



CITY OF MOUNTAIN VIEW

CITY COUNCIL

## AGENDA

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### NOTICE AND AGENDA

JOINT SPECIAL MEETING OF THE MOUNTAIN VIEW CITY COUNCIL AND THE  
MOUNTAIN VIEW SHORELINE REGIONAL PARK COMMUNITY -

TUESDAY, OCTOBER 15, 2013

CITY HALL - 500 CASTRO STREET

5:30 P.M. – CLOSED SESSION

6:00 P.M. – STUDY SESSION

**5:30 P.M. – CLOSED SESSION (TO BE HELD IN THE PLAZA CONFERENCE ROOM)**

1. **CLOSED SESSION ANNOUNCEMENT (OPEN SESSION)**

2. **CLOSED SESSION**

2.1 **Conference with Legal Counsel – Anticipated Litigation – Significant Exposure to Litigation Pursuant to Government Code §54956.9(d)(2) – One potential case**

2.2 **Conference with Real Property Negotiator (§54956.8) – Property: City Property Having no Street Address (APN 189-01-024) – Agency Negotiator: Dennis P. Drennan, Real Property Program Administrator – Negotiating Parties: Greystar GP II, LLC – Under Negotiation: Price and Terms of Sale of Real Property**

**6:00 P.M. – STUDY SESSION (TO BE HELD IN THE COUNCIL CHAMBERS)**

1. **CALL TO ORDER**

2. **ROLL CALL – Councilmembers Abe-Koga, Bryant, Kasperzak, McAlister, Siegel, Vice Mayor Clark, and Mayor Inks.**

**3. ORAL COMMUNICATIONS FROM THE PUBLIC ON NONAGENDIZED ITEMS**

This portion of the meeting is reserved for persons wishing to address the Council on any matter not on the agenda. Speakers are allowed to speak on any number of topics for one three-minute period during the meeting. State law prohibits the Council from acting on nonagenda items.

**4. STUDY SESSION**

**4.1 NORTH BAYSHORE PRECISE PLAN**

The City Council will hear a presentation and discuss preliminary North Bayshore Precise Plan concepts.

**4.2 EL CAMINO REAL PRECISE PLAN UPDATE**

The City Council will hear a presentation on existing conditions along El Camino Real and discuss key objectives to guide development of the El Camino Real Precise Plan.

**5. COUNCIL, STAFF/COMMITTEE REPORTS**

No action will be taken on any questions raised by the Council at this time.

**6. CLOSED SESSION REPORT**

## 7. ADJOURNMENT

The next Regular Council Meeting will be held on Tuesday, October 22, 2013, at 6:30 p.m. in the Council Chambers, 500 Castro Street.

### NOTICE

There is a 90-day limit for the filing of a challenge in Superior Court to certain City administrative decisions and orders which require a hearing by law, the receipt of evidence and the exercise of discretion. The 90-day limit begins on the date the decision is final (Code of Civil Procedure Section 1094.6). Further, if you challenge an action taken by the City Council in court, you may be limited, by California law, including but not limited to Government Code Section 65009, to raising only those issues you or someone else raised in the public hearing, or in written correspondence delivered to the City Council prior to or at the public hearing. The City Council may be requested to reconsider a decision if the request is made prior to the next City Council meeting, regardless of whether it is a regular or special meeting. For information on the next regular or special City Council meeting, please call (650) 903-6304.

Any writings or documents provided to a majority of the City Council regarding any item on this agenda will be made available for public inspection in the City Clerk's Office, 500 Castro Street, Third Floor, during normal business hours and at the Council Chambers at City Hall, Second Floor, during the meeting. In addition, such writings and documents will be posted on the City's web site at [www.mountainview.gov](http://www.mountainview.gov).

WW/7/CLK  
429-10-15-13A

### COUNCIL MEETINGS AND AGENDA

- The City Council meets regularly on the second and fourth Tuesday of each month at 6:30 p.m. in the Council Chambers at City Hall, 500 Castro Street, Second Floor. Special meetings are called as necessary by the Mayor and noticed at least 24 hours in advance.
- Interested parties may review the agenda, minutes and staff reports at the Mountain View Library, 585 Franklin Street, beginning the Thursday evening before each meeting and at the City Clerk's Office, 500 Castro Street, Third Floor, beginning Friday morning. Agenda materials may also be viewed electronically at [www.mountainview.gov](http://www.mountainview.gov). Staff reports are also available at the Council Chambers during the meeting.
- SPECIAL NOTICE—Reference: Americans with Disabilities Act, 1990. Anyone who is planning to attend the next City Council meeting who is visually or hearing-impaired or has any disability that needs special assistance should call the City Clerk's Office at 903-6304 48 hours in advance of the Council meeting to arrange for assistance. Upon request, in advance, by a person with a disability, City Council meeting agendas and writings distributed during the meeting that are public records will be made available in the appropriate alternative format. Also upon request, in advance, an assistive listening device can be made available for use during the meeting.
- The Council meetings are cablecast live on Channel 26 on the Mountain View Comcast cable system and are replayed on Wednesday at 6:30 p.m. and on Saturday at 11:00 a.m. following that week's Council meeting. If there is a live Environmental Planning Commission meeting on a Wednesday, the replay of the City Council meeting will be on a Thursday at 6:30 p.m. In addition, Council Regular meetings are webcasted, and interested persons may visit the City's web site at [www.mountainview.gov](http://www.mountainview.gov) to watch the meetings live on their computer, laptop or PDA device. Archived broadcasts of previous meetings may also be accessed and watched on-line.
- The Council may take action on any matter noticed herein, and their consideration and action on the matters noticed herein is not limited by the recommendations indicated in the Agenda or staff report(s). The Council may consider and act on items listed on the agenda in any order and thus all those interested in an item listed on the agenda are advised to be present throughout the meeting (see Policy and Procedure A-13). The reading of the full text of ordinances and resolutions will be waived unless a Councilmember requests otherwise.
- By policy, no new items of business will be started after 10:00 p.m., unless an exception is made by vote of the Council.

### ADDRESSING THE COUNCIL

- Interested persons are entitled to speak on any action item listed on the agenda and are requested to fill out the blue cards available at the rear of the Council Chambers and deposit them with the clerk or at the podium as soon as completed. This will assure that your name and city of residence are accurately recorded in the minutes and that your interest in speaking is recognized. If you wish to speak and are not recognized by the Mayor, please approach the podium prior to completion of discussion on the item. Speakers are allowed up to three minutes each, and if a large group wishes to express its views, it is more effective to have one spokesperson.
- Items on the "Consent Calendar" are not discussed individually but are approved as a group with one motion. If a citizen wishes to speak on an item on the Consent Calendar, he or she may come to the podium at the time announced by the Mayor and request that the item be pulled for discussion by the Council.
- Anyone wishing to address the Council on a nonagenda item may do so during the "Oral Communications" part of the agenda. Speakers are allowed to speak one time on any number of topics for up to three minutes.
- Reducing Time For Public Input: For any single agenda item and for Oral Communications from the Public, if there appears to be 15 or more speakers and the Council might not be able to conclude the scheduled agenda items for the meeting if speakers were allotted three (3) minutes each, the Mayor may reduce speaking time to no less than two (2) minutes per speaker unless there is an objection from Council, in which case majority vote shall decide the issue without debate.

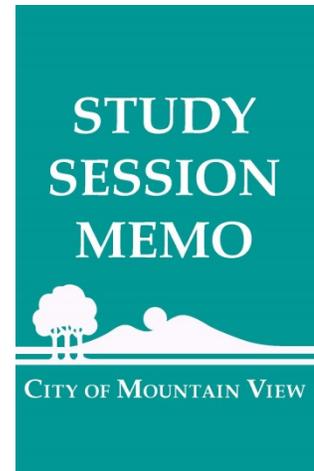
**DATE:** October 15, 2013

**TO:** Honorable Mayor and City Council

**FROM:** Martin Alkire, Principal Planner  
Randy Tsuda, Community Development  
Director

**VIA:** Daniel H. Rich, City Manager

**TITLE:** **North Bayshore Precise Plan**



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### **PURPOSE**

The purpose of this Study Session is for Councilmembers to provide direction on North Bayshore Precise Plan preliminary concepts. These draft concepts include a vision statement, guiding principles, land use (location of intensity and form and character), and habitat/open space strategies.

### **BACKGROUND**

#### **North Bayshore Precise Plan – Process Update**

The North Bayshore Precise Plan process includes the following key milestones:

- **September 16** – Council workshop on North Bayshore district-level sustainability concepts.
- **September 25** – Environmental Planning Commission (EPC) Study Session on preliminary Precise Plan concepts.
- **October 15** – City Council Study Session on preliminary Precise Plan concepts.
- **December 4** – EPC Study Session on Plan alternatives for land use and transportation. Several Plan alternatives will be presented, and the EPC will provide comments on a preferred Plan alternative.
- **December 10** – City Council Study Session on Plan alternatives for land use and transportation, including the EPC's comments on a preferred Plan alternative. The Council will provide direction on a preferred Plan alternative.

Once a preferred Plan alternative is identified, the Environmental Impact Report (EIR) process will begin and the Precise Plan will be drafted. Both the EIR and Precise Plan will be reviewed by the EPC and City Council in 2014, with formal action on these documents scheduled for late 2014.

### September 16 City Council Meeting – Sustainability Concepts

The City Council discussed how the LEED-ND (LEED for Neighborhood Development) and EcoDistrict concepts could potentially apply to the Precise Plan. Some of Council's key comments from this meeting included:

- **LEED-ND.** Categories and standards from LEED-ND could be used for the Precise Plan, as appropriate for the North Bayshore Area.
- **Highly sustainable development.** There was support for including ambitious sustainability regulations for the Precise Plan.
- **District-level sustainability.** New development should contribute to district-level sustainability goals and projects.
- **Higher floor area ratio (FAR).** There should be more requirements for projects with higher FARs.
- **Natural environment.** The Precise Plan should help to enhance and protect the natural environment, including using tools such as Transfer of Development Rights (TDR), where areas near creeks or habitat could transfer their development rights to other areas in North Bayshore.
- **EcoDistricts.** There was interest in potential EcoDistricts approach for the area in terms of public-private partnerships to achieve sustainability goals in the area, but concerns over how it could be implemented and the City's role.

## DISCUSSION

### EPC Study Session – Preliminary North Bayshore Precise Plan Concepts

At the September 25, 2013 EPC meeting, the Precise Plan team introduced preliminary land use and open space/habitat concepts through a PowerPoint presentation and discussion (see Attachment 1). A summary of these concepts is provided below. At the City Council meeting, the consulting team (Matt Raimi, Principal – Raimi + Associates;

and Steve Rottenborn, Wildlife Ecologist—HT Harvey) will present these materials for Council review and discussion.

### Preliminary Precise Plan Concepts – Character Areas

The North Bayshore Precise Plan can be organized into different subareas to regulate future land use change. These subareas can be described as character areas that define the City’s desired “look and feel” in terms of building intensities and heights, setbacks, street frontage, and other categories. Preliminary Precise Plan concepts include three character areas: core, edge, and general. Attachment 1 includes additional information and images on building types for each of these areas. The following is a brief description of each of these character areas.

#### **Core Area**



- Focused near high-frequency transit and away from habitat.
- Highest-intensity area with most buildings four to five stories, and a few up to eight stories.
- Small, pedestrian-scale blocks.
- Includes retail, hotel, entertainment, and opportunities for small businesses.
- Minimal setbacks with active pedestrian frontage on most streets.
- Highest FARs.

## Edge Area



- Office campus character.
- Pull intensity back from open spaces and habitat.
- Lowest development intensity (FAR).
- Building heights range from one to three stories, with most two to three stories.
- Largest block sizes and least access to public transit.
- Landscaped frontages with larger setbacks.
- Surface parking allowed.

## General Area



- Hybrid office campus environment.
- Building heights with most three to four stories, and some up to five stories.
- Range of block sizes.
- Setbacks to habitat areas in Permanente Creek, detention pond, and Shoreline Park.
- Improved image along Highway 101.
- Variety of frontages and setbacks from more pedestrian-oriented to more landscaped.

