

Simas, Linda

From: Serge Bonte [REDACTED]
Sent: Sunday, November 09, 2014 3:09 PM
To: Cox, Robert; Lisa Matichak; Todd Fernandez; Margaret Capriles; mktrontell.mtwv.gov@gmail.com; Ellen Kamei; John Scarboro
Cc: Blount, Terry; Shapiro, Rebecca; ECRPrecisePlan; Anderson, Eric - Planning
Subject: re: 11/13/14 EPC's hearing on the El Camino Real Precise Plan (re: Village Centers)
Attachments: IMG_0229.JPG; IMG_0230.JPG

Dear Environmental Planning Commissioners:

I will try to attend your hearing on Thursday and plan to send more general comments on the Precise Plan and the EIR. However, I wanted first to address the issue of Village Centers in the ECR Precise Plan.

Village Centers are a key component of the 2030 General Plan, they're supposed to be anchors of and to provide local services to the neighborhoods they're the ... "center" of. For example, the El Monte CVS center is the Village Center for my neighborhood (St Francis Acres) and is a great reason we have such a great walkability score.

The ECR Precise Plan turns its back on this definition and views the Village Center simplistically as areas where more density can be absorbed.

I think that both definitions could co-exist (I lived in much larger cities and never developed any signs of density-phobia); alas probably not via the Precise Plan as written.

To be fair, codifying what a Village Center should be is very hard; even as vital as it is, the El Monte CVS Center is far from perfect.

I would like to respectfully submit an alternative approach where very little automatic/auto-pilot development is planned for the Village Center but where any significant redevelopment of a Village Center is subject to full review and authorization by the EPC and the City Council. Since the number of village centers is limited on El Camino, it should not constitute an unreasonable burden on the City while insuring that we have the best possible denser village centers for our neighborhoods. Practically, these would mean keeping the already defined tiers as guidance but requiring full review/authorization on any project.

I also wanted to highlight one pitfall of automatic planning (green light if you provide X, Y and Z). The precise plan mandates some sort of open space in the Village Center preferably on El Camino and with benches. I did a bit of research this afternoon and looked for open space with benches in Mountain View.


I took the first attached photo (single bench) on Shoreline across from Eagle Park. There must be something in the City books requiring some amount of public space with a bench near intersections on Shoreline. That bench satisfies that policy but, judging by the amount of pine needles, doesn't seem to be used very often (unless our parks department amassed the needles to provide a make-shift ottoman).

I decided to look closer to El Camino and took the second picture at the Shoreline/El Camino intersection. You'll see that it does provide a decent amount of green space and not one but two benches. Even better, the two benches face each other which is perfect for benches' patrons to engage in lively conversation. With a lot of foresight, the parcel owner encourages such debates by providing a central (literally) topic of discussion: daily gas prices in Mountain View!.

