

Mountain View
2030 General Plan



NORTH BAYSHORE CHANGE AREA



VISION

The North Bayshore Change Area continues 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 within the Change Area and North Bayshore as a whole.

In 2030, sensitive species of 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 that make the area unique. Workers and visitors enjoy nature and views of open space, the bay and mountains.

A more intensive mix of land uses promotes sustainable growth with additional services for people who live or work nearby. Start-ups and small businesses create an economically diverse area. New development incorporates highly sustainable design features and materials.

Shoreline Boulevard is the spine of North Bayshore, with a mix of land uses and ground-floor pedestrian activity. The North Shoreline Boulevard and Highway 101 area is revitalized as a gateway destination with a mix of stores, services, entertainment and hotels.

North Bayshore's pattern of large blocks has new pedestrian and bicycle connections. These make it easier and more sustainable and efficient for employees to move around in an active campus environment. Improved transportation services connect to the Mountain View Transit Center and other city destinations.

A network of well-distributed plazas, greens and public spaces enhances North Bayshore's vast open space while stewarding the area's sensitive species and habitats. The area uses strategies to adapt to rising sea levels.

GOALS AND POLICIES

Innovation and Sustainability

Innovation and sustainability policies support the area's future as a leader in highly sustainable and innovative development.

Goal LUD-15: *An area that is a model of highly sustainable and innovative development, protective of the natural and biological assets of the area.*

Policies

LUD 15.1: A leader in sustainable planning. Create and promote North Bayshore as a leader in innovative and sustainable planning and growth.

LUD 15.2: Sustainable development focus. Require sustainable site planning, building and design strategies.

LUD 15.3: Highly sustainable development. Encourage new or significantly rehabilitated development to include innovative measures for highly sustainable development.

LUD-15.4: Wildlife friendly development. Implement wildlife friendly site planning, building and design strategies.

Land Use and Design

Land use and design policies support an increased diversity and mix of land uses and protected open space resources and habitat.

Goal LUD-16: *A diverse area of complementary land uses and open space resources.*

Policies

LUD 16.1: Protected open space. Protect and enhance open space and habitat in North Bayshore.

LUD 16.2: Mix of uses. Create and promote the North Shoreline Boulevard corridor as a vibrant mix of commercial, service and entertainment uses.

LUD 16.3: Business-class hotel. Encourage the development of a business-class hotel and conference center.

LUD 16.4: Innovative corporate campuses. Encourage innovative corporate campus designs.

LUD 16.5: Protected views. Protect views by including open areas between tall buildings.

LUD 16.6: Open space amenities. Encourage development to include open space amenities, plazas and parks that are accessible to the surrounding transit, bicycle and pedestrian network.

LUD 16.7: Gateway development. Support the creation of a gateway development with a diverse mix of uses near Highway 101 and North Shoreline Boulevard.

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Mobility

Mobility policies create a sustainable and efficient transportation system that connects to Downtown, improves bicycle and pedestrian circulation, and plans for future connections to surrounding areas.

Goal LUD-17: A sustainable and efficient multi-modal transportation system.

Policies

LUD 17.1: Connectivity. Improve connectivity and integrate transportation services between North Bayshore, Downtown, NASA Ames and other parts of the city.

LUD 17.2: Transportation Demand Management strategies. Require development to include and implement Transportation Demand Management strategies.

LUD 17.3: Bicycle and pedestrian focus. Support bicycle and pedestrian improvements and connections to and throughout North Bayshore.

LUD 17.4: North Shoreline Boulevard and Rengstorff Avenue enhancements. Encourage the enhancement of North Shoreline Boulevard, Rengstorff Avenue and other key streets in North Bayshore through new development and street design standards.

Sea-Level Rise

Sea-level rise policies create a forward-thinking strategy for adapting to this potential future change.

Goal LU-18: A comprehensive strategy for reducing the effects of future sea-level rise.

Policies

LUD 18.1: Collaboration on sea-level rise impacts. Collaborate with regional, state and federal agencies to address the effects of potential rises in sea levels through assessing vulnerabilities and creating adaptation strategies.

