

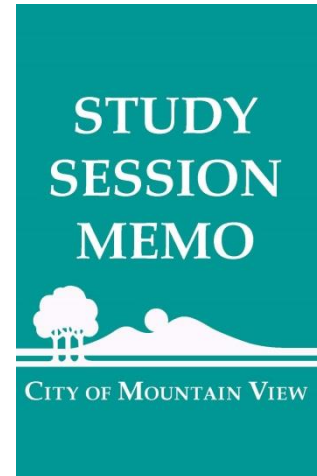
DATE: February 4, 2014

TO: Honorable Mayor and City Council

FROM: Eric Anderson, Associate Planner
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VIA: Daniel H. Rich, City Manager

TITLE: **El Camino Real Precise Plan Strategy
Endorsement**



PURPOSE

The purpose of this Study Session is for the City Council to provide an endorsement of the land use and mobility strategy for the El Camino Real Precise Plan.

BACKGROUND

The City Council, Environmental Planning Commission (EPC), and Corridor Advisory Group (CAG) reviewed existing conditions and objectives for the Precise Plan area in the fall. Input from those meetings and direction from the General Plan helped to generate the strategies summarized in this report. The CAG also reviewed the strategies (Attachment 1 – Summary of December 16, 2013 Corridor Advisory Group). These strategies are detailed more fully in the January 22, 2014 EPC Staff Report (Attachment 2 – Environmental Planning Commission January 22, 2014 Staff Report) and El Camino Real Precise Plan Briefing Book (Attachment 3 – El Camino Real Briefing Book), which were forwarded to the City Council on January 24, 2014. A detailed summary of the January 22 EPC meeting is also attached (Attachment 4 – January 22, 2014 Environmental Planning Commission Meeting Summary).

In order for the Plan to stay on track for adoption by the end of 2014, Council endorsement of a strategy (Focused, Uniform, or some combination) is required at this Study Session. This Study Session memo provides introductions to the strategy alternatives for the Plan and each of their related topics and options. Each alternative provides a different way to organize land uses, intensities, and public improvements along the Corridor. The endorsed strategy can be based on, or a modification of, the EPC's recommendation, which is presented within each topical section.

DISCUSSION

The Precise Plan Briefing Book

Attachment 3 is the Precise Plan Briefing Book, which was distributed to the City Council on January 24. It is a road map for the strategies and key questions for Precise Plan content. The Briefing Book was developed consistent with the General Plan’s El Camino Real goals and policies, and general direction from the community and decision-making bodies during the Precise Plan process.

The Briefing Book contains *Strategies*, which are the high-level alternatives for development and improvements along the Corridor, and *Options*, which are the more detailed alternatives within each topic section. The strategies are *Uniform*, in which land use, character, and access are treated similarly along the length of the Corridor, and *Focused*, which designates areas for higher activity, levels of growth, and improvements. While specific options are generally consistent with one strategy, it is possible to mix and match options to create a unique alternative for the Plan. The following table summarizes how strategies and options are related.

<u>Topics</u>	<u>Strategies</u>	
	<i>Uniform</i>	<i>Focused</i>
1. Ground-Floor Land Use	Option 1A No Specific Concentration	Option 1B Active Frontages Focused
2. Pedestrian Improvements	Option 2A Uniform Pedestrian Improvements	Option 2B Focused Pedestrian Improvements
3. Bicycle Improvements	Option 3A El Camino Real Bicycle Focus	Option 3B Parallel Route Focus
4. Small Parcels	<ul style="list-style-type: none"> • Encourage Parcel Aggregation • Targeted Standards and Development Types 	
5. Adjacency and Transitions	Strong Transitions Policies and Standards	
6. Height and Scale	Option 6A Uniform Intensity Regulations	Option 6B Intensity Focused on Activity Areas
7. Public Benefits	Range of Potential Benefits	

Following an overview of the strategies, this report discusses each topic, a summary of the CAG's and January 11 workshop's input on each topic, and the EPC recommendations. More detailed information on strategies, topics, and maps are provided in the Briefing Book.