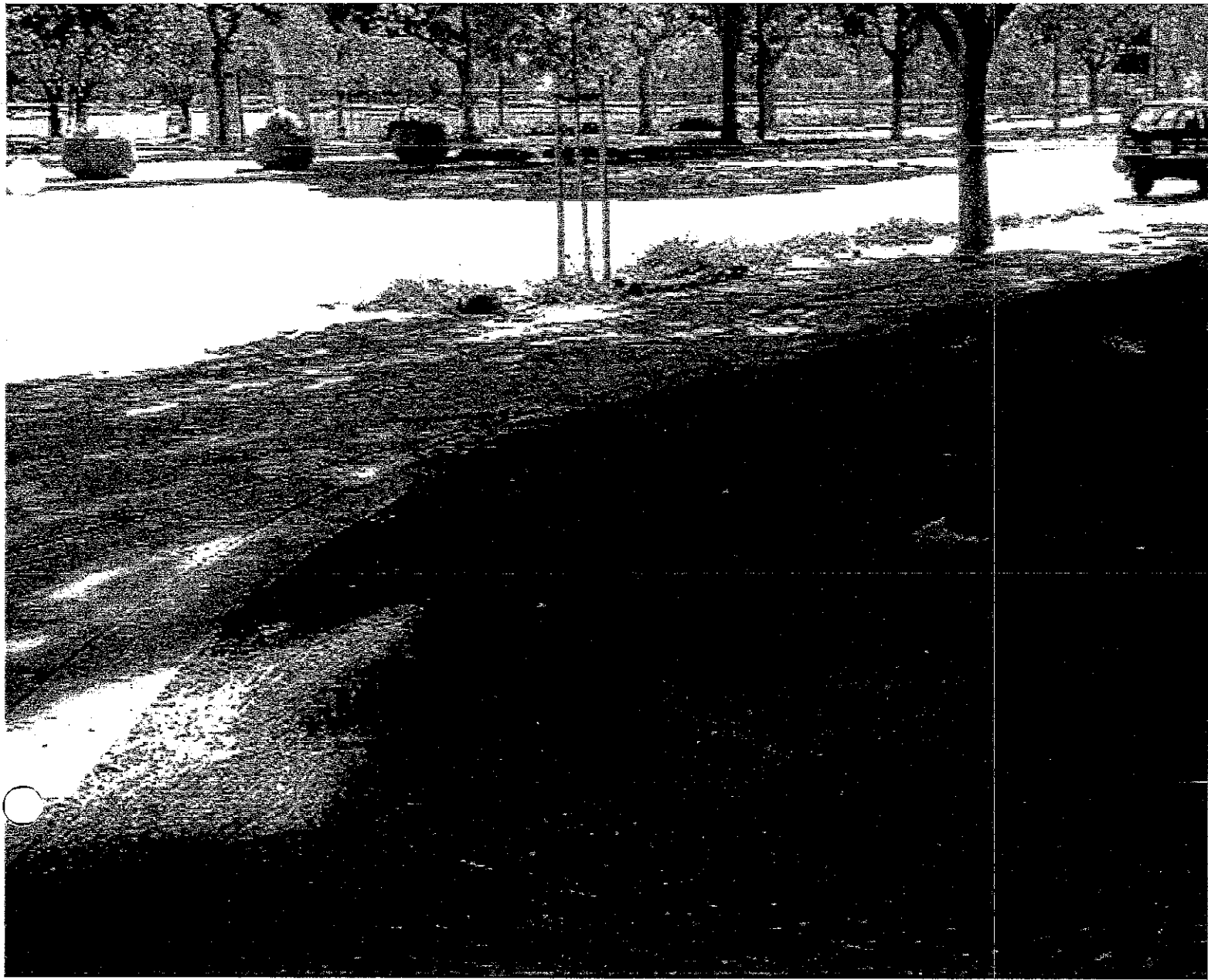
Obviously, none of these examples should be followed in the Village Centers but they demonstrate what can happen with auto-pilot/automatic planning.

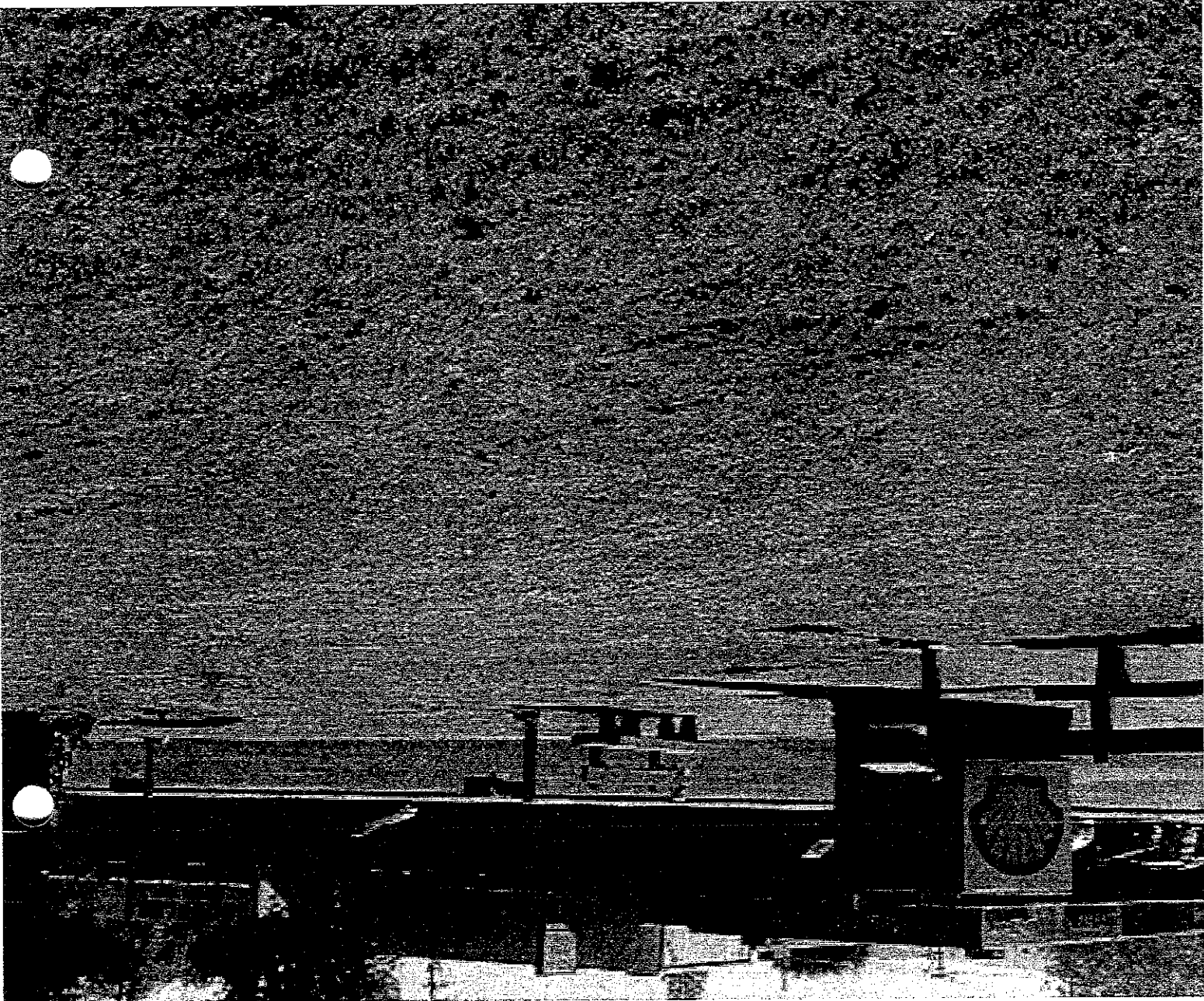
In summary, please no auto-pilot planning for the Village Centers. Define some common sense guidelines but subject any development to the fullest review/authorization possible.