LUD 18.2: Flood retention areas. Plan for the development of flood retention areas to address effects from sea-level rise.

FORM AND CHARACTER

Pedestrian and Bicyclist Environment

- An active, cohesive, pedestrian-oriented North Shoreline Boulevard corridor with wide sidewalks and tree wells.
- Smaller blocks, including mid-block pedestrian and bicycle paths.
- Wide sidewalks with planter strips.
- A well-connected bicycle network with on-street bicycle lanes, bicycle-priority streets and bicycle or shared-use paths and trails.
- Pedestrian and bicyclist street improvements such as benches, bicycle parking, directional signs and landscaping.
- Short street-crossing distances and smaller curb radiuses to improve pedestrian safety.



*Wide sidewalks
and active ground-
floor uses along
North Shoreline
Boulevard*

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Site Layout and Design

- Development includes sustainable features such as passive solar, stormwater retention, heat island reduction, renewable energy production or other types of green infrastructure and technology.
- Buildings located close to and facing the sidewalk.
- Spaces between buildings in the mixed-use area are primarily for plazas, paths and greens.
- Driveways and parking access designed to limit conflicts with pedestrians.
- Parking located in the least visible locations with permeable surfaces, significant landscaping including trees and direct pedestrian paths to building entrances.
- Landscaping supports campus-like outdoor amenity spaces.
- Significant landscaping and visual buffering such as trees or large planting areas within building setbacks.
- Innovative architecture that responds to its unique surroundings.
- Buildings break up massing and avoid long, uninterrupted walls along the street.
- Step-backs of upper building floors where smaller looking buildings are desired, such as along pedestrian routes.
- Parking structures preferred over parking lots, especially in key pedestrian areas.

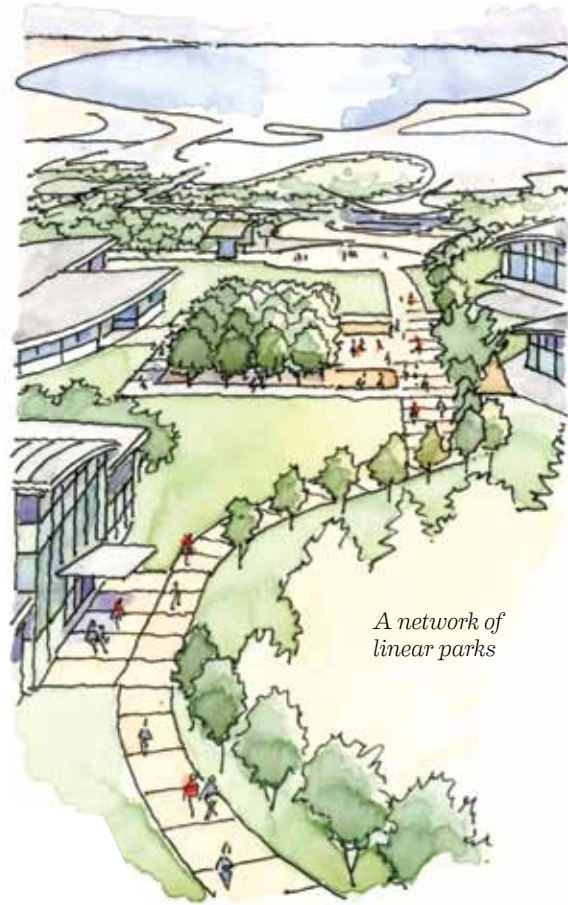
NORTH BAYSHORE CHANGE AREA

Plazas and Shared Space

- Paths and trails connecting open spaces, campuses and key destinations.
- Plazas distributed throughout North Bayshore, especially near transit and along mixed-use streets.
- Parks, streets and trails encourage views of Shoreline at Mountain View Regional Park and the mountains.
- Natural, habitat-oriented open space areas encouraged, particularly near Stevens Creek, Permanente Creek, Shoreline at Mountain View Regional Park and bay wetlands.