Strategies

Uniform Strategy

The Uniform strategy would create a more general set of uses, intensities, and standards throughout the Precise Plan area. These standards would include transition and adjacency rules for all areas. They could also include tiered intensities based on site conditions such as size, but would not define locations within the Plan. In addition, pedestrian improvements, including the potential for new crossings, would be spread along the Corridor.

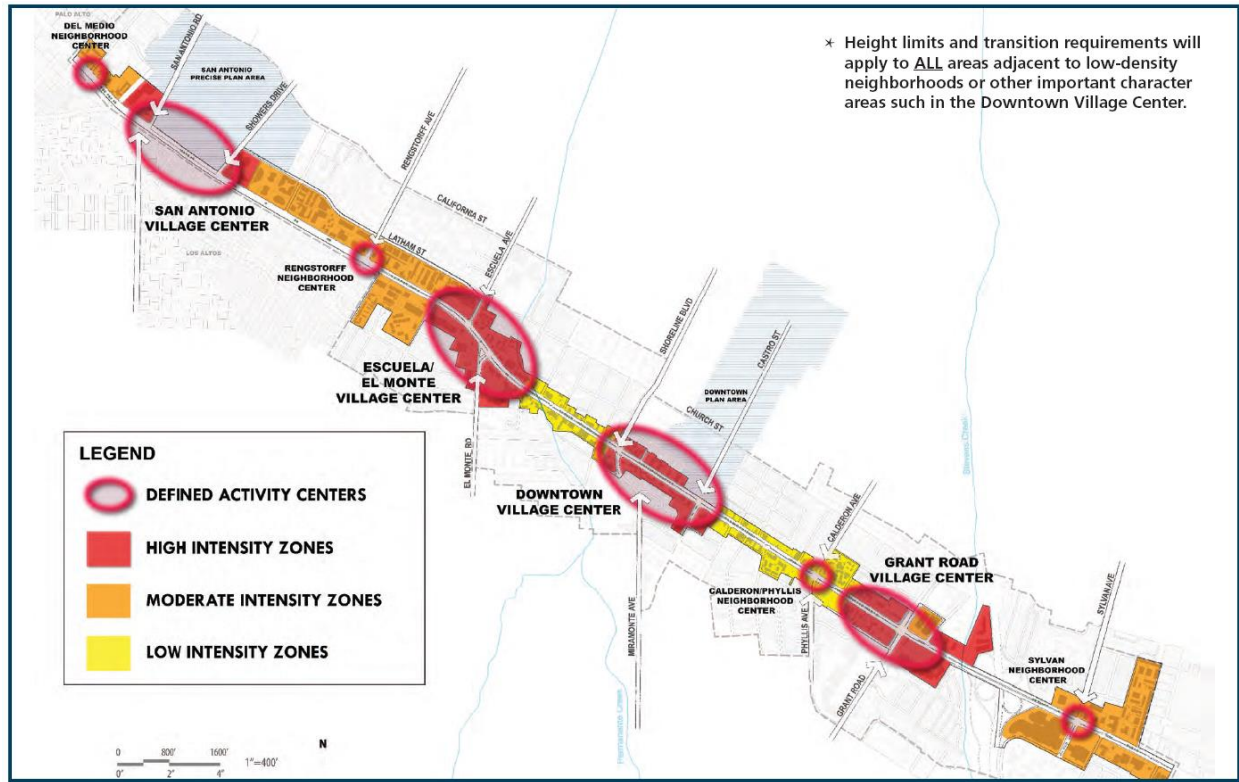
Some advantages of the uniform strategy include:

- Greater flexibility for the location of development and new uses; this could lead to more redevelopment opportunities for vacant or underutilized sites.
- Smaller distances between pedestrian crossings.
- More consistent sidewalk and streetscape character along the Corridor, which could reduce range of designs that would need to be implemented.
- Development opportunities spread more equally among landowners along the Corridor.
- Fewer changes from existing standards and regulations along the Corridor.