**Council Questions:** Are the character areas generally in the right locations? Does the range of character and building types represent your vision for the future?

*Preliminary Precise Plan Concepts – Open Space and Habitat*

The General Plan identified North Bayshore as an important and unique area for wildlife and habitat. The Precise Plan team, in consultation with the City's biologist, has identified the following open space and habitat policy directions, including a potential Habitat Overlay Zone described below.

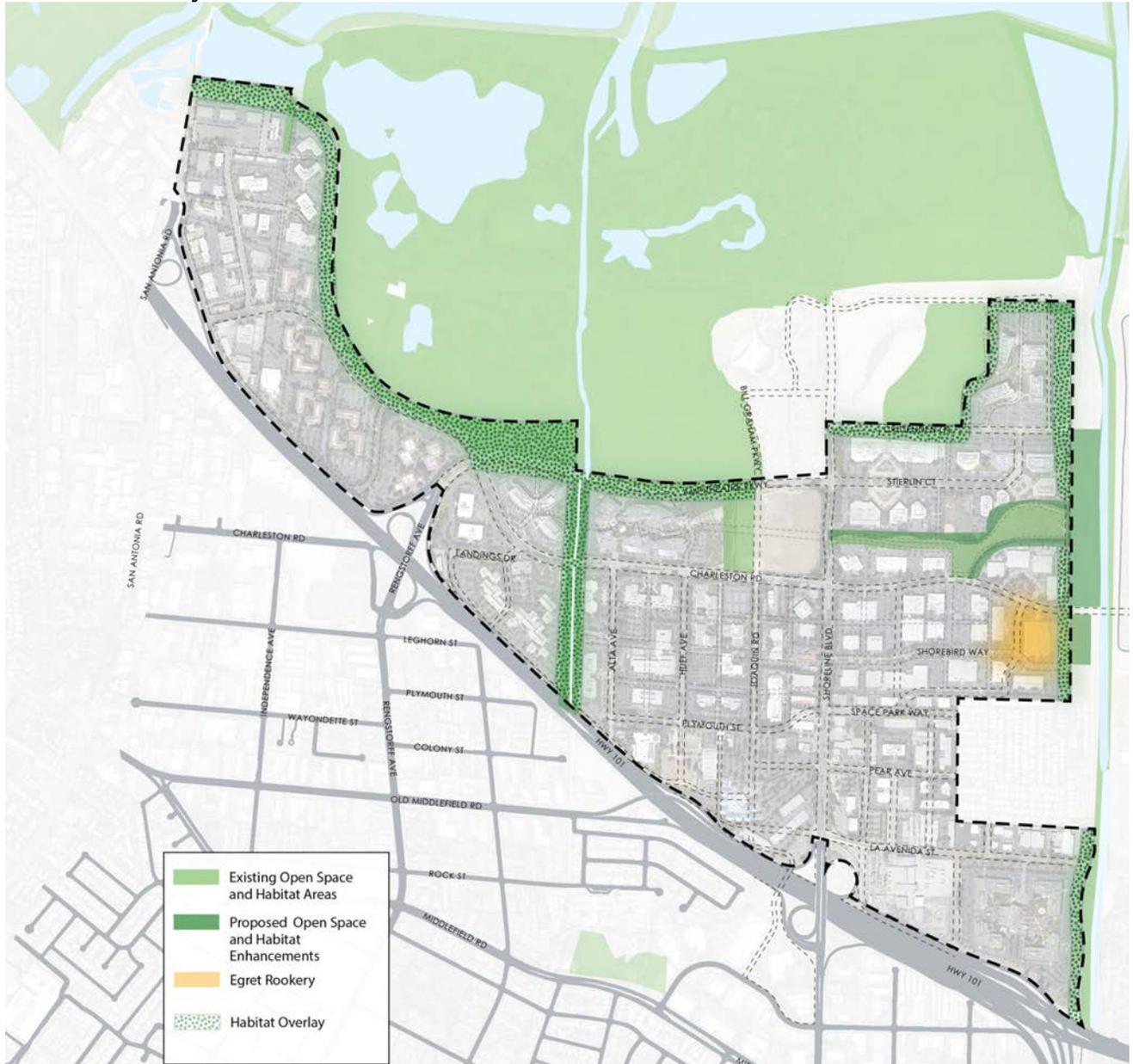
Integrating Open Space with Habitat

- Remove invasive plants;
- Plant native vegetation;
- Use multi-layered canopy to increase habitat diversity;
- Remove/do not plant trees near burrowing owl habitat;
- Avoid increased disturbance of nesting egrets and protect young out of the nest; and
- Improve enforcement of “no dog” policy in Shoreline Park.

Bird-Safe Design Policy Direction

- Avoid bird strikes near sensitive habitat areas;
- Avoid extensive, contiguous glass facades;
- Apply patterns or glazing to glass;
- Avoid excessive or sky-pointed lighting; and
- Avoid providing food subsidies to nonnative and urban-adapted predators (operational controls).

## Habitat Overlay Zone



- Create Habitat Overlay Zone to ensure protection of habitat.
- Prohibit high-intensity development and tall buildings adjacent to high-value habitat locations.
- Require native planting in Habitat Overlay Zone.
- Vary the size of zone depending on the importance/sensitivity of the habitat and the height of the surrounding buildings.
- Allow transfer of development (on parcels or within zones) to facilitate preservation of existing open spaces.

**Council Question:** Do the open space and habitat directions implement the General Plan's vision? Does Council have any other open space and habitat suggestions?

### Draft Vision

The Precise Plan's goal is to clarify and implement the vision for North Bayshore described in the General Plan. The General Plan outlines major City-wide themes and strategies that support the community's preferred future for preservation and change. These broad themes relate to quality of life, sustainability, diversity, health and wellness, and economic prosperity.

The General Plan's North Bayshore Change Area includes a draft vision for the area which builds on these themes and describes at a high level how this area may change over time to achieve its vision. The Precise Plan will build off a vision and provide more specific statements to describe North Bayshore's desired future.

The following is a draft Precise Plan vision statement adapted from the 2030 General Plan.

*The North Bayshore Precise Plan area continues to serve its role as a major high-technology employment center, and emerges as a model of innovative and sustainable development that protects and stewards biological habitat and open space.*

*In 2030, sensitive species within Shoreline at Mountain View Regional Park remain and thrive. Shoreline at Mountain View, the Stevens and Permanente Creeks, Charleston Basin wetlands, and the Stevens Creek Trail remain unique and defining features of the area. Businesses and development respect and enhance the nearby wildlife, wetlands, trees, and habitat areas. Workers and visitors enjoy nature and views of open space, the Bay, and mountains.*

*Shoreline Boulevard and Charleston Road evolve over time into the dual spines of North Bayshore. North Bayshore features a diverse mix of uses with intensified, transit-oriented development focused along and near North Shoreline Boulevard and Charleston Road. The North Shoreline Boulevard and Highway 101 area is a gateway and destination with a vital mix of employment, hotel, entertainment, and services. Start-ups and small businesses, in conjunction with large and established companies, contribute to this economically diverse area that serves the local, regional, and global economy.*

*New development incorporates sustainable design features and materials, along with a shared network of sustainable infrastructure systems. New buildings are designed to engage the street, promote pedestrian-friendly spaces, and contribute to attractive*

*streets and memorable places where people enjoy spending time. Well-located, centralized parking facilities provide shared parking resources that allow more efficient use of parking, combined vehicle trips, and funding for long-term operations.*

*The North Bayshore Area's connectivity to the region as a whole and to the rest of the City is increased through targeted investments in nonautomobile infrastructure and employer-sponsored transportation demand management measures that promote transit use, walking, and biking. North Bayshore's existing pattern of large blocks is broken down into a more-walkable, finer-grained set of blocks with new pedestrian and bicycle connections, making it easier, and more comfortable, efficient, and sustainable for employees, residents, and visitors to move around within North Bayshore. Improved transportation services connect to the Mountain View Transit Center and other City destinations.*

*A range of well-distributed and well-connected plazas, parks, and public spaces completes North Bayshore's vast public space network while stewarding the area's ecologically sensitive species and habitats. The design of the entire public realm network employs strategies to adapt to rising sea levels.*

### Guiding Principles

The draft vision for North Bayshore can be expressed by a series of interrelated and mutually supportive guiding principles. The draft principles below provide a road map to implementing this vision. Specific Precise Plan goals and policies will be drafted from the guiding principles.

1. **Promote Economic Diversity.** The Precise Plan will encourage and support a diverse economic base to ensure the long-term fiscal health of the district and the City. This should include a mix of large, established high-tech companies, smaller spaces for start-ups, as well as a range of ancillary businesses that can generate one or more lively mixed-use urban centers.
2. **Make the Area Highly Sustainable.** When the General Plan was adopted, the North Bayshore Area was considered an appropriate location for public and private stakeholders to pursue innovative approaches to achieve highly sustainable development. District water and energy, new solar technologies, cutting-edge green buildings, innovative transportation demand and shared parking programs, and other strategies should be encouraged in the area.
3. **Promote Transit, Biking, and Walking.** The Precise Plan should promote the use of transit, walking, and biking over driving for access to and between the

businesses of North Bayshore. This will address traffic congestion issues and allow for expanded economic activity and diversity.

4. **Improve Ecosystems and Habitat.** The North Bayshore Area serves as a transition between urban areas and globally valuable habitats along the edge of San Francisco Bay. The Precise Plan will expand and improve habitat areas within and adjacent to North Bayshore. Strategies will include expanding and improving habitat areas adjacent to Stevens Creek, Permanente Creek, and Shoreline Park. These strategies will be enabled by the cooperation of a small number of land owners and mechanisms allowing density transfer within the Precise Plan area. The habitat value of developed areas will be further improved using more appropriate planting palettes/configurations and by reducing wildlife hazards.
5. **Create Distinct Areas Within North Bayshore.** The future character of North Bayshore should be uniquely appropriate to its specific context. Some areas, particularly near transit hubs, should be more dense, urban, and transit-friendly while other areas, particularly edges near sensitive habitat, should be lower in intensity and more bucolic in character.
6. **Create Walkable, Human-Scaled Blocks.** To promote active transportation, the North Bayshore Plan will encourage the subdivision of large blocks by a fine-grained network of pedestrian-oriented streets, providing convenient and pleasant walking and biking routes, connecting businesses to transit and to shared parking in centralized locations and facilities, and generating valuable new addresses for diverse business types.
7. **Improve Connectivity to North Bayshore.** Creating more, and more effective, connections to downtown, across Highway 101, and to NASA Ames will be an important outcome of the Precise Plan. To achieve this, the Plan will identify specific infrastructure improvements, including one or more new transit, bicycle, and vehicle connections over Highway 101 and to NASA Ames. These new connections, along with better internal connectivity and expanded TDM programs, will help to accommodate new economic development and limit traffic congestion by reducing vehicular travel demand and providing routing alternatives to the already overloaded freeway interchanges.
8. **Encourage District-Level Solutions.** Many infrastructure, transportation, and public space systems are most effectively addressed as integrated, district-wide systems, and the Precise Plan will provide direction for such coordinated development and operation. Systems include conventional utilities and green infrastructure, comprehensive mobility and travel demand systems and programs,

public realm maintenance and operational management, and reallocation of development intensities to advance City goals and priorities.

