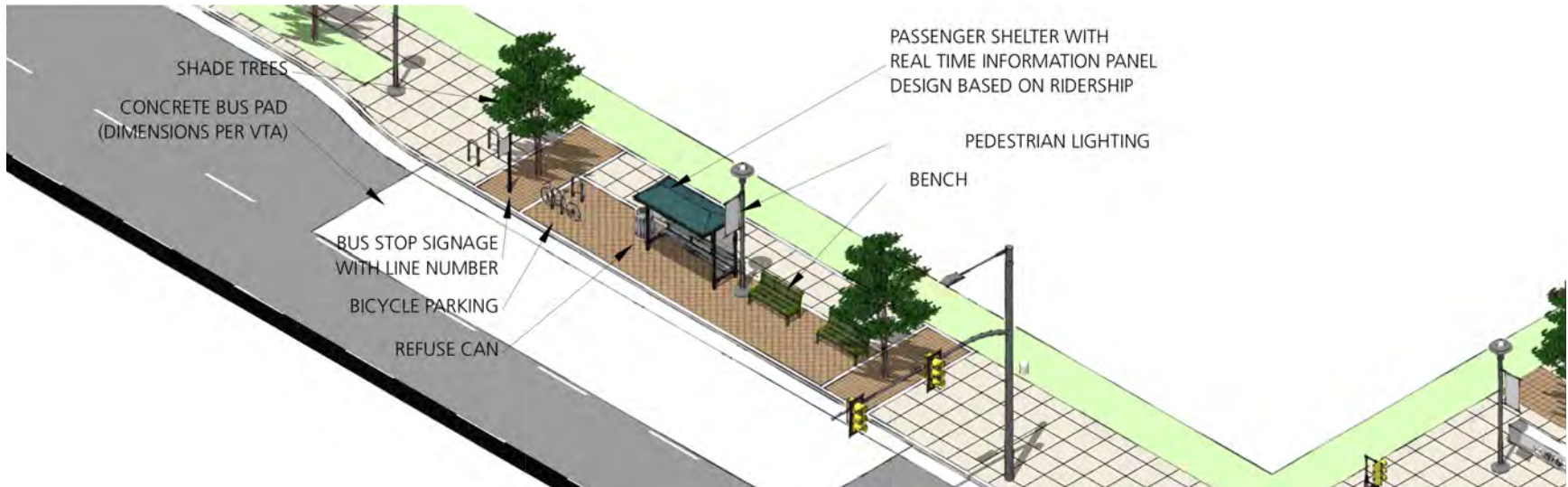
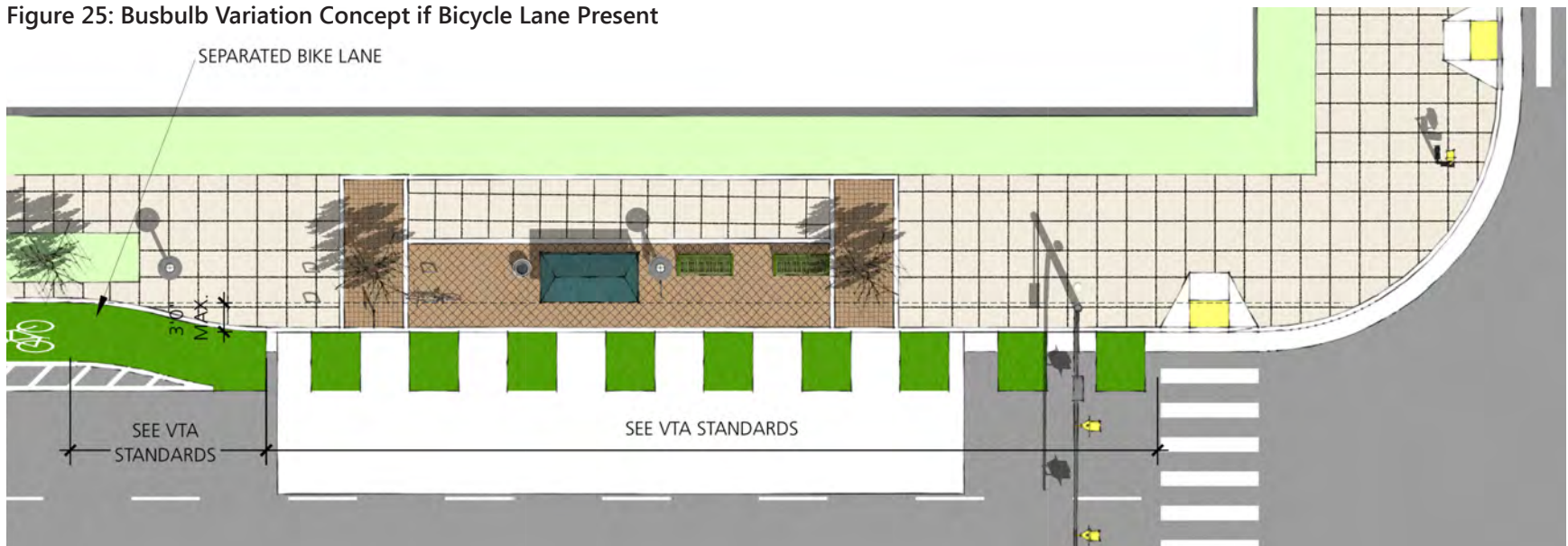