Building-to-Street Relationship

- Building massing and design create building fronts oriented to pedestrians.
- Building frontages include doors and windows.
- Building entrances face streets, plazas and open areas accessible to the public.
- Mixed-use and commercial buildings include attractive, functional and visible ground-floor features such as awnings, signs and other pedestrian-scaled elements.



GENERAL PLAN LAND USE MAP

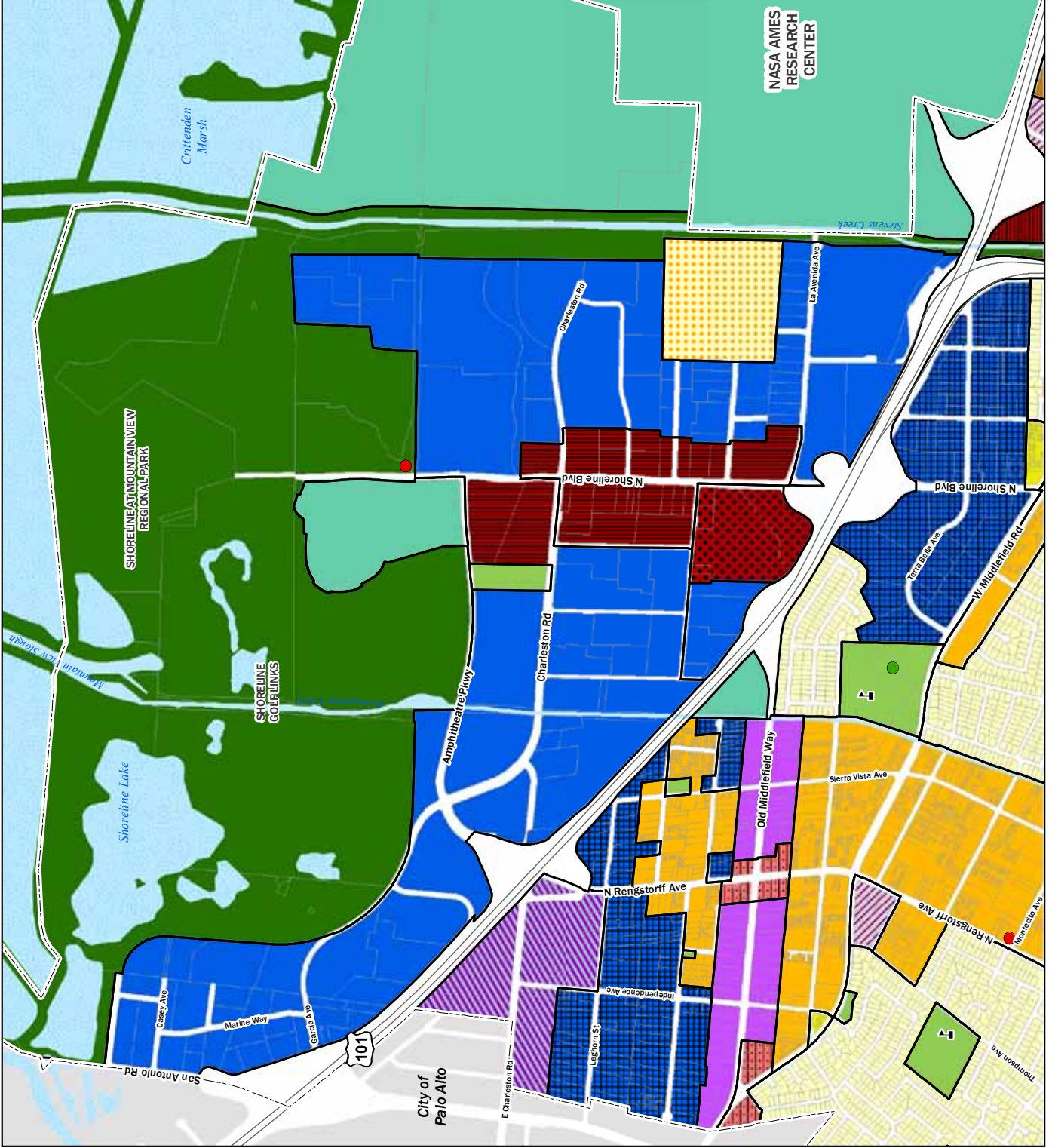
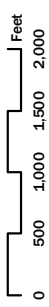
North