Focused Strategy

The Focused strategy creates targeted standards, intensities, and uses for different sub-areas and activity centers along the Corridor. Activity centers are areas where active uses—including retail, restaurants, and personal services—and higher-intensity buildings would be concentrated. In addition, focused sidewalk improvements, streetscape treatments, and improved pedestrian crossings may be established within the activity centers, reinforcing a focus on the areas of highest pedestrian activity. The

draft distribution of activity centers within the Focused strategy is shown in the Activity Centers Map.



Activity Centers Map

Some advantages of the focused strategy include:

- Group destinations near major cross streets, bicycle routes, transit stops, and areas of existing pedestrian activity. This improves access for alternate modes of travel.
- Fewer locations along the Corridor where vehicles enter and leave the roadway, which could improve traffic flow.
- Fewer locations along the Corridor where there may be crossing conflicts between vehicles and pedestrians.
- Retail and active uses tend to be more successful when close to other retail and active uses.
- Public improvements, such as parking and improved sidewalks, benefit more people when they are in active locations.

- More detail on the locations of larger buildings can provide greater predictability for residents and applicants on the desired vision and character for the Corridor.
- Differentiation of streetscape character along the Corridor can help neighborhoods and activity centers establish their own identity.

Workshop Input: Strategies

- **Focused strategy preference.** Six of the seven tables expressed a general agreement with the idea of “nodes” and clustering activity around certain locations. Participants noted that this strategy would promote a greater sense of community at specific sites and accelerate place-making on the Corridor.
- **Important to plan for the right activity centers.** Community members who supported the Focused approach emphasized that identifying the focus sites should be done carefully and deliberately. Many mentioned the significance of the Castro Street/El Camino Real intersection and the need for additional ground-level retail at this location.
- **Importance of maintaining flexibility.** Some participants appreciated the flexibility with a more uniform approach, allowing for development over time to naturally shape the Corridor. They noted that the City should look to align its interests with developer interests in order to encourage redevelopment.

Additional Public Input: Strategies

Three of the four public speakers at the EPC meeting spoke in support of different parts of the Focused strategy, specifically pedestrian improvements, focused higher density, and transit accessibility. One speaker, though supportive of the strategy, had concerns about impacts of the focused intensity and inquired about how the activity areas were selected.

EPC's Recommendation: Strategies

The EPC voted unanimously to recommend the Focused strategy.

Topic 1: Ground-Floor Land Use

The options for ground-floor land use emphasize the locations of “active frontages.” These are spaces designed to accommodate uses such as retail, restaurants, personal

services, entertainment, and some offices that foster pedestrian activity. The options include:

OPTION 1A: Retail/Active Frontages Focused in Activity Centers. Active frontages would be concentrated within activity centers with convenient access to neighborhoods, transit, and other activity centers. The standards could be set up to require active frontage, or to encourage it with a set of incentives. Other areas could have retail, but they could also gradually transition to office, residential, or other uses to respond to market conditions.

OPTION 1B: No Specific Retail Concentration. There would be no City policy requiring or encouraging active ground-floor frontages in a particular location. This would continue the current practices; for example, some uses may be permitted everywhere and other uses would be considered for specific locations on a case-by-case basis. In addition, new buildings may be required to provide certain frontages on a case-by-case basis (such as the recent Gatekeeper project at 801 El Camino Real West, which includes retail along El Camino Real and Castro Street).

Corridor Advisory Group Input: Ground-Floor Land Use

There was general support for the vision of focusing active ground-floor land uses in nodes of existing retail and pedestrian activity. However, requirements should maintain flexibility and not be overly rigid, ensure that pedestrian-oriented uses are feasible, and create clear requirements and/or incentives.