Sincerely,

Serge Bonte


PS: Should the Precise Plan allow for my second example, can you add some language to guarantee a wider range of discussion topics? Not everybody might be into gas prices, thank you.





Simas, Linda

From: Serge Bonte [REDACTED]
Sent: Tuesday, November 11, 2014 4:38 PM
To: Cox, Robert; Lisa Matichak; Todd Fernandez; Margaret Capriles; mktrontell.mtww.gov@gmail.com; Ellen Kamei; John Scarboro
Cc: Blount, Terry; Shapiro, Rebecca; Anderson, Eric - Planning; ECRPrecisePlan
Subject: 11/13/2014 My comments on EPC Hearing on ECR Precise Plan

Dear Environmental Planning Commission:

I do plan to attend that hearing but wanted to also provide my comments in writing. I will also add a few more thoughts on Village Center (covered in a previous email).

Document Format for Review

Providing a document with only the edits might be expedient, but quite frankly it's nearly impossible to piece the plan together for review. I think it's a pity City Council is rushing staff and the community to complete so many important plans by the holidays. I fail to see any sensible reason for this self-imposed deadlines. Delaying approval to next year would not affect our City in any significant way,if anything it might allow for the plans to be readable.

EIR

I stand by my comment that the EIR doesn't seem to take into account the impact of Gatekeeper projects (approved after the General Plan's adoption and before the Precise Plan's adoption).

Community Benefits

This plan -as others- has improved in defining a menu of community benefits. I think it's appropriate to give some leeway to the City in deciding which benefits to request for a given project.

However I would like that section to specifically exclude some items that I've witnessed City Council wrongfully view as community benefits in the past.

For example, I've often heard some council members praise increased property taxes as a community benefits; it's not, it's a tax commensurate to the increased value of a redeveloped property.

More recently, I attended the City Council review of the "Pilar Group" project. Based on existing policies, the City could have requested over 2 acres in park land dedication. Instead, the City requested 0.5 acres in land dedication and the balance in in-lieu fees. Shockingly, some city council members viewed that concession as a public benefit; it's not. The policies are clear, any developer is obligated to provide park space commensurate to the number of residents they are adding.

In short, I suggest you add to this section a list of items that are not to be considered as public benefits with at least the two examples above.

Village Center

I covered that topic at length in a previous email. However I wanted to summarize my suggested changes to the Precise plan:

1. Insert the Village Center definition and policies from the General Plan

2. Add some language stating that any Village Center redevelopment is expected to conform to the General Plan definition and policies.
3. Keep the current planning as is (I would prefer lower densities as a base)
4. Change the approval process so that ANY village center redevelopment is subject to the most extensive approval process (EPC, City Council, neighborhood meetings....).

I think a good example for you to consider is the 801 El Camino Real Project. While everybody could have done without the controversy, the project is much better than it was initially. That would not have been possible if it had gone through auto-pilot/automatic planning.

Sincerely

Serge Bonte


Simas, Linda

From: Serge Bonte [REDACTED]
Sent: Thursday, November 13, 2014 7:53 AM
To: Cox, Robert; Ellen Kamei; Margaret Capriles; Lisa Matichak; mktrontell.mtw@gmail.com; John Scarboro; Todd Fernandez
Cc: Shapiro, Rebecca; Blount, Terry; Tsuda, Randy; Anderson, Eric - Planning
Subject: re: Village Centers as defined in the General Plan vs. the ECR Precise Plan

Dear Environmental Planning Commission:

In preparation of my previous emails, I had gone back to the adopted General Plan to read how Village Centers were defined and what their function was.