9. **Promote Retail, Entertainment, and the Arts.** While North Bayshore will continue to be predominantly an employment district, new and expanded retail, civic, lodging, arts, and entertainment uses should be explored and focused in areas near the highest concentrations of jobs, centralized parking resources, and along transit spines. In addition, while some retail may not be viable in the near term, new buildings should be designed for flexibility so that ground-floor spaces may be converted to retail uses over time.
10. **Concentrate Growth to Support Transit.** Higher-intensity development should be directed towards Shoreline Boulevard and Charleston Road since these corridors will be the primary transit routes. Focused and intensified growth next to public transportation corridors will increase ridership, reduce vehicle miles traveled and greenhouse gas emissions, and optimize opportunities for highly sustainable development. Focusing development will also leverage new opportunities for retail and commercial services.
11. **Require Buildings that Support the Public Realm.** The design of buildings and the uses that occupy them—particularly the design of building frontages and the uses of their ground floors—will define the look, feel, and use of the public realm and drive the success of all active transportation modes. New buildings and building renovations should be carefully designed to improve the public realm and support the safety, comfort, and use of the transit system, centralized parking, and community open spaces. Design strategies will include locating buildings at or near the sidewalk, enlivening ground-floor frontages with welcoming entries and interesting views of interior spaces, reducing vehicular access in favor of pedestrian access, and strictly limiting surface parking between the street and buildings.
12. **Minimize the Potential Consequences of Sea-Level Rise.** Sea levels are expected to rise between 8" and 37" within the next 50 years. Certain strategies, including constructing levees and seawalls, transferring development rights, and elevating development, will be required in order to make development in the North Bayshore more resilient to climate change and variability. The Precise Plan will incorporate these strategies to ensure that existing and new development are protected from expected changes in the climate.
13. **Expand and Improve Recreation and Open Spaces.** The Precise Plan should include the creation of a diverse network of public and private parks and open

spaces. These could include urban plazas and paseos, linear parks, expanded recreational opportunities, a multi-use trail network that enables employees and others to bike and walk throughout the district, and expanded and/or restored natural areas.

14. **Promote Public-Private Partnerships.** Achieving and sustaining the high levels of performance envisioned by the General Plan and this Precise Plan—economic, transportation, environmental, and social—will require the collaboration and combined expertise and resources of public and private entities to unlock the full potential of the North Bayshore Area. As public-private partnerships are explored, individual roles, responsibilities, and performance outcomes should be clearly defined in order to assure the future success of these partnerships.
15. **Support Innovative Financing Strategies.** The Precise Plan should define and welcome innovative strategies to fund and finance necessary public improvements such as centralized parking. Furthermore, infrastructure investments should have the capability to evolve with changes in technology and increased capacity requirements, along with the capability to maximize cost-effectiveness and efficiency through shared resources.

**Council Question:** Do the draft vision statement and guiding principles represent a preferred future direction for North Bayshore?

### Evaluation Criteria

As noted earlier in the report, the Precise Plan process will include development of plan alternatives. These alternatives will focus on land use and transportation elements.

The purpose of evaluation criteria is to ensure the alternatives are consistent with the Plan's vision and guiding principles. Evaluation criteria can also be used to monitor the success of the Plan over time. Criteria can be a mix of quantitative and qualitative ratings.

An example of criteria that will be used for the Plan include the North Shoreline Transportation Study's mode-share targets. Other potential evaluation criteria topics and ideas could include:

- Land use and urban design (amount of new commercial square footage; diversity of commercial uses; number of jobs near high-frequency transit);

- Mobility (amount of new bike infrastructure improvements; lineal footage of missing sidewalks replaced);
- Parks and open space (areas of new or improved public or private open space; areas of restored ecosystems/habitat areas);
- Climate change (reduced greenhouse gas emissions);
- Energy performance (increase in amount of renewable energy use; improved energy performance);
- Water use performance (reduction of per-capita potable water use; increase in amount of recycled water usage);
- Solid waste (improvement in commercial solid waste diversion rate); and
- Financial performance (annual tax revenue to the City).

#### EPC Comments

The following is a summary of the main EPC comments from their September 25, 2013 Study Session:

- **Smaller blocks.** Support for the idea of making North Bayshore blocks smaller and more walkable.
- **Start-ups.** Comment on making the area affordable to start-up businesses.
- **Character areas.** General support for how to organize the area into different character areas: core; general; edge; and habitat overlay zone.
- **Habitat and wildlife.** Supported ideas for habitat and wildlife policies and strategies.
- **Vision and guiding principles.** General support for the draft vision and guiding principle content and language. Comment included concern over centralized parking idea.
- **District-level sustainability implementation.** Desire for district-level sustainability strategy implementation and tracking of projects.

- **Public participation and General Plan consistency.** Comment to ensure public has opportunity to review and comment on draft materials; some preliminary development concepts differ from General Plan (i.e., transportation spine expanded to include Charleston Road; core and other areas expanded beyond General Plan land use designation areas; too specific or prescriptive in some areas); ensure these changes are understood and discussed.

Five members of the public provided the following comments:

- **Small businesses.** A small business owner stated they needed to ensure their business would be accessible by their clients; that rents were affordable; that additional small businesses could create more opportunities for each other.
- **Habitat/wildlife.** Support for preliminary habitat and wildlife policies and strategies. Building rooftops should be considered and designed as bird habitat locations.
- **Core area.** Concern over intensifying the core area (along Shoreline Boulevard) and how it works with traffic congestion.
- **Vision.** The vision/principles should be broadened to include other commercial uses besides office.
- **Pedestrian planning.** Pedestrian walkways/plans in the Precise Plan should be shown graphically to ensure they are implemented with new development.

## RECOMMENDATION

Staff recommends that the City Council provide comments on preliminary Precise Plan concepts, including land use character areas; open space and habitat policy directions; and draft vision, guiding principles, and evaluation criteria.

## NEXT STEPS

Based on Council direction, the Precise Plan team will further develop Precise Plan concepts. The Precise Plan team will then present several Precise Plan alternatives, including a preferred alternative, for the EPC and Council to consider in early December. The draft vision, guiding principles, and evaluation criteria will then be further refined by the Precise Plan team in 2014.

An additional next step involves further analysis of a possible new connection to NASA Ames. The City Council requested staff to return to Council with additional information on this topic. This analysis, based on traffic data from the EIR, will address how circulation within the North Bayshore Area will be influenced with and without a new Stevens Creek bridge. The results of the analysis will then be shared with the City Council in spring 2014.

### **PUBLIC NOTICING**

Courtesy notices were sent to the North Bayshore Precise Plan interested parties list and e-zine subscribers.

MA-RT/7/CAM  
891-10-15-13SS-E

Attachment: 1. September 25, 2013 Environmental Planning Commission  
Presentation



City of Mountain View  
Environmental Planning Commission

**North Bayshore Precise Plan**  
Study Session

September 25, 2013



# Meeting Overview

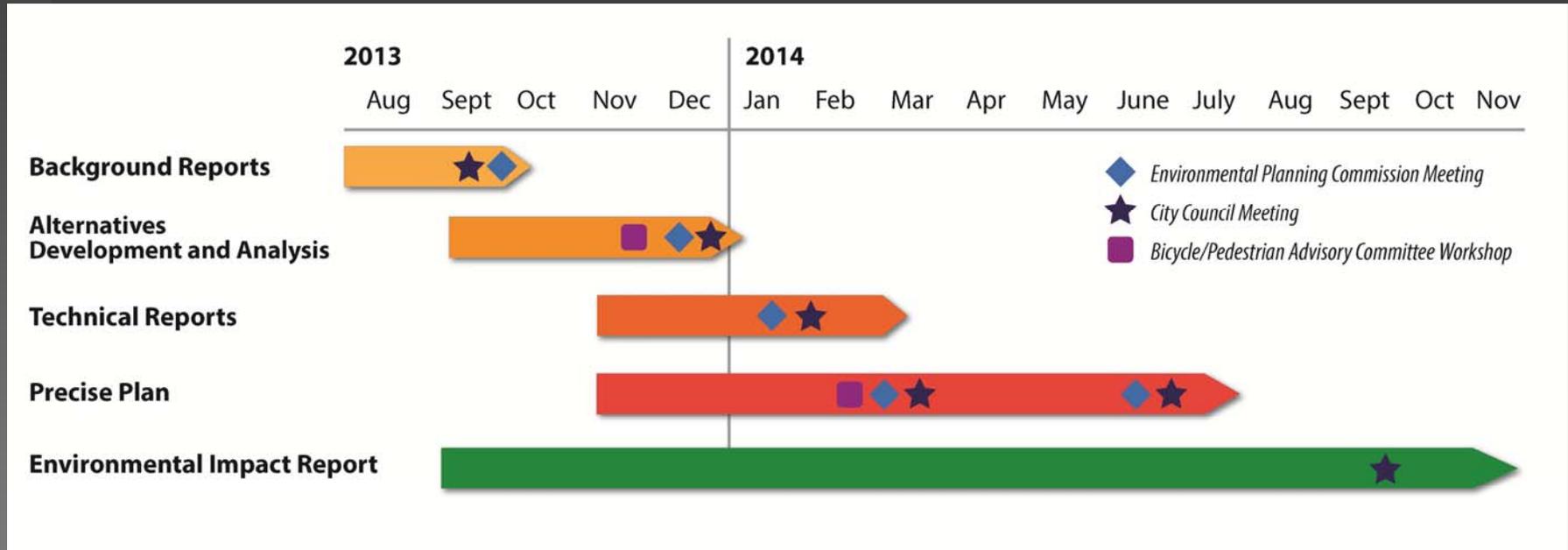
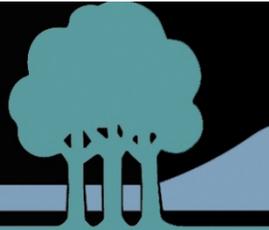
- Topics
  - Existing context
  - Vision and guiding principles
  - Preliminary development concepts
    - Land use and character
    - Open space and habitat



## Tasks to Date

- Background reports
- Stakeholder meetings
- Website
- Council Sustainability workshop – 9/16/13

# Timeline





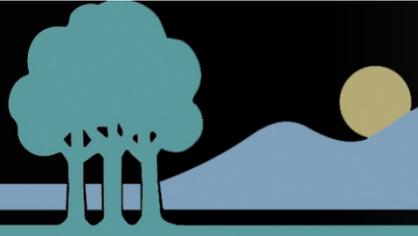
## Key Discussion Points

- Do the draft vision statement and guiding principles represent a preferred future direction for North Bayshore?
- Preliminary development concepts
  - Does the range of character and building types represent your vision for the future?
  - Are the character areas generally in the right locations?
  - Do the open space and habitat recommendations implement the vision of the General Plan?