Workshop Input: Ground-Floor Land Use

- **Focus on existing activity centers.** Most tables supported the idea of building on “what is already there,” and either strongly encouraging or requiring retail for new projects in existing retail clusters.
- **Desire for more ground-floor commercial uses.** Participants in all groups agreed that the Corridor could use more active storefronts in general, especially shops and food retail. The community was strongly in favor of small-scale retail.
- **Concern over existing businesses.** Participants repeatedly mentioned their desire to see current viable businesses protected and maintained. New development should assist any displaced businesses.

- **Difficulties for small businesses.** Business owners who attended the meeting stressed that the City should allow more flexibility in regulations for small businesses, in particular parking requirements, landscaping maintenance, and facade improvements. The City should ensure that development or maintenance requirements do not unintentionally discourage investment in properties (businesses are afraid of triggering more expensive requirements when they do minor upgrades or rehabilitations).

Ground-Floor Land Use Questions

- **Primary Question:** What is the Council's preferred option for ground-floor uses? Does the Council wish to make changes to the preferred option?
- **Secondary Question:** What are desired ground-floor uses in active areas and less pedestrian-oriented areas? For example, are auto-oriented uses like service stations or drive-throughs appropriate in less pedestrian-oriented areas?

EPC's Recommendation: Ground-Floor Land Use

Concentrate retail and active frontages within activity centers and provide flexibility for a wide range of uses between them, including live/work and other residential. Auto-oriented uses may also be appropriate between activity centers.

Topic 2: Pedestrian Improvements

The Pedestrian Improvements options include the distribution of particular sidewalk improvements, such as pedestrian crossings, lighting, landscaping, plazas, and median refuges. The options include:

OPTION 2A: Uniform Pedestrian Improvements. This option would create a uniform sidewalk standard that could apply to all new development and street improvements. It may also create more frequent pedestrian crossings where there are currently large crossing distances.

OPTION 2B: Focused Pedestrian Improvements. Higher-quality, more intensive pedestrian improvements would be located where more pedestrian activity is expected and encouraged, specifically within activity centers. Other locations, where there are fewer destinations or space is more constrained, would have smaller increases in sidewalk width, fewer pedestrian crossings, and/or less landscaping.

Corridor Advisory Group Input: Pedestrian Improvements

There was a general consensus that pedestrian improvements should be linked to areas of pedestrian activity and support for better linkages and mid-block cut-throughs to adjacent neighborhoods. There was concern that El Camino Real is not a comfortable place for pedestrians but there are examples, such as Café Borrone in Menlo Park, to draw from.

Workshop Input: Pedestrian Improvements

- **Safety first.** Many participants shared stories of the dangers of crossing El Camino Real. Participants were in strong agreement that all intersections need to satisfy a basic level of safety and security for pedestrians. The lack of sufficient midblock crossings was also highlighted at numerous tables.
- **Pedestrian improvements are critical to activating the potential of the Corridor.** Most groups supported the idea of relating major pedestrian investment to areas of the Corridor with the highest pedestrian volumes. Many supported the idea of smaller setbacks with pedestrian-oriented facades. Some participants explained that the City could start with a focus on the nodes and then expand outwards to address the areas in between.
- **Disagreement over the need for a “consistent” character.** Some tables agreed that having a consistent set of improvements would be the most equitable, serving all adjacent neighborhoods equally. However, participants at multiple tables raised the question of whether pedestrians utilize the whole Corridor or merely short stretches at a time, implying that focused investments may be more useful than distributed ones.

Additional Public Input: Pedestrian Improvements

One speaker at the EPC meeting expressed concern about the Highway 85 overpass and requested a minimum distance between pedestrian crossings.

Pedestrian Improvements Question

- What is the Council’s preferred option for pedestrian improvements? Does the Council wish to make changes to the preferred option?