I wanted to share some excerpts from the General Plan below.

Village Centers are vital to the General Plan vision of thriving and sustainable neighborhoods. Look at a map, for many neighborhoods North or South of El Camino, there is no place to put a Village Center but ...on El Camino Real.

Note that in my view, the General Plan vision for Village Centers is not incompatible with the higher density called for in the ECR Precise Plan. In fact, higher density might enhance existing Village Centers. However, for any Village Center redevelopment, the General Plan vision should be the priority not an afterthought.

I am respectfully asking you, again, to make the ECR Precise Plan true to the General Plan vision for Village Centers.

Sincerely,

Serge Bonte
[REDACTED]

Chapter 1 Page 11

Overarching strategies to support Mountain View's sustainability include:

Creating flexible mixed-use land use designations to support "village centers," which are neighborhood mixed-use and commercial centers within walking distance of neighborhoods. (Land Use and Design)

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The Miramonte/Springer Planning Area and the greater Mountain View community have embraced the concept of village centers. These are envisioned as mixed-use commercial centers within walking distance of residences, and with improved pedestrian and bicycle connectivity to the rest of the city.

Enhance village centers. One key opportunity for change in the area will be improving pedestrian and bicycle accessibility to village

centers and commercial services.

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Village Centers

A village center is typically a neighborhood shopping center with stores and services for local residents. Village centers support diverse local businesses and services, are places to socialize, and may offer different goods and services for specific community needs. Linked village centers give residents access to a broad variety of essential goods and services.

Locating village centers throughout the city is an important way of carrying out sustainability principles by offering walkable, accessible destinations for people of all ages and abilities. They cut down on the amount of driving and greenhouse gas emissions from vehicles.

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Land Use and Access to Services

Policies for land use and accessible services coordinate land use with mobility improvements by placing commercial services, village centers and other daily destinations within safe and convenient walking and bicycling distance of housing and jobs.

GOAL LUD-4: Local retail and services within comfortable walking and bicycling distance of all residents and employees.

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Policies

LUD 4.1: Well-distributed and accessible neighborhood centers. Plan for improved pedestrian accessibility to commercial areas from each neighborhood to increase access to retail, goods and services that serve local residents.

GOAL LUD-5: Pedestrian-accessible village centers that serve surrounding neighborhoods.

Policies

LUD 5.1: Land use and village centers. Encourage and promote centers that people can reach by bicycling or walking with a focus on areas identified in the Village Center Strategy Diagram.

LUD 5.2: Village center uses and character. Encourage a mix of residential, commercial or other neighborhood-serving uses in village centers, with active ground-floor uses and public space to create an inviting pedestrian environment and a center of activity.

LUD 5.3: Community gathering. Encourage community-gathering destinations such as plazas, open space or community facilities within village centers.

LUD 5.4: Connections. Encourage pedestrian, bicycling and public transit connections and amenities between village centers and surrounding neighborhoods.

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LUD 19.5: Village centers. Promote new or expanded village centers that serve the area.



LEAGUE OF WOMEN VOTERS
of the Los Altos-Mountain View Area
97 Hillview Avenue, Los Altos, CA 94022

November 13, 2014

Chairman Cox and Members of the Environmental Planning Commission
City of Mountain View
500 Castro Street
Mountain View 94041

Re: Environmental Planning Commission Meeting, November 13
Agenda Item 5.1 - El Camino Real Precise Plan

Dear Chairman Cox and Members of the EPC:

The LWV would like to comment on the El Camino Real Precise Plan (ECR PP). As noted earlier, we are pleased to see that the vision for the El Camino Real corridor includes new housing for a range of incomes and life stages. We are pleased to see that the PP specifically refers to the City's inclusionary ordinance; we understand that the current percentage of 10% below-market rate units may change over time, so it is appropriate to reference current City policy in terms of requirements for affordable housing within the PP area.

However, we would strongly urge you to set a significantly higher **goal** for the El Camino corridor than whatever current City policy might be. We prefer 15 or 20%, as the need is so great and the El Camino Real area is ideal for such housing. There is such potential for new housing in that area, along with a strong possibility that older affordable housing units will be replaced by expensive market-rate units, if protections for this existing affordable housing are not included in the PP.

As we have stated earlier, a number of strategies and policies could be included in the ECR PP to ensure that affordable housing actually would be built. Earlier we suggested Affordable Housing Overlay Zones, such as Menlo Park, for example, has adopted. Key features of Menlo Park's overlay zone include varying percentage of affordable units required with depth of affordability and density bonuses and other incentives for those who meet the requirements. We would like to see these included in the ECR PP itself, in order to avert potential legal obstacles to our vision of reasonable affordable housing requirements. Building in triggers where office entitlements are contingent upon housing being built and market-rate housing entitlements are contingent upon affordable housing being built is another program that would ensure that affordable housing is built.