# North Bayshore Precise Plan

Existing Context

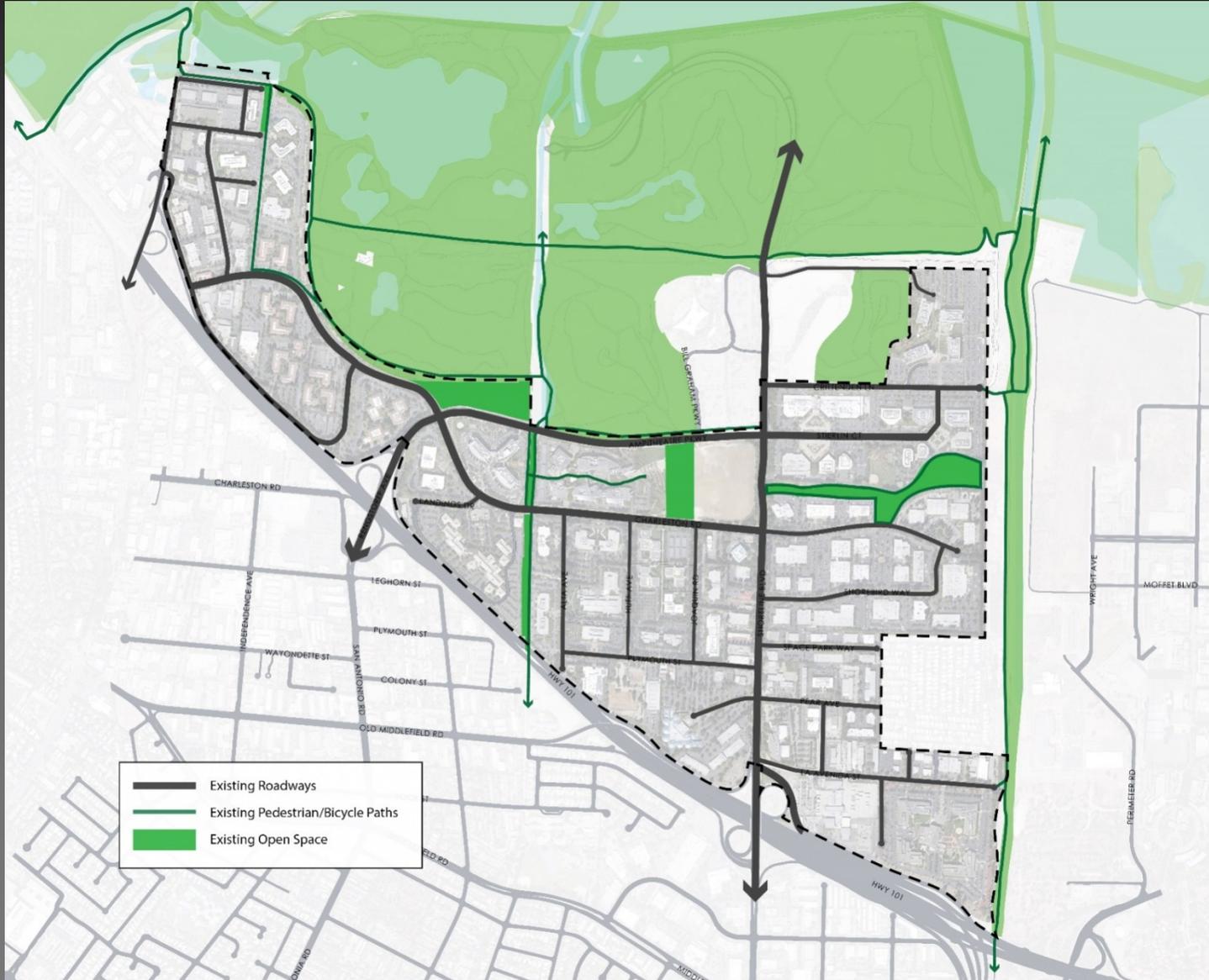


# Study Area





# Existing Network





# Shoreline Transportation Study

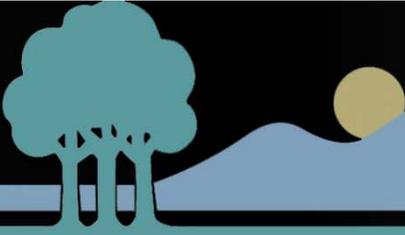
## *Recommendations*

- Improved transit service to North Bayshore
  - New transit/bike bridge over US 101, Shoreline Boulevard and/or new Stevens Creek bridge
  - High-frequency service internal to North Bayshore
- Reconfigured Shoreline northbound off-ramp
- New underpass of US 101 at Charleston
- New “loop” road in North Bayshore study area
- Network of internal streets to break up large blocks

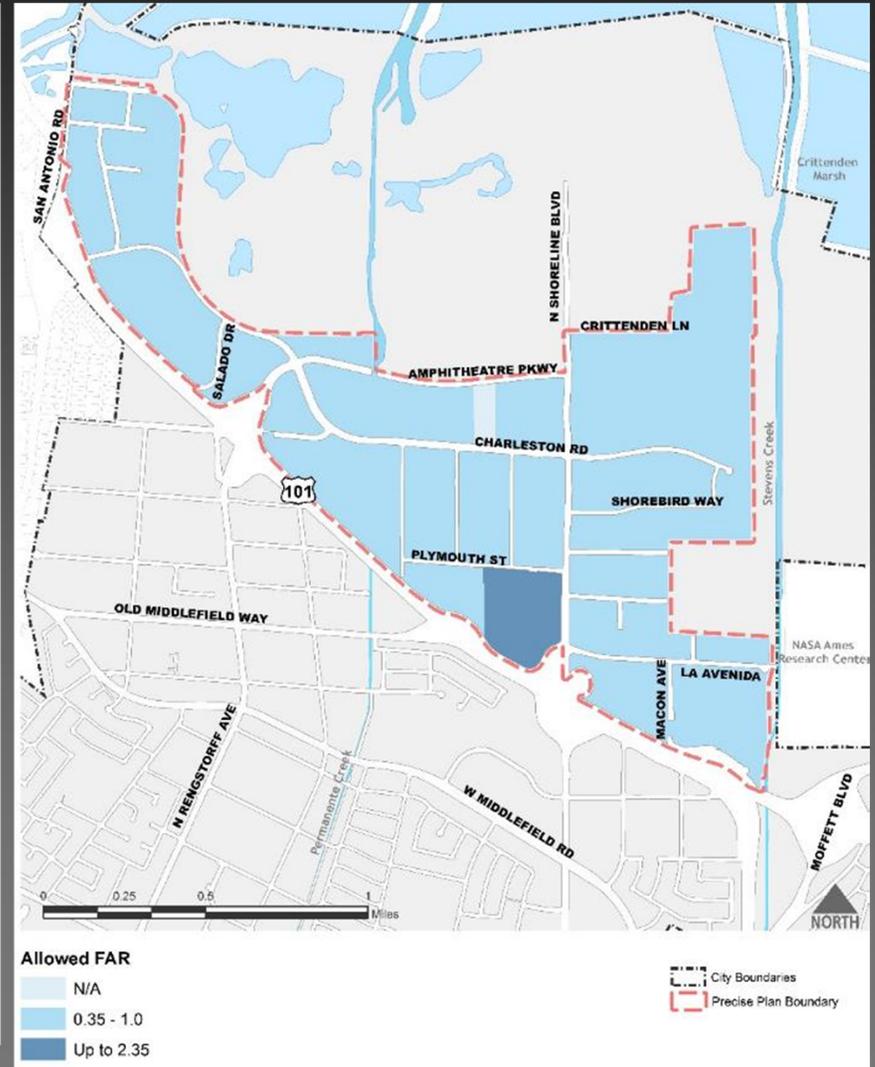
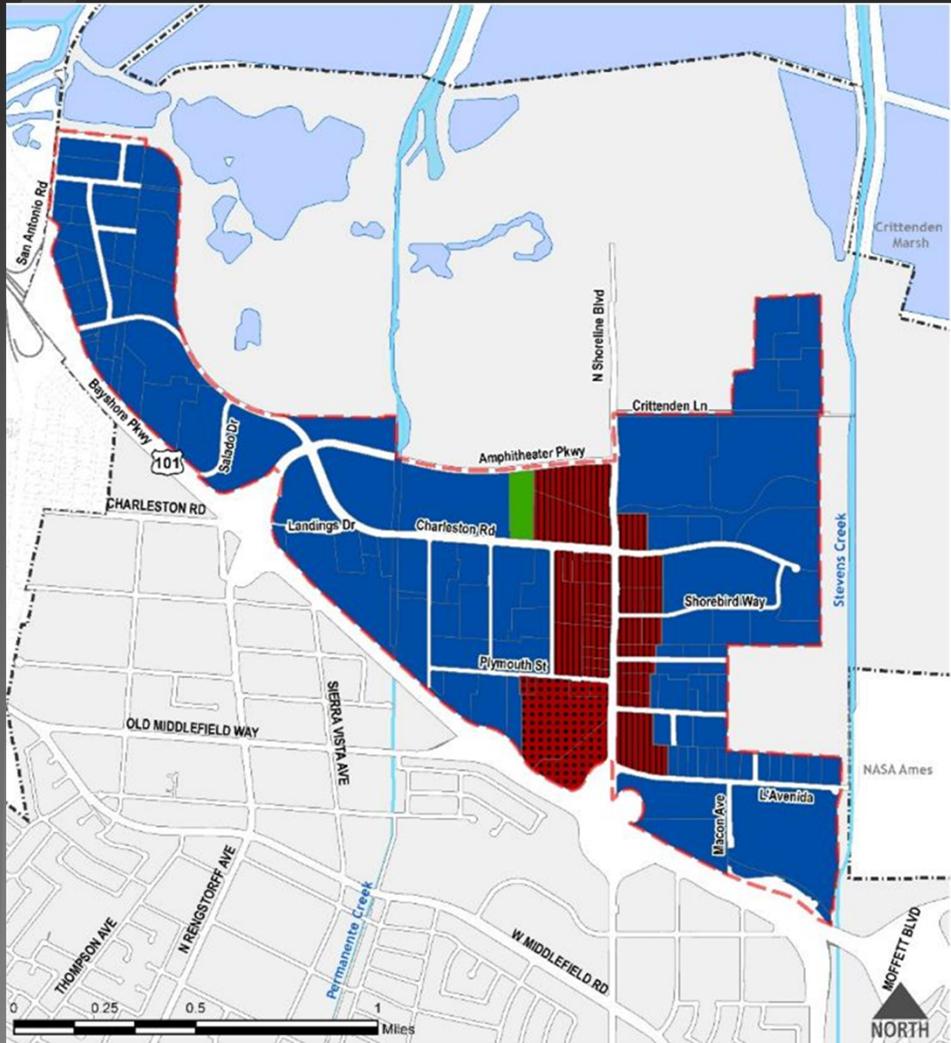


# Shoreline Transportation Study

Travel Mode	Existing Mode Share	2030 GP Scenario
Ridesharing (Carpools and Vanp	6%	10%
Transit (Public and Private)	26%	35%
Active Transportation	7%	10%
Single-Occupant Vehicle	61%	45%



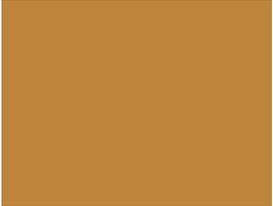
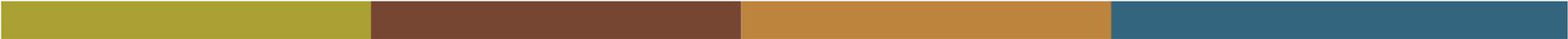
# Land Use Designations





## General Plan Goals

- Diverse area of complementary land uses and open space resources
- Model of highly sustainable and innovative development
- Protect natural assets of area
- Efficient multi-modal transportation system



# Vision and Guiding Principles



# Vision



*The North Bayshore Precise Plan area continues to serve its role as a major high-technology employment center, and emerges as a model of innovative and sustainable development that protects and stewards biological habitat and open space.*

# Guiding Principles



- **Promote economic diversity:** Major high tech employment center that accommodates diversity of businesses, large and small
- **Sustainability:** Innovative model of sustainable development
- **Promote transit, walking and biking:** Make a priority to reduce negative consequences of rapid employment growth
- **Improve habitat/ecosystems:** Sensitivity to biological resources and habitat
- **Create distinct areas:** Create unique areas that respond to context
- **Create walkable blocks:** Break superblocks to enhance walkability.
- **Promote public-private partnerships:** Create partnerships to finance and manage district-level improvements and systems

# Evaluation Criteria



- Identify evaluation criteria to evaluate alternatives and track progress of plan
- Combination of new and existing criteria
- Potential topics:
  - ▣ Mode share
  - ▣ GHG emissions
  - ▣ Jobs
  - ▣ Tax base
  - ▣ Open space
  - ▣ Habitat
  - ▣ Others...