Land Use Designations

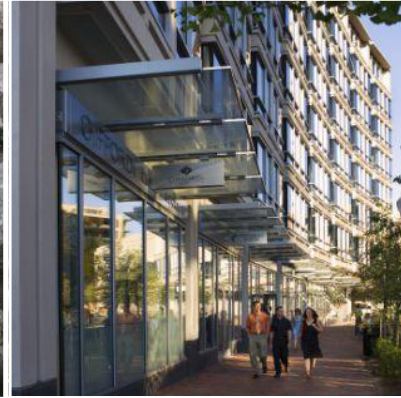
- Residential
 - Low Density Residential
 - Medium Low Density Residential
 - Medium Density Residential
 - Medium High Density Residential
 - High Density Residential
 - Mobile Home Park
- Commercial
 - Neighborhood Commercial
 - General Commercial
 - Industrial / Regional Commercial
- Office / Industrial
 - Office
 - General Industrial
 - High-Intensity Office
- Mixed-Use
 - Neighborhood Mixed-Use
 - General Mixed-Use
 - Mixed-Use Corridor
 - North Bayshore Mixed-Use
 - Mixed-Use Center
 - Downtown Mixed-Use
- Public / Institutional
 - Parks, Schools & City Facilities
 - Regional Park
 - Institutional
- Public Facilities
 - City Operations & Administration
 - Transit Station
 - Community Facility
 - Fire Station
 - School
 - City Hall

- City Limits
- Parcels
- Water Bodies
- Freeways
- Rail
- Creeks

The Land Use Map is one of several General Plan diagrams that affect development. The General Plan text is also an integral part of the City's land use plan and must also be consulted. The map is neither liable nor responsible for use of the map beyond its intended purposes.



North Bayshore Precise Plan



Vision and Guiding Principles

The City's General Plan outlines major themes and strategies to achieve the community's preferred future. These themes include quality of life, sustainability, diversity, health and wellness, and economic prosperity. The General Plan's vision for North Bayshore builds upon these themes and describes how this area will change over time. The following is the North Bayshore Precise Plan vision statement, adapted from the General Plan.

Innovation & Sustainability

The North Bayshore Precise Plan area will transition into an innovative, sustainable, and complete mixed-use district that protects and stewards biological habitat and open space. It continues its role as a major high-technology employment center. Start-ups and small businesses, along with larger established companies, contribute to this economically diverse area to serve the local, regional and global economy.

New development incorporates highly-sustainable design features and materials, including habitat enhancements, sustainable transportation systems, green buildings, and strategies to reduce water and energy use. North Bayshore adds residential uses, including affordable housing, to serve the diverse Mountain View community. The area adapts to rising sea levels through new development requirements and infrastructure investments.

Habitat Protection

North Bayshore is envisioned as a district that supports and enhances wildlife, trees, and habitat areas. In 2030, sensitive species within Shoreline at Mountain View Regional Park remain and thrive. Shoreline at Mountain View, the Stevens and Permanente Creeks, Charleston Retention Basin, and the Stevens Creek Trail remain unique and defining features of the area. New development respects and enhances nearby habitat areas. Workers, residents, and visitors enjoy nature and views of open space, the San Francisco Bay, and mountains.

Neighborhood Design

The Precise Plan's 'character areas' include new complete mixed-use neighborhoods within comfortable walking distance to services and open space. New neighborhoods integrate different land uses with buildings that together



Redesign North Shoreline Boulevard with wide sidewalks and active ground-floor uses.

create a coordinated and well-designed urban environment. New development opens up to public areas, and includes design strategies that welcome the public into and through sites. Neighborhoods are also close to bicycle and transit facilities to make it easy for residents to live in North Bayshore without a car.