In addition, we would like the PP to include methods for preserving some of the existing housing affordable now to lower-income households. Because the El Camino Corridor is a Priority Development Area, there is likely to be much new growth along El Camino, along with an opportunity for existing market-rate landlords to increase their rents. We would like the PP to include some language such as the following because of our concern about displacement of lower-income tenants within the PP area:

“Evaluate potential displacement of existing lower income residents and adopt measures to address the risk of displacement of existing residents. Displacement might be direct, caused by the redevelopment of sites with existing residential properties, or indirect, caused by increased market rents as an area becomes more desirable. Implement programs as appropriate to address displacement. Monitor these programs annually for their effectiveness.”

Thank you for considering our input.

LWV of the Los Altos-Mountain View Area Housing Committee

Cc: Dan Rich

Randy Tsuda

Eric Anderson

Martin Alkire

Linda Lauzze

Jannie Quinn

ECRPrecisePlan@mountainview.gov

El Camino Real Draft Plan

What do you think of the draft El Camino Real Precise Plan?

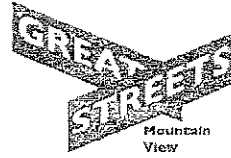
Jeffrey Wiant

November 4, 2014, 10:24 AM

This sounds like a great plan to bring vitality to the El Camino corridor in Mountain View. I'm a new resident to MTV but one thing that upsets me about the El Camino corridor is over presence of huge commercial centers that don't incorporate or respect a pedestrian-centric feel. It makes me not want to travel through the corridor and it tarnishes the history that Mountain View has. One example is the historic landmark sign on the north side of El Camino Real, just east of 237, which states that a historic building once stood in that site...which is now a BMW dealership! What a sad site.

This plan appears to be putting some real effort into making Mountain View, historic Mountain View, a place for the community to continue to make and build history. We may not have any historic buildings but we can build some truly useful plazas and sites now that will be considered historic 100 years from now.

I look forward to the progress of this plan!



October 24, 2014

Mountain View City Council
Mountain View City Hall
500 Castro Street, 3rd Floor
Mountain View, CA 94041

Submitted electronically to: CityCouncil@mountainview.gov

Subject: El Camino Real Precise Plan Comments

Dear Mountain View City Council:

Our coalition of local organizations comprises the Mountain View Coalition for Sustainable Planning, Safe Mountain View, Great Streets Mountain View, Greenbelt Alliance, San Francisco Organizing Project/Peninsula Interfaith Action, Silicon Valley Bicycle Coalition, and Friends of Caltrain/Peninsula Transportation Alternatives. Together, our organizations represent over a thousand Mountain View community members with interest and expertise in transportation, land use, housing, and environmental protection. We and our members have participated fully in the development of the El Camino Real Precise Plan (the Plan) over the past eighteen months, and we appreciate the city's commitment to an inclusive process informed by community input.

Our coalition believes that the Plan offers the opportunity to create a more vibrant and accessible El Camino Real corridor for all. The Plan can provide a long-term vision that strengthens the economy and enhances the quality of life for everyone who lives and works in Mountain View.

The draft plan provides a good start toward achieving that vision. In particular, we are pleased that the draft plan accommodates more than 1,500 new homes along this transit-rich corridor, identifies affordable housing as the priority community benefit, and calls for high-quality pedestrian and bike amenities and infrastructure on portions of El Camino Real. However, to ensure that this vision is achieved, the Plan needs to be strengthened in several key areas.

We urge your close attention to the issues highlighted below regarding affordable homes, small parcels, biking on El Camino Real, mode share targets, and smart parking management. We want to provide you with this feedback prior to the release of the final plan and the upcoming EPC and City Council meetings so that we can continue this conversation prior to the Plan's adoption. We look forward to working collaboratively with you to create a strong final plan.

Affordable Homes:

A thriving and diverse El Camino Real corridor depends on a strong residential presence with homes that are affordable to residents of all income levels. To that end, we are pleased that the Plan defines a development strategy that focuses more intensive development at key intersections and allows development up to 6 stories and 2.3 FAR (if significant community benefits are provided). This strategy will allow the estimated 1,540 homes to be built along the El Camino Real corridor while ensuring that the entire community benefits as new growth occurs.

However, it is also essential that the Plan include a target of 25% of all new homes to be permanently affordable, especially to households earning 30-60% of area median income. This achievable target would help Mountain View make meaningful progress in addressing the continued need for housing accessible to the workforce and achieving its Regional Housing Need Allocation. It would also help encourage the local workforce to live and shop in the area, and this would have a meaningful environmental impact by reducing vehicle miles traveled, greenhouse gas emissions, air pollution, and other impacts associated with sprawl development and long commutes.