# Land Use and Urban Form



# Outcomes



- ❑ Maintain the area as office/R&D
- ❑ Focus development away from habitat
- ❑ Focus development near transit
- ❑ Create a walkable block pattern
- ❑ Encourage a variety of streetscape and frontage character throughout the area
- ❑ Allow FAR to vary across the site to meet General Plan objectives
- ❑ Provide opportunities for small businesses

# Key Considerations



- Use
- Block sizes
- Building height ranges
- Ranges of landscape character
- Building scale and character
- Frontage and setbacks
- FAR Ranges and transfer of development rights

# Land Use (Future)

- 
- Office
  - R&D
  - Retail (in core area)
  - Hotel (near US 101)
  - Entertainment (near US 101)
  - Arts and cultural facilities
  - Small, local businesses
  - *No residential*

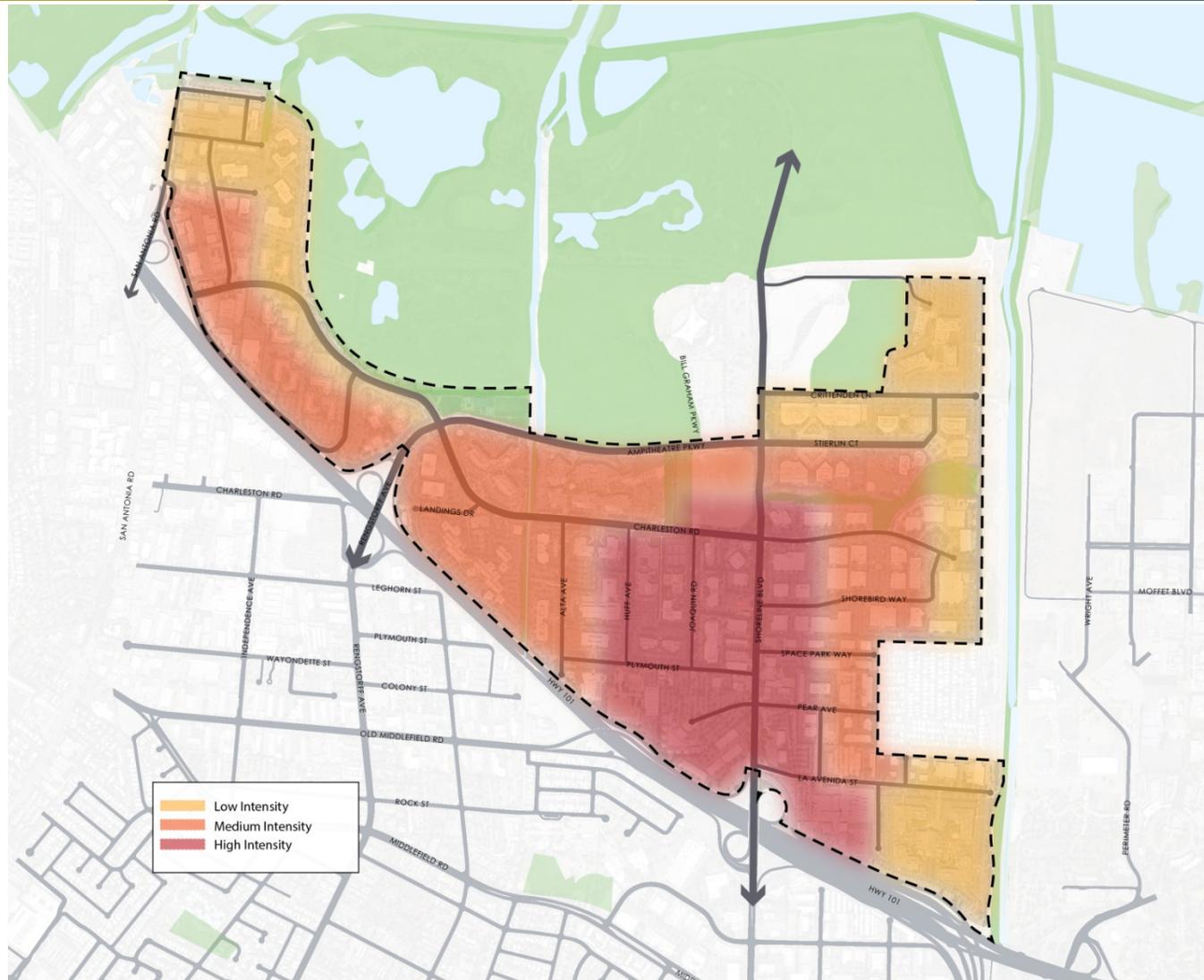
# Proximity to Transit



# Character Areas with Transit



# Character Areas



# Core

- ❑ Focused near high-frequency transit and away from habitat
- ❑ Highest intensity area with most buildings 4-5 stories and a few up to 8 stories
- ❑ Small pedestrian-scale blocks
- ❑ Includes retail, hotel, entertainment and opportunities for small businesses
- ❑ Minimal setbacks with active pedestrian frontage on most streets
- ❑ Highest FARs



# Core



# Edge

- ❑ Office campus character
- ❑ Pull intensity back from open spaces and habitat
- ❑ Lowest development intensity (FAR)
- ❑ Building heights range from 1-3 stories with most 2-3 stories
- ❑ Largest block sizes and least access to public transit
- ❑ Landscaped frontages with larger setbacks
- ❑ Surface parking allowed

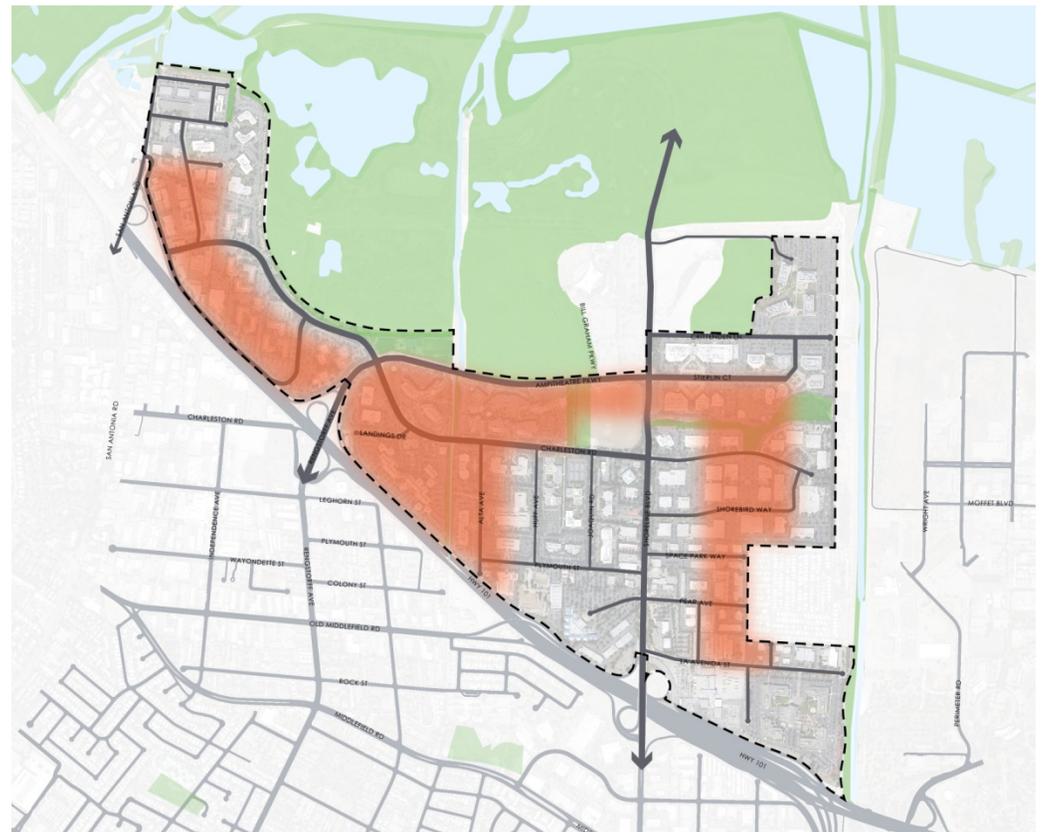


# Edge



# General

- Hybrid office campus environment
- Building heights with most 3-4 stories and some up to 5 stories
- Range of block sizes
- Setbacks to habitat areas in Permanente Creek, detention pond, and Shoreline Park
- Improved image along 101
- Variety of frontages and setbacks from more pedestrian oriented to more landscaped



# General



# Typical Frontage/Setbacks



Walled campus



Urban office



Office park

- ❑ Current models don't truly integrate workplace and public space
- ❑ Desired outcome: Generate a range of interconnected public ways and sufficiently private work environments that flow together seamlessly without walls and fences.