New buildings are more intensive and urban in character when compared to others areas in Mountain View. Buildings are located close to the sidewalk to create a distinctive urban street environment. Buildings with doors and windows oriented to the street support lively and comfortable pedestrian activity. New residential development allows taller buildings designed to preserve the views of surrounding mountains. New development near sensitive habitat is lower in intensity and more compatible with the surrounding natural environment. A network of well-distributed and connected plazas, and green spaces enhance North Bayshore's public space network while stewarding the area's ecologically sensitive species and habitats. A central public open space will be the signature gathering space in North Bayshore.

The North Bayshore area features a more intensive mix of uses and services for nearby workers and residents. Shoreline Boulevard is the spine of North Bayshore, with a mix of land uses that support lively pedestrian activity. The North Shoreline Boulevard and Highway 101 area is revitalized as a gateway destination with housing, offices, services, entertainment, and hotels.

Mobility

North Bayshore's connectivity to the region and City is improved through investments in non-automobile infrastructure and transportation demand management measures promoting transit use, walking, and biking. North Bayshore's large blocks are broken down into a more walkable, finer grained set of blocks with new pedestrian and bicycle connections. These new blocks make it easier, and more comfortable, efficient, and sustainable for residents, employees, and visitors to move around in North Bayshore. Improved transportation services connect to the Mountain View Transit Center and other city and regional destinations.

Guiding Principles

The North Bayshore Precise Plan vision is implemented through a series of guiding principles. These principles, described below, provide a framework that supports the Plan's standards and guidelines.

1. Create Complete Neighborhoods.

The Plan will encourage blending residential, commercial, and office uses to create Complete Neighborhoods with services, open space and transportation options for residents and area employees. These Complete Neighborhoods will help improve the jobs-housing balance of the area and City. Each neighborhood includes land use 'target numbers' to help guide their transformation to Complete Neighborhoods. Residential uses should be carefully integrated with existing offices to create active pedestrian neighborhoods.

2. Create Distinct Areas within North Bayshore.

The vision for North Bayshore includes developing distinct areas, each with their own character and identity. These areas differ in their physical character, form, interfaces with habitat and open space, development intensity and scale, and building massing.

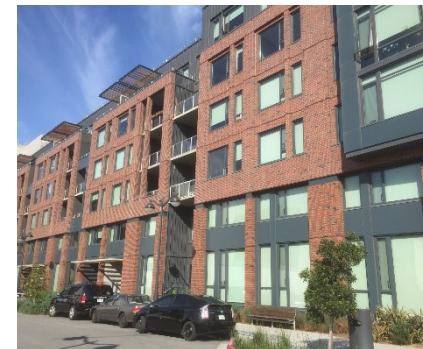
- ◆ The **Gateway Area** at North Shoreline Boulevard and Highway 101 will be a mixed-use center that supports a broad range of uses, including residential, entertainment, retail, office and R&D, service, and hotels. Pedestrian-scaled buildings will be close to the street.
- ◆ The **Core Area** will be pedestrian-oriented and located near both public and private high-frequency transit. Buildings will have minimal setbacks and active frontages. Uses are predominantly residential and office with ground floor space for retail, services and start-up businesses.
- ◆ The **General Area** will be a campus-like environment with residential, office and R&D buildings and usable open space.
- ◆ The **Edge Area** will include lower-scale buildings to serve as a transition between other character areas, existing residential uses, and sensitive habitat areas.

3. Promote Housing Affordability.

The Plan includes a goal that 20% of new housing units in North Bayshore are affordable. The Plan provides floor area ratio (FAR) incentives for projects that include affordable housing units. The Plan also encourages smaller units and requires residential units to unbundle parking costs from housing unit costs.



Construct a campus-like environment with office/R&D buildings surrounded by usable open space.



Integrate residential buildings into the existing office and R&D environment.