The plan should include built-in periodic evaluations to assess whether the 25% target is being met and what policy and regulatory changes will be needed to achieve it. Additionally, we urge this 25% target be accompanied by clear policies and implementation strategies to ensure that it will be achieved over the lifespan of the plan.

Innovative strategies for creating affordable homes will certainly be needed. These should include:

- Requiring affordable housing as a component of the Community Benefit Program for the corridor.
- Dedicating any future City-owned land for affordable housing. (Mountain View has done this before, including turning downtown surface parking lots into housing.)
- Increasing Mountain View's Housing Impact Fees on commercial developments.
- Performing an analysis of which sites along El Camino Real are most competitive for Low Income Housing Tax Credits and ensuring that those sites a) are zoned residential and b) provide flexibility regarding ground-floor retail requirements to accommodate feasibility of affordable housing.
- Creating an affordable housing overlay zone.

These targets and policies represent feasible mechanisms to reduce the significant environmental impacts identified in the DEIR. Numerous jurisdictions throughout the Bay

Area have determined that these sorts of approaches are critical elements to reduce environmental impacts and create more environmentally-sustainable communities (e.g., San Jose's 2014 Diridon Station Area Plan, Oakland's 2014 Broadway-Valdez District Specific Plan, and Concord's 2012 Concord Naval Weapons Station Area Plan).

Finally, we are concerned about the potential displacement impacts of the Plan. Housing construction could increase options for households across a range of income levels. However, without careful attention, new development can increase the risk of residential displacement through both direct displacement as homes are removed or demolished and indirect displacement due to rising rents or condominium conversions. The EIR should more fully explore the displacement potential of the Plan, which might require important mitigations (currently designated as "not resulting in significant impacts" on pg. 163 of the DEIR).

Recommendation: The Final Plan should set a target of 25% affordable housing, and include a detailed list of innovative strategies the City will pursue to create affordable housing. The Final EIR should include a more robust exploration of the housing displacement impacts of the plan and relevant mitigations for those impacts.

Small Parcels:

Many parcels along El Camino Real are divided into small or odd-shaped parcels that pose challenges for infill development. Projects cannot benefit from economies of scale, and various requirements make it difficult to fit all of the necessary components into such small spaces. The Plan does a great job to "encourage creative and flexible use of small parcels" in the Guiding Principles.

We are also pleased that the Plan allows smaller parcels greater flexibility in terms of side, rear, and front setbacks and incentivizes developers to assemble multiple small parcels by instituting minimum lot sizes for projects seeking Tier 1 and Tier 2 FAR and/or height bonuses. An additional way to encourage the development of small parcels is to a) encourage uses that do not create significant parking demand and b) to reduce the parking requirements for small parcels in general. Accordingly, the Final Plan should contain a section dedicated to small parcels in Table 13: Potential Parking Reductions.

Recommendation: The Final Plan should reduce the parking requirements for small parcels in Table 13: Potential Parking Reductions.

Biking and Walking on El Camino Real:

El Camino Real should be a comfortable and pleasant environment for walking and biking. This will allow all Mountain View community members — whether or not they own a car — to access the wealth of local businesses and services located on El Camino Real. It will also allow current and future residents who live on El Camino Real the opportunity to travel without contributing to automobile traffic on the corridor.

We are pleased with the strong pedestrian elements of the Plan and expect that these standards and guidelines will not only be applied to the El Camino corridor, but will guide pedestrian design elsewhere in the city. It is important that pedestrian infrastructure accommodate all pedestrians including children, seniors, people with disabilities, and people with strollers. Additionally, adequate tree shading and drinking fountains are key components of pedestrian infrastructure that create places where people want to linger.

We are pleased that the current Plan includes a bike boulevard on Church and Latham streets, which will give cyclists a safe way to travel across town. We are also excited that the Plan includes protected bike lanes on El Camino Real east of Calderon Avenue, and high quality bike facilities connecting El Monte Avenue and Escuela Avenue on El Camino Real, which will provide safe passage to Los Altos, Sunnyvale, and Castro School. To catalyze a significant increase in the portion of the population that uses a bicycle, we need a much higher level of safety; protected bike lanes are a great example of high quality, safe bicycle infrastructure. However, it is important that the Plan does not just "allow" high quality bike facilities but that they are encouraged, funded, and ultimately built.

Protected bike lanes along the length of El Camino Real (from Sunnyvale to Palo Alto) are needed to create a safe and inviting environment for people biking. With all of the current and future amenities on El Camino Real, there will only be a higher demand for bike trips along the corridor. Therefore we encourage the city to carry out the El Camino Real bicycle facility plan and identify the next segments of El Camino Real to receive protected bike lanes. In particular, protected bike lanes should be added along the portions of El Camino Real that Safe Moves has recommended as a "Safe Route to School," including from Castro Street to Lane Avenue (Bubb) and Escuela to Clark (Los Altos High School).