# Proposed Frontages and Setbacks



Retail/shopfront



Plaza



Landscape



Office employee spaces

# Proposed Frontages and Setbacks



Bike/Ped Street



Trail/path

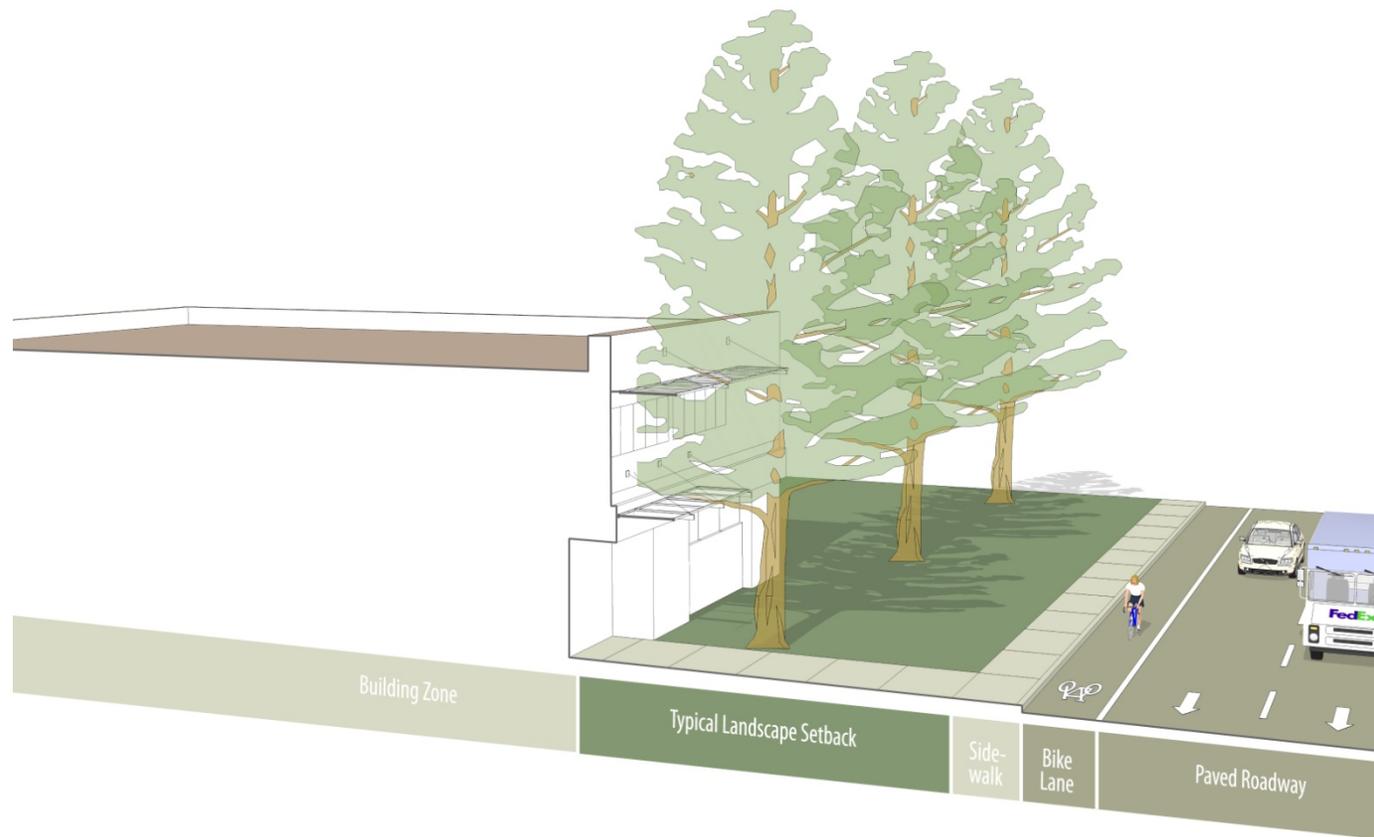


Bike parking plaza

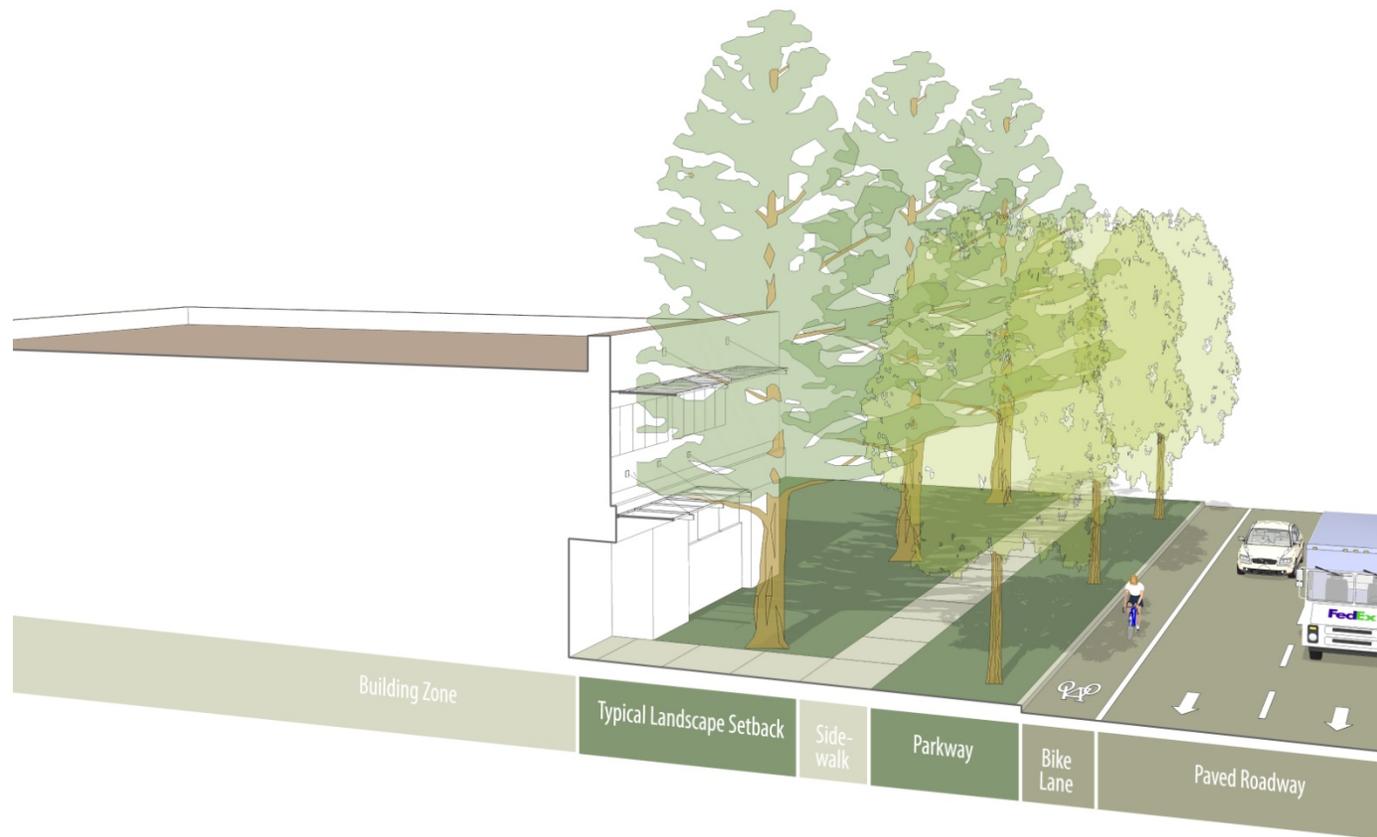


Ped/bike passage

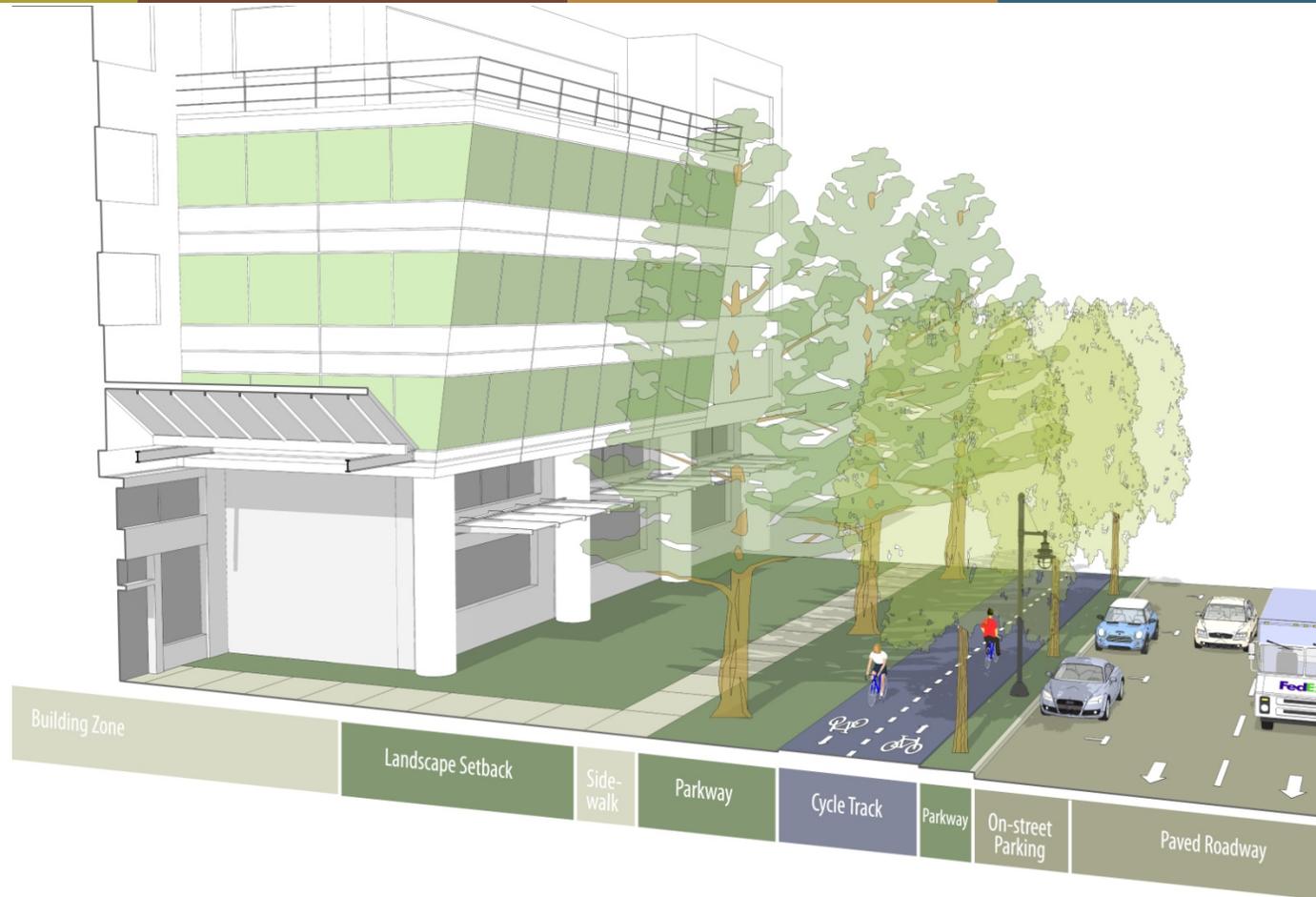
# Typical Existing Frontages and Setbacks



# Potential Frontages and Setbacks



# Potential Frontages and Setbacks

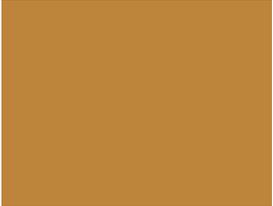


# Potential Frontages and Setbacks



# Potential Frontages and Setbacks





# Open Space and Habitat

# Biological Resources and Habitat



# Outcomes

- ❑ Expand current habitat areas
- ❑ Improve quality of existing habitat areas (especially creeks and wetlands)
- ❑ Ensure that new development ultimately results in net benefits to wildlife
- ❑ Add new recreational spaces



# Existing Open Space



# Potential Open Spaces



# Habitat Overlay Zone

- 
- Create Habitat Overlay Zone to ensure protection of habitat
  - Prohibit high intensity development and tall buildings adjacent to high value habitat locations
  - Require native planting in Habitat Overlay Zone
  - Vary the size of zone depending on the importance/sensitivity of the habitat and the height of the surrounding buildings
  - Allow transfer of development (on parcels or within zones) to facilitate preservation of existing open spaces

# Habitat Overlay Zone (proposed concept)



# Integrating Active Open Spaces with Habitat

- ❑ Remove invasive plants
- ❑ Plant native vegetation
- ❑ Use multi-layered canopy to increase habitat diversity
- ❑ Remove/do not plant trees near burrowing owl habitat
- ❑ Avoid increased disturbance of nesting egrets and protect young out of the nest
- ❑ Improve enforcement of “no dog” policy in Shoreline Park



# Bird Safe Design

- Avoid bird strikes near sensitive habitat areas
  - Avoid extensive, contiguous glass facades
  - Apply patterns or glazing to glass
  - Avoid excessive or sky-pointed lighting
- Avoid providing food subsidies to non-native and urban-adapted predators (operational controls)





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# Key Questions and Discussion Points



- Do the draft vision statement and guiding principles represent a preferred future direction for North Bayshore?
- Does the range of character and building types represent your vision for the future?
- Are the character areas generally in the right locations?
- Do the open space and habitat recommendations implement the vision of the General Plan?

**DATE:** October 15, 2013

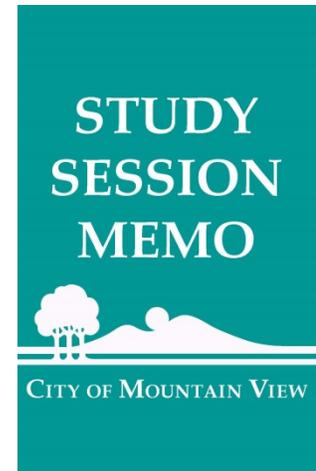
**TO:** Honorable Mayor and City Council

**FROM:** Eric Anderson, Assistant Planner  
Martin Alkire, Principal Planner  
Peter Gilli, Planning Manager (Acting)/  
Zoning Administrator  
Randal Tsuda, Community Development  
Director

**VIA:** Daniel H. Rich, City Manager

**TITLE:** El Camino Real Precise Plan Update

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### **PURPOSE**

The purpose of this Study Session is for Councilmembers to provide input on issues identified for the El Camino Real Precise Plan. Council input from this Study Session will help develop Precise Plan alternatives, including land use and mobility options for the Precise Plan.

### **BACKGROUND**

The City Council adopted the 2030 General Plan in July 2012. The El Camino Real Precise Plan will implement the 2030 General Plan's goals and policies for the area through:

- Guidelines and regulations for development, such as allowed uses, setbacks, and required parking; and
- Public improvements, such as sidewalks, lighting, and bicycle facilities, and how they can be funded.

The 2030 General Plan contains area-specific land use and other policy direction, as well as form and character guidance for the "look and feel" of the El Camino Real Change Area. The vision for the Change Area encourages a new mix of land uses along El Camino Real and a more walkable and transit-friendly environment. The Mobility chapter identifies El Camino Real as a "Boulevard," where transit, pedestrians, and cars share high priority.

Since the project began, work has included analysis of existing conditions, identification of issues and opportunities, and review of these materials by the Environmental Planning Commission (EPC), Bicycle/Pedestrian Advisory Committee (B/PAC), and a committee of stakeholders, the Corridor Advisory Group (CAG). Summaries of these meetings are provided later in this report, and more detailed descriptions of comments are included as Attachments 2, 4, and 5.

## DISCUSSION

### *Alternatives Analysis*

In the next stage of work, the Precise Plan team will take the comments from EPC, B/PAC, CAG, and Council, and begin building alternatives. The alternatives will also be informed by General Plan direction and additional public outreach (see “Next Steps”). They will ultimately be presented to Council in early 2014. At that time, Council will be asked to choose a preferred alternative, which will be evaluated in detail by the Precise Plan Environmental Impact Report.

### *Objectives for the Alternatives*

The alternatives will be reported and analyzed based upon qualitative and rough quantitative comparison to achieve several key objectives:

<b>Land Use</b>	<b>Transportation</b>
<ul style="list-style-type: none"><li>• Ensure neighborhood compatibility</li><li>• Provide gathering areas</li><li>• Support neighborhood-serving businesses</li><li>• Viable revitalization</li></ul>	<ul style="list-style-type: none"><li>• Improve pedestrian experience</li><li>• Manage congestion</li><li>• Support safe access for bicycles</li><li>• Improve the viability of transit</li><li>• Use parking more efficiently</li></ul>

Some alternatives may be more successful than others at achieving some of these objectives. However, they will provide a helpful way of comparing alternatives, and a way for staff to determine whether the alternative should be further pursued.