EPC's Recommendation: Pedestrian Improvements

Prioritize and set a very high standard for distinctive pedestrian improvements in activity centers. Also, set a minimum improvement standard for areas between activity centers. This minimum standard should include wider sidewalks, improved lighting, and a level walking surface free of obstructions.

Topic 3: Bicycle Improvements

The Bicycle Improvements options describe the potential locations of a new cross-town bicycle route from Los Altos and Palo Alto to Sunnyvale. Both options contain north-south bicycle facilities on major arterials such as Shoreline Boulevard ("bicycle facilities" is a general term for network improvements, such as bicycle lanes, bicycle routes, shared lane markings, and so on). In addition, both options are the same east of Calderon Avenue where there is no viable alternative to El Camino Real over the Highway 85 overpass. The options include:

OPTION 3A: El Camino Real Bicycle Facilities. This option would create a dedicated bicycle facility along El Camino Real from Rengstorff Avenue, where the City of Los Altos begins, to Sunnyvale. This facility may need space currently used by street parking or landscaping.

OPTION 3B: Parallel Route Facilities. This option would include bicycling improvements on Latham Street and Church Street, with access to El Camino Real occurring on major north-south cross streets or additional future cut-throughs.

Corridor Advisory Group Input: Bicycle Improvements

Most CAG members supported bicycle facilities along Church Street/Latham Street, assuming it was possible to resolve conflicts with on-street parking there. Some CAG members also supported bicycle facilities along El Camino Real, but agreed that a complete and fully designed facility, such as a buffered cycle track or lane, would be safest.

Workshop Input: Bicycle Improvements

- **General support for biking.** Many participants were active or occasional cyclists and supported the improvement of facilities throughout the City, both on and off El Camino Real.

- **Considerable support for both El Camino Real and Church Street/Latham Street bicycle facilities.** More than half of the groups supported a protected bicycle lane on El Camino Real, with many noting that it was a major destination with shops and offices, while Latham Street/Church Street was not. They stated that a buffered cycle track would also increase pedestrian safety by putting a physical barrier between fast-moving cars and the sidewalk area. Other groups supported an improved bicycle route along Latham Street/Church Street, including lanes and/or a “bicycle boulevard” treatment.
- **Concerns over vehicle conflicts, parking loss, and business impacts.** Other participants disagreed with a bicycle facility along El Camino Real, highlighting the potential trade-offs of parking loss and vehicle impacts. They brought up concerns over driveway conflicts with a buffered bicycle lane. These participants emphasized that any potential bicycle facilities should not seriously impact the economic viability of small businesses on El Camino Real.
- **Safety or crossings is paramount.** Whether facilities are eventually constructed on or off El Camino Real, nearly all participants agreed that crossings of El Camino Real needed serious work in order to be safe. The crossing at El Monte Avenue was called out as especially poor.

Additional Public Input: Bicycle Improvements

Three speakers at the EPC meeting spoke in support of bike facilities on El Camino Real in addition to Latham and Church Streets. Two of them offered that a two-way cycle track on one side of the street could be a compromise to maintain parking on the other side.

Bicycle Improvements Question

- What is the Council’s preferred option for bicycle improvements? Does the Council wish to adjust the preferred option?

EPC’s Recommendation: Bicycle Improvements

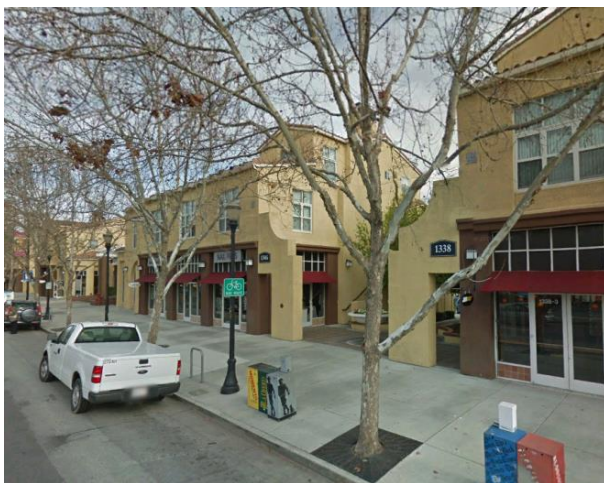
Recommend a Latham Street/Church Street bicycle facility as opposed to an El Camino Real bicycle facility.