Recommendation: The Final Plan should encourage (rather than "allow") the high quality bicycle facilities laid out in the draft plan and should require protected bike lanes along recommended routes to schools. Staff should prioritize the "El Camino Real bicycle facility plan" immediately following the adoption of the Final Plan and identify the next segments of El Camino Real to receive protected bike lanes. Priority should be given to the "Safe Route to School" segments noted above. Additional shade trees and water fountains should be included along the corridor as the Plan is implemented.

Mode Share Targets:

A revitalized El Camino Real corridor should contain infrastructure that supports safe and efficient travel by foot, bike, transit, and car. Therefore, we strongly support the 8/28/14 Environmental Planning Commission and the 9/23/14 staff report, which calls for an implementation phase strategy to determine mode share targets and reporting to measure success.

The DEIR projects no increase in daily vehicle trips along El Camino Real because it assumes that Mountain View will promote alternative transportation. Mode share targets

are a great way to guarantee an increase in non-vehicular trips along El Camino Real. And they would help focus and guide the important TDM requirements in the plan, which include trip reduction programs for new development, Eco-Passes (or equivalent), and TMA participation. This would also help implement one of the policies of the 2030 General Plan: "Monitor the effectiveness of policies to reduce vehicle miles traveled (VMT) per service population by establishing transportation mode share targets and periodically comparing travel survey data to established targets" (pg. 76, POLICY MOB 8.3).

The benefits of Vehicle Trip Reduction goals and plans include:

- Greater community confidence about the transportation impact of land use changes on El Camino and a corresponding increased likelihood of smooth implementation
- Cohesive guidance for TDM policies for new developments
- Ability to plan for shared investments, such as shuttles, marketing programs, and streetscape improvements
- Better data, for greater leverage with neighboring cities and regional agencies

Palo Alto and Sunnyvale are developing similar policies, so Mountain View will have opportunities to collaborate with these cities to establish complementary approaches that maximize environmental and quality-of-life outcomes.

By studying the transportation mode split of El Camino Real, Mountain View could develop and invest in plans that would make a substantial difference in the traffic and greenhouse gas footprint of El Camino Real in Mountain View. We therefore support the Staff recommendation to engage in an implementation phase process for goal-setting and measurement.

Recommendation: The Final Plan should include an implementation phase strategy that establishes mode share targets and ongoing assessments to measure success towards those targets.

Smart Parking Management:

Overall, the Plan does a good job of instituting smart parking management strategies. We are pleased with the inclusion of Guiding Principle 8, which establishes a goal of reducing parking demand and affirms that parking should be located where it will not impact the pedestrian environment. The parking frontage guidelines—calling for parking to be located behind or under buildings—will help carry out these goals. We are also pleased that the plan recommends removing underutilized parking on El Camino Real east of Calderon to provide high quality bike facilities.

While we are supportive of the "Potential Parking Reductions" (Table 13), these should be standardized and linked to TDM requirements, rather than assessed on a case-by-case basis. It is important that developers have clear guidelines, and there is no need for Council to vote about parking reductions for each development separately—that is the point of the Plan. Additionally, off-site parking should be allowed on the opposite side of El Camino Real,

Shoreline Boulevard, Miramonte Avenue, Grant Road, and Highway 237. No matter how community members travel to the corridor—by foot, by bike, by transit, or by car—their last leg will be by foot. Since the Plan is laying the groundwork for better pedestrian infrastructure, off-site parking should be allowed within 600 feet of the building, regardless of which side of the street it is situated.

Lastly, we strongly encourage the City to begin quickly working on the city-wide update of its parking standards (listed as a “short term action”) and the shared parking and parking utilization (listed as “ongoing actions”). The demand for development along the corridor is very high right now; and the Plan area could require an overabundance of additional parking if the new parking standards are not put into place quickly.

Recommendation: The Final Plan should include language that requires the “Potential Parking Reductions” to be enforced and allow off-site parking on the opposite side of the street. The City should also prioritize the parking-related implementation activities.

Thank you for your consideration of these comments. We look forward to your response on these issues, and we are happy to discuss these points with you as the final Plan takes shape.

Sincerely,

Uri Pachter for Greenbelt Alliance
Bruce England for Mountain View Coalition for Sustainable Planning
Cherie Walkowiak for Safe Mountain View
Tracy Chu for Great Streets Mountain View
Jack Miller for Silicon Valley Bicycle Coalition Mountain View Local Team
Colin Heyne for Silicon Valley Bicycle Coalition
Aracely Mondragon for San Francisco Organizing Project/Peninsula Interfaith Action
Adina Levin for Friends of Caltrain/Peninsula Transportation Alternatives

Cc: Eric Anderson, Community Development Department

Simas, Linda

From: Michael Plasmeier [REDACTED]
Sent: Monday, November 03, 2014 12:10 AM
To: , Community Development
Subject: Public Comment on El Camino EIR

I am in favor of denser developments along the entire route, to increase the amount of housing in the area and create an "urban" feel.