Figure 25: Busbulb Variation Concept if Bicycle Lane Present



Bicycle Facilities

The following guidelines create facilities that identify where bicyclists should be, and help bicyclists navigate through the corridor.

Bicycle facilities. Any future bicycle facilities should have the minimum widths shown in Table 3. 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.

Bicycle crossings. Bicycle and pedestrian crossing facilities should be separated, with parallel bike crossing lane or pavement.

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.

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.

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.

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.

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.

Bicycle Boulevards. Mixed-flow Bicycle Boulevard 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.

Table 12: 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

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.

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 Community Benefits section identifies the potential community benefits a project might provide and the requirements for their provision.
- ◆ Lastly, the chapter identifies implementation activities and capital improvement projects to realize the Precise Plan's vision and potential funding sources.

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:

- a. **Minor improvements.** Minor improvements consistent 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.
- b. **Other new development.** The Zoning Administrator shall take final action on other applications, including Provisional Use Permits and new construction consistent with “BASE” FAR and height in each subarea, through a public hearing.
- c. **Tier 1 development.** The City Council shall take final action, following a Zoning Administrator public hearing and recommendation, on new construction consistent with “TIER 1” FAR or heights in each subarea.
- d. **Tier 2 development.** Development with “TIER 2” FAR or heights requires the approval of a Village Center (VC) Floating Zone. This process shall be consistent with the Zoning Map Amendment process in the Zoning Ordinance, including the City Council’s gatekeeper authority and final action by the City Council following an Environmental Planning Commission recommendation.

Exempt Projects

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

- a. All projects identified as exempt in the Zoning Ordinance.
- b. Changes of use where the new use is permitted, there are no exterior modifications to the building, and the new use will not result in an increase in required parking.

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 Ordinance’s requirements for non-conforming buildings and uses; and
- ◆ The Precise Plan’s purpose, intent and guiding principles.

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, 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 zones.** Existing or proposed developments with parcels in different zones may be provided flexibility through the master plan process. See Projects in Multiple Zones on page 27.
5. **Administrative process.** Final action on master plans shall be consistent with the Development Review Process on page 62; for example, development no greater than “BASE” FAR and height may be approved by the Zoning Administrator. Future Planned Community Permits submitted under the Master Plan shall also be consistent with the Development Review Process on page 62, except “TIER 2” development may be reviewed by the Zoning Administrator, who will forward a recommendation to the City Council. The City Council may choose to designate final authority to the Zoning Administrator for subsequent approvals.

Public Access Easements

The Precise Plan relies on increased sidewalk width and new pedestrian connections through large blocks to achieve the envisioned enhanced pedestrian environment. Greater sidewalk width is necessary to accommodate increased pedestrian activity resulting from development since existing sidewalks are narrow (5 feet or less, often obstructed by utilities) and do not provide adequate buffer from the roadway (usually 3 feet or less from the curb). 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:

Sidewalk widening. Proposed sidewalk widening standards are provided in Chapter 3. This widening requires a 4-foot public access easement from private property owners along the corridor. These easements will be required with the following development proposals:

- a. An increase in building or site intensity
- b. New residential uses
- c. Significant building upgrades and new development
- d. New uses that will attract significantly more trips
- e. Changes of use that do not have required parking

These projects would add to the pedestrian activity along the corridor, requiring increased capacity.

If the project has legal non-conforming structures within the required easement area, the Zoning Administrator will determine the dimensions of the easement based on the location and type of structure.

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.

FAR, required open area and setbacks. These easements will be counted toward lot area for calculating floor area ratio. They are also counted toward any landscaping/open area or useable open area requirement (except where crossed by a driveway). Setbacks are not measured from the easement and the sidewalk easement area is within the front setback. The pathway easement could also be within the project's required setbacks.