**Council Question:** Does Council support the draft objectives for the development of alternatives?

### *Alternative Issues with Clear Policy Direction*

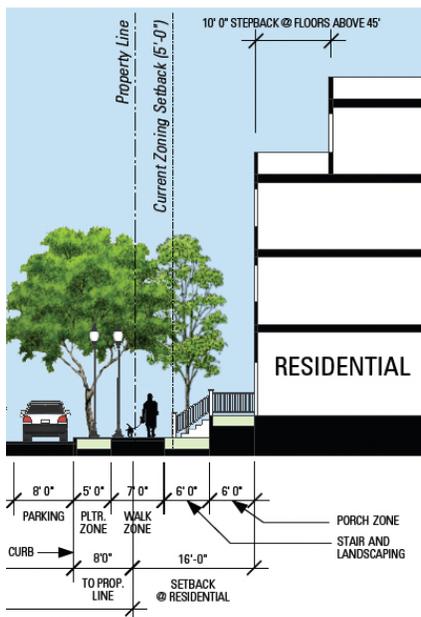
Each plan alternative is expected to have consistent direction on the following issues. These can be thought of as the “knowns” or “givens” of the Precise Plan at this stage.

These issues are outcomes of policy direction from the General Plan and insights from reviewing Gatekeeper projects.

**Council Questions:** Is the direction clear on the issues below? Are there any additional issues with clear direction?

**Transitions to character of surrounding residential.** Much of the El Camino Real Corridor is surrounded by one- to two-story, single-family or small apartments. The portions of developments adjacent to these properties will need to transition in height and character to the surrounding neighborhoods.

**Improved neighborhood connections.** So far, two new developments are being designed with new pedestrian connections through large blocks. There are additional opportunities to provide similar improvements for pedestrian access to the Corridor.



**Front setbacks and sidewalks for multi-family residential and mixed-use developments.** New developments are redesigning the sidewalk to provide more space for landscaping and amenities, and a wider walking zone. Residential frontages are being designed to provide additional large-canopy trees and commercial frontages will have an extra-large sidewalk. An illustration of these standards is shown at left, and a larger version is in Exhibit 7 of Attachment 1.

**Frontage design that softens the visual impact of new development.** Building mass of new developments will be reduced by limits to building widths, articulation, and upper-floor step-backs. In addition, some portions of the Corridor will be limited in their allowed intensity, providing breaks between nodes.

### *Alternative Issues to Study*

The next stage of the Precise Plan process will be the development of alternatives. The following issues will be addressed in the alternatives analysis, but there are various ways the issue may be tackled. These issues will form the basis for the differentiation of the alternatives. These alternatives, and some analysis of how they meet the Plan's objectives, will be presented to Council in early 2014, when Council will have the opportunity to provide detailed comments on the content and direction for the Plan.

**Council Questions:**

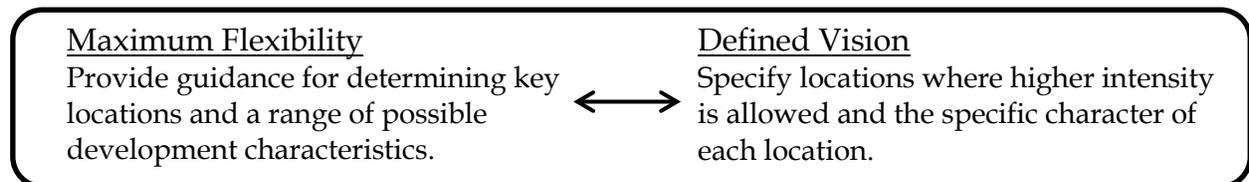
Does Council support the following range of alternative topics to study? Is there any additional feedback from Council on these topic areas?

Land Use

**Provide more specific direction than the General Plan on “key locations.”** The General Plan allows greater intensity of development, up to 3.0 FAR, in key locations based on factors such as access to transit and character of surrounding land uses. However, the language in the General Plan is policy-guided rather than location-specific. The Precise Plan should provide more detailed direction on where new higher-intensity development could go, to reduce uncertainty in the application process.

When considering other requirements, such as neighborhood compatibility and the provision of high-quality public gathering areas, there may not be any specific sites where 3.0 FAR is appropriate. Therefore, different key locations may be allowed intensities above 1.85, but less than 3.0 FAR, depending on additional analysis and outreach.

If directed by Council, the alternatives may study the issue within the following range:



**Community benefits in exchange for larger developments.** The General Plan specifies that development larger than 1.85 FAR shall provide significant community benefits. Analysis, outreach, and review of Gatekeeper projects has generated a potential list of these benefits, such as pedestrian improvements, small-business retention, affordable housing, green infrastructure, transportation facilities/services, or others. The Plan may provide specificity on:

Required or Optional Benefits  
The Plan may require certain benefits in particular locations; it may also have a menu of optional benefits.

Multiple Tiers of FAR  
The Plan may have requirements for projects 1.35 to 1.85 FAR, and greater requirements for >1.85 FAR.

**The range of land uses and differentiation along the Corridor.** Currently, the CRA District (the existing zoning along El Camino Real) allows the broadest range of land uses of any in the City. In addition, there is little differentiation along the Corridor within zoning—locations for appropriate uses must often be determined on a case-by-case basis. If the Plan provides specific guidance on the locations of land uses, it may also coordinate public and private streetscape improvements to support those uses, such as increased tree canopy in residential areas. Specific land use issues include:

Residential

- Specify areas where housing is desirable.
- Range of housing types: e.g., rowhomes, live/work.

Commercial

- Segments where ground-floor retail is necessary.
- Locations for office and other uses.

Auto-Oriented

- Are there segments where drive-throughs, gas stations, and car repair are appropriate?

**Direction for small and shallow lots.** Viable new development is a challenge on the small parcels within one-half mile of downtown. The Plan may need to have specific standards and uses for this area if the community supports new development. To address this, the alternatives will propose a range of viable development types.

Transportation

**Mobility and right-of-way improvements.** El Camino Real has limited space to accommodate the cars, buses, bikes, and pedestrians that use it to access its many destinations. The VTA Bus Rapid Transit (BRT) project is independent of the Precise Plan, but the Plan will respond to the direction that project takes. The Plan may provide direction on other mobility improvements, such as:

Crossings

High-priority locations for connections across roadway, and potential impacts on congestion.

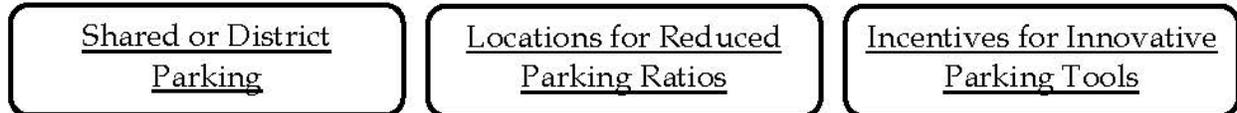
Bike Facilities

Whether El Camino Real is an appropriate place for bicycle travel.

Street Parking

Locations to eliminate street parking to make room for other modes.

**Parking strategies to improve the pedestrian environment and support private development.** Portions of the Corridor have large amounts of underutilized parking that make it difficult to access buildings on foot or bicycle. Other portions of the Corridor, especially where lots are small, do not have enough parking to establish new uses, such as restaurants and medical offices. Alternatives will address these issues by evaluating a series of potential parking strategies, which may include:



*Environmental Planning Commission (EPC) Study Session*

On September 18, 2013, staff presented current conditions analysis and key issues and opportunities to the EPC (see Attachment 1—Environmental Planning Commission Staff Report Dated September 18, 2013 with Exhibits). Topics of discussion focused on issues and opportunities regarding land use and mobility along the Corridor. General Plan direction and recent development projects were given for context.

Staff introduced the idea that the Precise Plan boundary may be expanded from the Change Area to support the following policy objectives:

- Consistent with General Plan policy, it may support parcel assembly by putting more adjacent parcels within the same district.
- The Plan may address neighborhood transitions more effectively, by providing more specific or context-sensitive standards for transition areas.
- More circulation improvements may be implemented, by designating pedestrian routes through large blocks and addressing walkability on side streets.

If incorporated into the plan area, locations outside the Change Area would not have their General Plan densities or intensities altered. Affected property owners will be notified of any proposed boundary changes.

Seven members of the public spoke on a range of topics, including concern about congestion, siting of new development away from single-family homes, need for attractive public spaces, the need to identify specific areas for more intensity, and the importance of commercial within walking distance of housing.

EPC comments reflected the range of different issues that were introduced (see Attachment 2—Detailed Environmental Planning Commission and Public Comment from September 18, 2013). Major points of the discussion included:

- Development should optimize transit usage, including subsidies for tenants and other Transportation Demand Management requirements.
- The Precise Plan should define key locations clearly, to provide certainty to applicants and stakeholders.
- The Precise Plan should support neighborhood-accessible goods and services.
- Reduced parking ratios may not be working and there may be opportunities for innovative parking strategies.

#### *Bicycle/Pedestrian Advisory Committee (B/PAC) Meeting*

The B/PAC discussed more specific bicycle and pedestrian conditions on September 26, 2013 (see Attachment 3—Bicycle/Pedestrian Advisory Committee Staff Report Dated September 26, 2013 with Exhibits). The discussion focused on a range of connectivity and urban-design-related issues, such as bicycle access and connections to transit stops.

Seven members of the public spoke regarding support for revitalization, support for protected bicycle facilities, the value of El Camino Real in connecting important places, and particular challenges navigating portions of the Corridor on foot or bicycle.

B/PAC comments addressed the connectivity and urban design issues presented (see Attachment 4— Detailed Bicycle/Pedestrian Advisory Committee and Public Comment from September 26, 2013). Major discussion points included:

- There are challenges accessing destinations on El Camino Real on foot, due to the way it is laid out and specific barriers, such as Highway 85.
- It is difficult for residents to get to schools on the opposite side of the Corridor and other crossing challenges.
- Bicyclists will ride on El Camino Real out of necessity – make it as safe for them as possible.

- The City should decide whether to commit to bikes on El Camino Real or resign them to alternate routes, such as Latham Street and Marich Way. If we commit, they must be very well protected.
- Drive-throughs are not bicycle- and pedestrian-friendly.

*Corridor Advisory Group (CAG) Meeting*

On October 7, 2013, the Corridor Advisory Group (CAG) met for the first time to discuss current conditions on the El Camino Real Corridor. Comments from this meeting are provided as Attachment 5—Detailed Corridor Advisory Group Comment from October 7, 2013. The discussion included challenges for local businesses, potential public benefits and key locations, concern about the VTA Bus Rapid Transit project and greater congestion, whether to retain street parking, the importance of trees, and issues associated with crossing the Corridor. There was no public comment.

**RECOMMENDATION**

Staff has identified issues and opportunities for the Precise Plan, which are summarized in this report. Greater detail on issues and opportunities are provided in the EPC staff report (see Attachment 1—Environmental Planning Commission Staff Report Dated September 18, 2013 with Exhibits). Input from the public, EPC, B/PAC, and CAG, as well as General Plan direction and review of Gatekeeper projects, have informed the key issues with and without clear policy direction.

Council feedback on these topics, as well as any Council direction on issues and opportunities that have not been identified, will guide the development of Precise Plan alternatives.

Staff is requesting input on the following specific questions, which were included within relevant sections of the report:

1. Does Council support the draft objectives below for the development of alternatives?

<p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>• Ensure Neighborhood Compatibility</li> <li>• Provide Gathering Areas</li> <li>• Support Neighborhood-Serving Businesses</li> <li>• Viable Revitalization</li> </ul>	<p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>• Improve Pedestrian Experience</li> <li>• Manage Congestion</li> <li>• Support Safe Access for Bicycles</li> <li>• Improve the Viability of Transit</li> <li>• Use Parking More Efficiently</li> </ul>
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2. As listed below and in this report, are the issues with clear policy direction correct? Are there any additional issues with clear direction?

**Issues with Clear Policy Direction**

- Transitions to character of surrounding residential.
- Improved neighborhood connections.
- Front setbacks and sidewalks for multi-family residential and mixed-use.
- Frontage design that softens the visual impact of new development.

3. Does Council support the range of issues to study, below? Is there any additional feedback from Council on these topic areas?

**Issues to Study**

- Provide more specific direction than the General Plan on “key locations.”
- Community benefits in exchange for larger developments.
- The range of land uses and differentiation along the Corridor.
- Direction for small and shallow lots.
- Mobility and right-of-way improvements.
- Parking strategies to improve pedestrian environment and support development.