-Michael Plasmeier
[REDACTED]

Anderson, Eric - Planning

From: Terri Goldberg [REDACTED]
Sent: Tuesday, November 04, 2014 9:54 AM
To: ECRPrecisePlan
Subject: MV resident input

To Planners & Decision-Makers:

I am a 60+ year resident of Cuesta Park Neighborhood. Traffic on El Camino Real - most of the time - is manageable. Reducing the amount of traffic lanes will cause more congestion than planners could possibly foresee. While it is true that carpool lanes and other measures ON FREEWAYS promote ride-sharing and greater use of mass transit this will not be the case in changes in lane configurations of El Camino Real. Why? Because most of the traffic is local. Of course some use ECR to access freeways (e.g. Grant Rd/237 intersection). However, the majority of drivers are doing local shopping (dining, groceries, etc) and would not use VTA for those activities.

I truly implore you to NOT reduce the numbers of traffic lanes or to make any lanes EXCLUSIVE for buses.

Sincerely,
Terri Goldberg



William Maston

ARCHITECT & ASSOCIATES

**El Camino Precise Plan
Items for discussion
11-13-14**

The following are items from the El Camino Precise Plan that may need modification or clarification as part of finalizing the precise plan update process. After reviewing the current revisions I believe a number of issues still need to be addressed in order to make this document more user friendly for architects, developers, and planning staff.

First and foremost if the planning commission and city council approve the latest revisions to the precise plan, is there a mechanism in place that allows planning staff to make further refinements to the document for clarification purposes without having to come back through a public review process? If so many of the attached comments could be handled at a staff level. Otherwise these items should be integrated into the final precise plan revisions now. Our questions and comments are as follows:

1. What is "bonus" for combining lots other than waiving of the min. 150ft. frontage?
Page 28
2. Required storage for condominiums has been increased from 80 sq. ft. per unit to 164 cubic ft. per unit. Should this area be exempt from the total FAR as some properties cannot put this in below grade parking due to the Flood Plain on some properties? Page 29
3. The minimum interior height for ground floor commercial is now 14' from floor to ceiling. This means floor to floor height will be approx. 18'. If mixed use with residential & commercial at grade, The previous floor to structure was a better fit with raised residential 3' and 9' ceilings. Page 14
4. The 1.35 FAR is allowing the site to be over parked with only one floor of underground parking. The FAR is restricting maximizing site potential. Page 25
5. 3 story is max. but 45' height could allow for 4 stories of residential within the same 45' maximum. Currently 4 stories is prohibited. This restriction limits site design options, open space, and common space options, when applied to residential projects. This is contrary to other parts of the document. Page 25
6. The paving coverage for Mixed use is only 25% but commercial is 50%. Why is the mixed use so restrictive? Site circulation and at grade parking is possible for both



William Maston

ARCHITECT & ASSOCIATES

- uses. Also if parking is within the parking footprint, does it count as coverage? Page 25
7. If the property borders an alley, where are setbacks taken from? As applied to both stepping back the building and minimum setback requirement to the building edge.
 8. Residential projects must provide 150 to 175 sq.ft. per unit of common usable open area. The new guidelines now state setbacks under 20' in width cannot be used for this requirement. As most of the minimum setbacks are under 20', most sites will not be able to use planted areas at grade to help defer what is required at upper levels for open space. Page 29
 9. All rooftop amenities above the third floor require a Provisional Use permit even if under the 45' height. Page 29
 10. Parcels less than 120 feet deep are allowed to encroach into the El Camino setback by 4' but in other parts of the Precise Plan it encourages the space between El Camino and the building to be as wide as possible. Should some other criterion, such as FAR or setbacks for sides/rear be modified to give flexibility to narrower lots without compromising the width of the El Camino pedestrian corridor? Page 29
 11. There is criterion for "Max. ht. across a street from residential". Does an alley count as a street? Page 28
 12. How would adjacent sites "share" a driveway access as indicated on Page 33.
 13. Can parking lots and loading zones use an alley as the required backup?
 14. How would the downtown Castro Street Precise Plan integrate with the El Camino Precise Plan at this important intersection? Does it makes sense to have tier 2 guidelines apply to the first block of Castro Street and provide language within the El Camino Precise Plan to allow that future integration to occur?

Thanks for your consideration, I'd be happy to discuss any of the issues raised by email or phone.

Bill Maston
Principal Architect
William Maston Architect & Associates