Limited easements. Limited easements may be considered, with the right to exclude disruptive or illegal activity.

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.

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 13. Multiple reductions may be added together.

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.

Greater reductions. Greater reductions may be possible through a public hearing process, as described in the Zoning Ordinance.

Table 13: 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%
Multifamily Residential	All multifamily residential projects are eligible.	Studio and 1-bedroom units: 1 stall Units with more than 1-bedroom: 2 stalls 15% of required parking must be available to guests.

Other Parking Requirements

Off-site parking. Applicants may be allowed to meet minimum parking requirements through the use of designated nearby off-site facilities. Capacity of those facilities shall be determined on a case-by-case basis.

Location of off-site parking. The allowable distance for a project to use off-site parking is 600 feet walking distance, from the nearest corner of the parking facility to the nearest corner of the destination building. The building shall not be on the opposite side of El Camino Real, Shoreline Boulevard, Miramonte Avenue, Grant Road or Highway 237 from the parking.

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:

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.

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.

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). Some development, including but not limited to "Tier 2" development, may be subject to additional environmental review.

Community Benefits

Tier 1 and Tier 2 Requirements

A Community Benefit Program ensures developers provide a benefit to the Precise Plan area in exchange for approval to develop additional floor area on their property. 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.

Agreement required. A developer taking part in the Community Benefit Program will be required to enter into a binding agreement with the City that specifies the community benefit 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 intensity will be available to the developer and community benefits that will be provided by the developer.

Community Benefit value. Tier 1 and Tier 2 development shall provide community 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). The value per square foot will be updated periodically by the City, consistent with inflation, and 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

Tier 1 developments will not be required to provide Community Benefits with estimated value in excess of this amount. However, if costs for providing the Community Benefit increase after entitlement, the Community Benefit will still be required. Tier 2 developments may be expected to provide Community Benefits in excess of the established value.

Community Benefits List

The benefits in Table 14 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 community benefits. In general, community benefits should be provided within or accessible from the Plan area.

Project applicants may elect to directly construct or provide the benefits in Table 14, if they can demonstrate, to the satisfaction of the City, that the value of the benefit provided is equivalent to the value identified above. However, the City has discretion to accept a monetary contribution to construct the benefit/improvement.

The list of examples below is not intended to limit the City's discretion to determine the appropriate level of community benefit required in exchange for increased intensity. The City will uniformly apply the community benefits requirement so the required community benefits are proportionate to the entitled floor area. However, the City does not measure community benefit solely in relation to the monetary impact to the developers. Some proposed community benefits may be considered by the City to be particularly valuable or necessary in a particular location, but they may be of comparatively modest financial impact to a developer.

Table 14: Desired Community Benefits

Type of Improvement	Examples of Community 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	<p>Off-site pedestrian and bicycle improvements, above and beyond those required by the development standards. These may include but are not limited to:</p> <ul style="list-style-type: none"> • 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 item as a community benefit.
Other	<ul style="list-style-type: none"> • 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 • Funds in lieu of improvements • Other Community 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 community benefits, these timeframes are advisory.

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

Table 15: 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	Create a detailed study of planning and engineering options for future bicycle facilities on El Camino Real, 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
Community Benefits Fund	Establish an El Camino Real Community Benefits fund for in-lieu payment of Community 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
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
Bicycle boulevard toolkit	To assist with implementation of a bicycle boulevard on Church/Latham Street or other parallel streets, develop a bicycle boulevard toolkit that can be utilized citywide for other potential bicycle boulevard treatments, which could include diverters, on-street bicycle stencils, bollards, traffic circles, on-street plantings or street trees, and/or other types of traffic calming to promote safe mixed-flow cycling.	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
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
Community benefits monitoring	Annually assess the El Camino Real Precise Plan community benefits program to determine how frequently it is being utilized, how effective it is at funding community benefits, if expected contributions are of a sufficient value, and any necessary changes to the process or funding structure.	Planning
Community benefits list	Maintain and update a prioritized list of priority community benefit 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 Community Benefits	Planning
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
Shared parking	<p>In coordination with property owners and the TMA:</p> <ul style="list-style-type: none"> • 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.	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 the multi-modal 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. 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.

Funding Strategy

Implementing the Precise Plan's capital improvements will require a range of funding sources. Table 16 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 local, state, federal, and even private sources, and 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 16 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 Community Benefits Program, can only be used for defined purposes.

Table 16: 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
Community Benefits Program	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