Topic 4: Small Parcels

Tools for small parcels can encourage revitalization of sites that are underutilized because of their small size. Each of the tools can be used with either strategy (Focused or Uniform). However, the tool used can have an impact on the character of an area. The tools include:

Encourage parcel aggregation. This set of tools can encourage redevelopment by creating larger project sites that are more economical to develop than small sites. Examples of encouraging parcel aggregation include tiered intensities based on parcel size, shared parking, or an intensity bonus. It may ultimately result in larger project sites in the area (see pictures).

Targeted standards and development types. This set of tools makes certain entitlements easier for small parcels, which would incentivize revitalization on their own. Incentives for small parcels may include special zoning or reduced side setback requirements, reduced parking requirements, and/or land use exemptions. They may ultimately result in smaller project sites in the area (see pictures).



Example of a Large Project Site



Example of Small Project Sites

Corridor Advisory Group Input: Small Parcels

Facilitating small parcel maintenance, development, or improvement, particularly for vacant or blighted parcels, is positive for the community assuming it could be done while still strongly supporting existing businesses. There was general interest in exploring ideas such as relaxing standards and simplification of the development process for small projects.

Workshop Input: Small Parcels

This issue was not discussed specifically at the workshop. However, many participants mentioned that maintenance, development, and improvement of small parcels can be challenging and supported the concept of regulations and standards specifically targeted at small parcels and existing small businesses.

Small Parcels Question

- Are there any general comments about regulatory tools related to small parcels?

EPC Recommendation: Small Parcels

Aggregation of parcels should be considered a public benefit. Use caution in implementing reduced standards (such as open area and parking requirements) to activate small parcels; better to allow for shared open space and parking among small property owners.

Topic 5: Adjacency and Transitions

This topic describes the regulatory tools for ensuring that new development appropriately transitions to surrounding neighborhoods. This is a priority for all new development on El Camino Real as it is a key policy in the General Plan and it will be carried forward in the Precise Plan.

This issue was not discussed specifically at the workshop or the CAG meeting, but many participants stressed that the interface between new development and existing residential neighborhoods is very important and that large developments should have strong controls on their transitions to existing neighborhoods.

Adjacency and Transitions Question

- Are there any general comments about how transition regulations can be considered in the Plan?

EPC Recommendation: Adjacency and Transitions

Continue established precedent of single-story maximum height difference from adjacent rear properties, variation in heights, stepped-back upper floors, and broken-up facades.

Topic 6: Height and Scale

The Height and Scale options consider how intensity would be distributed along the Corridor. In all cases, shallow parcels near neighborhoods would be limited in overall height because of transition policies. The options include:

OPTION 6A: Uniform Intensity Regulations. A similar range of intensities would be available to all sites along the Corridor. Different levels of Floor Area Ratio (FAR) would be associated with different levels of review and public benefits.

OPTION 6B: Intensity Focused in Activity Areas. Higher ranges of intensities would be allowed for certain locations within activity areas and lower ranges would be for areas outside activity areas. Different levels of intensity could also be set up under this option, but this option would specifically call out the activity areas for more growth.

Corridor Advisory Group Input: Height and Scale

Some CAG members thought defining a community vision for focused areas would provide predictability and benefit for the community, while others felt it was important to allow the free market to determine where and how development occurs.