**NEXT STEPS**

In the coming months, further outreach will be held to key stakeholders and City residents which will help to refine and determine the scope of alternatives. This outreach will include focus groups of businesses, residents, advocates, and real estate professionals; interviews of key stakeholders and property owners; and a website discussion board. Draft alternatives will be presented to the EPC and reviewed by the CAG prior to being presented to a City-wide workshop, tentatively scheduled for January 2014. Alternatives will be brought back to Council after the workshop for direction on a preferred alternative.

## **PUBLIC NOTICING**

Agenda posting. Courtesy notices were sent to property owners and occupants within 300' of the Precise Plan area. Electronic notices were sent to interested parties on the E-Notify list for the project.

EA-MA-PG-RT/7/CAM  
899-10-15-13SS-E

- Attachments:
1. [Environmental Planning Commission Staff Report Dated September 18, 2013 with Exhibits](#)
  2. Detailed Environmental Planning Commission and Public Comment from September 18, 2013
  3. [Bicycle/Pedestrian Advisory Committee Staff Report Dated September 26, 2013 with Exhibits](#)
  4. Detailed Bicycle/Pedestrian Advisory Committee and Public Comment from September 26, 2013
  5. Detailed Corridor Advisory Group Comment from October 7, 2013

**El Camino Real Precise Plan**  
**Environmental Planning Commission – September 18, 2013**  
**Detailed Comment**

Key topics identified in the report included:

- The Change Area boundary bisects parcels and blocks, and includes other P districts. The Plan boundary may include areas outside the Change Area to support parcel assembly, address neighborhood transitions and circulation improvements and simplify the administration of the zoning code.
- The Precise Plan should provide more specific direction than the General Plan on “key locations,” Where greater land use intensity may be allowed
- Issues are highly varied across the Corridor, including parcel sizes, levels of traffic congestion, access to transit, adjacent neighborhoods, and so on.
- Development needs to be sensitive to character of surrounding residential.
- Collaborate with local, regional, and State agencies on mobility and connectivity issues.
- Bike facilities could improve network connectivity, but there is limited right-of-way.

The EPC provided the following comments:

Mobility

- Consider the cost and convenience of transit – work to optimize it.
- Plan should address transit subsidies from developments.
- Consider impact from developments on transportation and parking.
- Mobility is the biggest issue – multi-modal, pedestrian experience.

- Provide more guidance on Transportation Demand Management policies and requirements.
- Latham Street may provide alternate route for bikes, but there are many parked cars.

### Land Use

- Prioritize defining key locations so that every developer does not try to make the argument.
- Encourage small, local retail located within walking distance of higher-density housing.
- Support walkability and accessible goods and services.

### Urban Design

- Prioritize sensitive transitions to neighborhoods.
- Plan should address rooftop decks.

### Parking

- “Model parking standard” may not be enough parking.
- Consider new parking strategies, such as unbundling.

### Other

- Important to work with other agencies.

Seven members of the public spoke. Their comments included:

- Concern about traffic congestion from new development – transit is inadequate.
- Make sure new apartment buildings are in appropriate areas, not surrounded by single-family homes.
- Create attractive public spaces.

- Bikes may be appropriate on El Camino Real if the traffic moves more slowly.
- Buildings near the sidewalks help orient the visually impaired.
- Identify areas of higher growth – they may not line up with identified “subareas.”
- Keep services close to where people live so they can walk.

**El Camino Real Precise Plan**  
**Bicycle/Pedestrian Advisory Committee – September 26, 2013**  
**Detailed Comment**

The B/PAC discussed more specific bicycle and pedestrian conditions on September 26, 2013 and provided the following comments:

Pedestrian Travel Along El Camino Real

- El Camino Real is spread out – walking to multiple destinations is challenging.
- Support for making El Camino Real a better place to walk.
- Interchange at Highway 85 is a huge challenge for walkers and bikers.

Crossing El Camino Real

- Many residents must cross El Camino Real to get to school.
- Sometimes there are crosswalks on one side of an intersection, but not the other.
- People cross between lights and it is very unsafe.
- Intersection at Showers Drive is a mess; buses and cars going to Whole Foods endanger the crosswalk.
- Intersection at San Antonio needs improvement – “scramble” intersection?

Bicycles

- Must decide whether to give up on bicycles on El Camino Real, or commit.
- Fearless cyclists will use El Camino Real no matter what.
- Bicyclists use the sidewalk and endanger pedestrians; if we do not provide space for them, they will continue to do so.
- Latham Street and Marich Way are potential alternate routes for bikes.
- Support for protected bike infrastructure.

Plazas and Gathering Areas

- Plazas need a café or something to encourage people to linger.
- Plazas may be more appealing if elevated.

Connections to Transit

- Provide shade at transit stops – keep them maintained.
- Consider the flow of pedestrians to and from transit.
- Castro Street's bus stops are significantly better than El Camino Real's.

Other

- Less favorable towards street parking.
- Many drive-throughs on El Camino Real – stop allowing them.

Seven members of the public spoke. Comments included:

- Support revitalization – improved tax revenue, better pedestrian environment.
- Landscaped medians are a waste of space – give that space back to humans.
- El Camino Real connects important places.
- Highway 85 interchange is impossible to cross on foot – need to take a bus.
- Plazas need café and seating.
- Netherlands incorporates bicycles into every street; the faster the traffic, the better the protection.
- Put bikes on the other side of the parked cars.
- Need bike infrastructure on El Camino Real since most businesses are not accessible from Latham Street.

- No streets cross El Camino Real between San Antonio Road and Shoreline Boulevard, so you need to travel along it just to cross it.
- Allow bikes in a well-protected way or not at all. Do not provide small, unsafe infrastructure.
- Provide protected ways for people to get from Escuela Avenue to El Monte Avenue.
- Crosswalks are too narrow, faded, and hard to see.
- Make sure sidewalks have enough room to get around power poles and utility boxes.
- Provide bike parking.
- Provide a bus rapid stop (BRT) stop at Escuela Avenue.
- Need data on what businesses really need street parking

## El Camino Real Precise Plan

### Corridor Advisory Group - October 7, 2013

#### Detailed Comment

##### Design/Character

- Make sure plazas are interesting and have things happening
- O.M.V.N property is very valuable, and many butt up to El Camino Real. The value impacts of development in this area are high.
- Mountain View should be well “blended” - character of buildings and improvements should work together.
- High-quality architecture is very important
- Businesses on El Camino are great destinations, but some of the urban design is not good.
- El Camino Real around California Ave, in Palo Alto, can be a model for how design can improve
- Urban design should have small individual buildings, like on Castro
- New buildings have the potential to create a giant wall, we do not want a walled city.
- Avalon Towers does not fit.

##### Trees

- Trees are great, but they cause sidewalks to buckle. Consider options to simplify maintenance.
- Trees are nice, but they need to be maintained.
- Trees are essential. Preserve them.
- There aren't enough trees at intersections
- Signage and trees have to fit together.

## Land Uses

- Chamber of Commerce wants more office, retail & housing along the corridor.
- The node concept would entail retail at major intersections, with residential in between
- Many properties are defunct.

## Residential uses

- It's noisy to live on El Camino Real and there is a lot of traffic, light and other nuisances
- New apartments are a great opportunity to house the City's workforce. A lot of these new residents do not mind the noise or traffic. It is important to have retail to serve them nearby.
- Activity centers are helped by apartments, which reduces need for parking
- Google employees need to have a place to live, and new housing on El Camino Real can supply that
- Build the housing that new Residents want: walk down to restaurants, they don't need to be big

## Affordable Housing

- Newcomers to our city are not just Tech workers. Are we providing housing for low-income service workers?
- Provide units people can afford rather than giving a lottery for low income.
- Some communities provide so many services to low income residents that they become a haven.

## Retail uses

- Mountain View is running out of space for retail. Places for retail include El Camino Real, San Antonio and Old Middlefield. That's it!
- The City makes it difficult for some businesses to locate on El Camino Real.
- Conditional Use Permits for parking are "tenuous" – city can take it away if there are impacts.
- It is very difficult to start a business in Mountain View, with City requirements and high rents.
- Ensure that spaces are affordable for small businesses.
- Retail makes a walkable environment
- Make an environment where businesses thrive
- Will we be bad for business in trying to reach perfection?
- Can we bring speed to the process and reduce regulations for businesses?
- New retail will need to be successful to pay rising rents.
- There is possibility that new customers at new apartments can support retail without parking
- Sometimes retail space in mixed use doesn't work – be careful you aren't creating empty storefronts

## Crossings

- Too many pedestrian crossings are a big problem for cars.
- The road is too wide & too scary to cross – improve it to make people feel safer
- Crossing El Camino Real at Castro is very unpleasant, but at California Ave it seems different
- Making Castro intersection safe will help the Middle School
- Grant intersection is scary.
- Crossing 85 is very scary to get to Palo Alto Medical Foundation
- Underpasses may be a good idea, but will people get scared to use them?
- Stevens creek trail is a great resource

## Transit

- Lean on Companies to provide transit – they can provide better service than VTA
- Don't rely on transit – even if you speed up the service, you still have to get to the stops. Would rather see bikes have priority.
- It's good to dovetail with Transit project – BRT will worry about getting from A to B, we need to worry about points A & B. Consider origin & destination of trips (eg, we can't make it all residential or all retail).
- We have erred in building single family homes near major Transit. That is what is leading to traffic impacts
- We have to design for public transit when it comes. (Even if not for a while.)

## Cars

- Mountain View used to be car dependent, but those days are over.
- Mobility becomes less important as El Camino Real becomes more of an urban street. Car speeds reduce, and it becomes overall a nicer place.
- Grade-separation of pedestrians and cars is not necessarily a good idea.
- Don't forget that Mountain View is a CORRIDOR, don't inconvenience the through traffic
- We do not want to slow down traffic

## Street Parking

- It's important for many customers to be able to park in front of a business. This is especially true in the Castro/Miramonte area where the sites have no off-street parking.
- Mountain View has parking shortages, don't remove street parking.
- Parked cars can improve Pedestrians' comfort.
- Want parking on the street, don't want to bike on El Camino Real anyway

## Bike Facilities

- Bike facilities on El Camino Real need to be safe.
- Really look at how to provide bike access & safety, since people are going to want to bike
- Bike lane will need a divider; the health care to deal with collisions is more expensive than the barrier
- Timid bikers will never use El Camino Real
- Designate nodes, then see how bikers can reach them
- El Camino Real doesn't need serve every mode (during conversation about bikes)

## Off-street Parking

- Even though they were on small lots, the ice cream stand and Southwest Auto (near Bush Street) did not cause parking impacts
- Los Altos is dead, because there isn't enough parking
- New development and activity will cause parking impacts
- Castro used to have balance, with a lot of different uses; now it is just restaurants and the balance is gone. This balance helps reduce need for parking. Most of El Camino Real is now restaurants, and there is little balance.
- Stanford expanded & Palo Alto said no more parking, which forced them to be creative. How have other organizations been successful when forced to be creative?

## Public Benefits

- It is important that the public benefit be significant, not token. 1-2% of project value is not enough

- Potential community benefits: Walkable, bike-able overpasses (or underpasses).  
Probably too expensive for a developer to fund themselves, but they could pay into a fund.
- The cost of community benefits is important, but developers also want certainty.
- Let's serve as many people as possible with public benefits
- Potential community benefit: infrastructure impact fee for new sidewalks, bulb-outs and other street improvements.
- Different increments of development can have different tiers of fees
- The Precise Plan should encourage what we want, and not wait for developers to tell us what they can provide. We must answer the questions now:
  - What do we need?
  - What will enhance the community?

### **Where are the Activity Centers?**

Thoroughfares north/south; enough retail to nucleate activity; and build on existing strengths.

- El Monte/Escuela is a natural Node.
  - Existing businesses provide a diverse tenant mix.
  - Developable
  - Everything converges there
  - El Monte is the only through connection to Los Altos
- Clark is a natural connection to schools in Los Altos
- Castro

For further work:

1. Bring pictures of different parts of the corridor
2. Bring pictures of development types
3. Set up a tour?