Workshop Input: Height and Scale

- **Strong support for mixed-use development.** All tables strongly supported mixed-use development along the Corridor. The notion of clustered ground-floor retail was very attractive to residents.
- **Interest in a focused strategy as long as nodes do not overwhelm their surroundings.** Most tables supported having higher-density development clustered in limited locations to focus needed investments and active storefronts. Some participants wanted to limit any increase in density and others wanted to distribute uniformly across the Corridor. There was general interest in ensuring that future development be compatible with adjacent uses.
- **Building use and character is important.** Many participants' comments focused on building use and character (diversity of uses such as active retail, office, grocery, community uses, residential, entertainment, and services). There was support for upper-story step-backs and diversity of building types and architecture.

- **Disagreement over building heights.** Some tables were supportive of multiple six-story buildings at important nodes, while other tables felt four stories should be more common, or even a maximum that is never exceeded.
- **El Camino Real is an appropriate place for additional residential density.** Many residents agreed that El Camino Real is a good place to add more housing units in the City. Some residents had concern over the traffic impacts of new development.

Height and Scale Questions

- **Primary Question:** Which is the Council's preferred option for height and scale? Does the Council wish to make changes to the preferred option?
- **Secondary Question:** Does the Council have guidance on the range of appropriate heights for new development in different parts of the Corridor?

EPC Recommendation: Height and Scale

Focus intensity to major activity centers, but also ensure that new development in these centers does not overwhelm surrounding neighborhoods and maintains a variety of building heights.

A narrow EPC majority supported the potential for development larger than 1.85 FAR and four stories in activity centers. (The minority preferred a maximum of 1.85 FAR and four stories in activity centers and lower intensities outside activity centers.) This would be consistent with General Plan language that allows development up to 3.0 FAR in key locations. In this case, "key locations" would be limited to suitable sites within activity centers. The EPC did not specify whether development as large as 3.0 FAR is appropriate for development in activity centers, only that it may be larger than 1.85 FAR.

Further Analysis: Height and Scale and Development Prototypes

The General Plan limits heights and FARs across most of the Corridor to four stories and 1.85 FAR. However, the General Plan allows for buildings up to 3.0 FAR and six stories in key locations. As stated above, a majority of the EPC agreed that the Precise Plan should allow for developments larger than 1.85 FAR, but did not specify the maximum. The EPC also recommended that these developments should be designed to not overwhelm surrounding neighborhoods and maintain a variety of building heights.

The Plan team will create examples of potential development larger than 1.85 FAR on several large sites within activity centers. The analysis will include recommendations for appropriate FARs and heights in activity centers and may also include more detail about neighborhood and site characteristics where intensities higher than 1.85 FAR may be appropriate.

Though the General Plan allows for up to 3.0 FAR in some places, the Plan team may not recommend this intensity. The 3.0 FAR may be too large to provide both high-quality public gathering areas and neighborhood transitions in a way that does not overwhelm surrounding development.

Additional Height and Scale Question:

- Does the City Council still support the concept that some places could be larger than four stories or 1.85 FAR?

Topic 7: Public Benefits

This topic discusses the range of desired public benefits the City could require in exchange for higher-intensity development, such as open space and below-market-rate housing. The options included a list of categories and specific benefits which are provided on Page 32 of the Briefing Book. The major categories are pedestrian and bicycle facilities, parking facilities, parks and open space, community facilities and services, small business support, below-market-rate housing, green building measures, public infrastructure, frontage improvements, and off-site facilities or funding.

Corridor Advisory Group Input: Public Benefits

Affordable housing and improved public space were of particular interest to CAG members. There was concern that requiring multiple public benefits could increase the cost of development and housing. There was general consensus that potential public benefits should benefit the Corridor and community broadly, with some interest in an impact fee or improvement district to coordinate improvements and investments along the Corridor.

Workshop Input: Public Benefits

- **Very broad support for below-market-rate housing.** Nearly all participants mentioned the value of affordable housing – both for low-income people as well as for working-class, middle-income workers, and families. Many participants supported inclusionary housing, development incentives for affordable housing,

incentives for preserving existing affordable housing in existing buildings, or other mechanisms to encourage housing affordability.

- **Desire for better pedestrian amenities and community facilities.** Items mentioned include better pedestrian-scale lighting, wider sidewalks, repair of uneven sidewalks, new street trees, and other greenery. Some participants mentioned the lack of “sense of community” and felt that new facilities could bring neighbors together.
- **Interest in shared parking, parking management, or “Park Once” districts.** Many participants agreed that parking management and supply will continue to be an important issue for El Camino Real. Participants mentioned various strategies to ensure a more efficient, convenient use of parking.

Additional Public Input: Public Benefits

One speaker at the EPC meeting spoke in support of affordable housing, pedestrian and bicycle facilities, and community facilities.

Public Benefits Question

- Are there any general comments about public benefits?

EPC Recommendation: Public Benefits

Highest-priority benefits include pedestrian/bicycle improvements (prioritized to Plan area), public/shared parking facilities, parks and open space (prioritized to context area of the Plan), and below-market-rate units provided on-site in addition to in-lieu fee requirement. Frontage improvements, such as facade upgrades, were considered minimum expectations, not public benefits. A narrow majority did not consider green building requirements significant enough to qualify as public benefits.

Additional Workshop Input

In addition to the discussion of strategies and options, workshop attendees were given a visual preference survey. The survey showed images of buildings and sidewalks and asked participants to rank the image and to state whether it was a good or bad example of sidewalk design, ground-floor design, and overall building shape.

These images were the highest ranked overall:



These images were the lowest ranked overall:



Other notable images include:



Most Favored Ground-Floor Character



Most Favored Overall Building Shape (tie)



Least Favored Ground-Floor Character and Least Favored Overall Building Shape (tie)



Least Favored Overall Building Shape (tie)

The highest ranked pictures have wide sidewalks, good tree canopy, lush landscaping, good amenities, and variations in building facade. The lower ranked photos have large, flat facades, less landscaping, narrower sidewalks, and less variety of materials and colors. These images may help inform how design guidelines and standards are created for the Precise Plan.

CONCLUSION

Staff recommends that the City Council review the EPC's recommendations and provide an endorsement of the Precise Plan's land use and mobility strategy. Specifically:

- Does the City Council support the EPC's recommendation for the Focused strategy?
- Does the City Council support the EPC's recommendations for each of the following topics?
 - Ground-Floor Land Use
 - Pedestrian Improvements
 - Bicycle Improvements
 - Small Parcels
 - Adjacency and Transitions
 - Height and Scale
 - Public Benefits

- Does the City Council still support the concept that some places could be larger than four stories or 1.85 FAR?
- Does the City Council have any additional comments on the topics and strategies discussed by the EPC and in the Briefing Book?

NEXT STEPS

The Precise Plan team will begin the Precise Plan EIR process in mid-February and will continue working on Precise Plan materials throughout 2014. In the spring, the Precise Plan team will return to the City Council with more detailed questions about building character, parking, and other issues. Direction on these issues will help refine the content in the Precise Plan, including draft standards, uses, and public improvements. A draft Plan will be available for Council review in early summer, after which there will be a public review period and final Council action on both the Plan and the EIR before the end of 2014.

PUBLIC NOTICING

A notice for the January 11, 2014 workshop was sent to every City address, property owners within 300' of the Precise Plan area, and interested parties. The workshop notice also contained information about this City Council meeting. Meeting notices were also provided by e-mail to interested parties. In addition, meeting information was posted on the El Camino Real Precise Plan website and announced on cable television Channel 26 and the City Calendar.

EA-MA-TB-RT/7/CAM
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- Attachments:
1. Summary of December 16, 2013 Corridor Advisory Group
 2. [Environmental Planning Commission January 22, 2014 Staff Report](#)
 3. El Camino Real Briefing Book
 4. January 22, 2014 Environmental Planning Commission Meeting Summary