3.2 Complete Neighborhoods

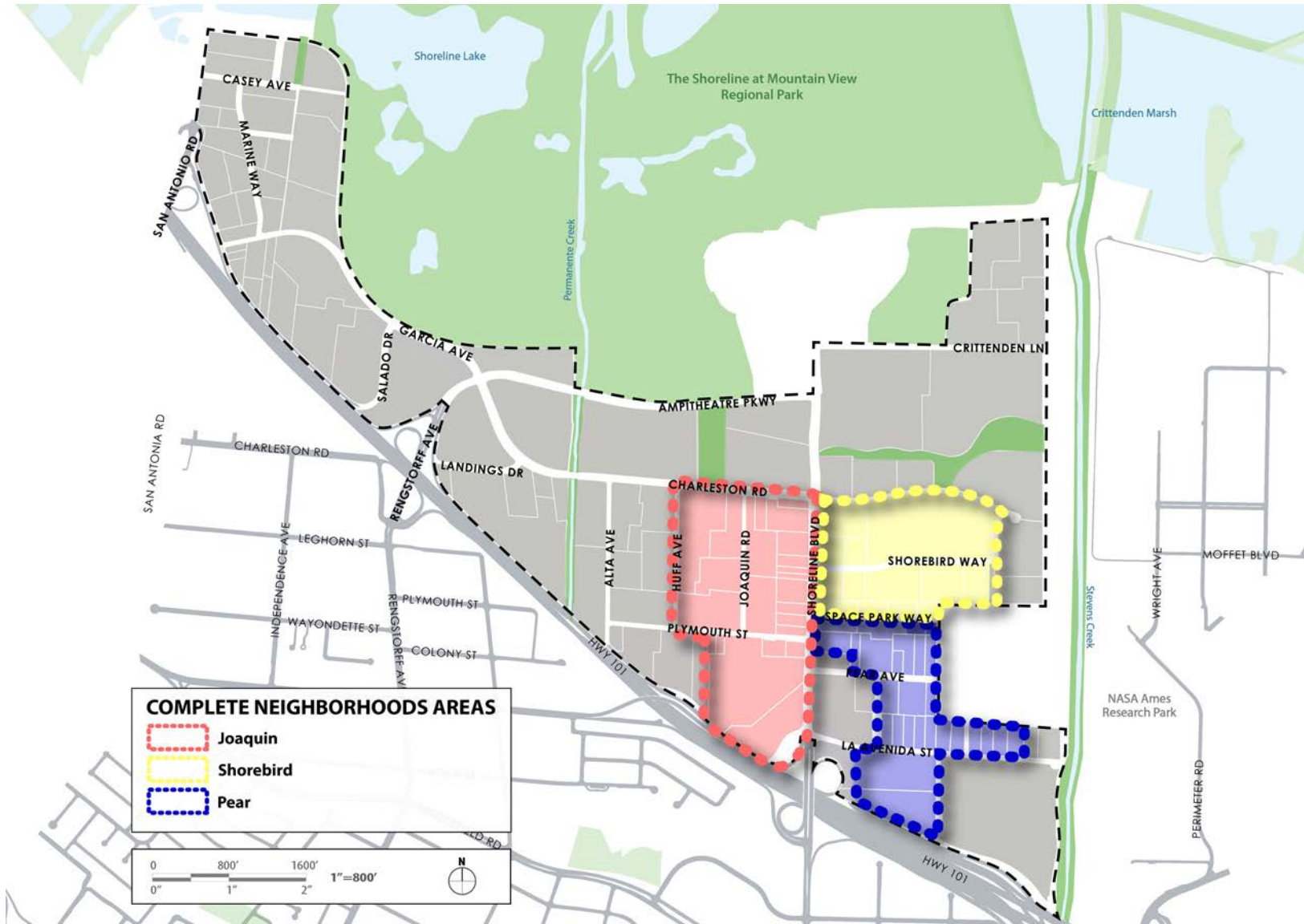
North Bayshore's Complete Neighborhoods include a mix of land uses and amenities. These Complete Neighborhood areas are planned around walkable access to transit, open space, and services. Complete Neighborhood areas are an overlay of the Plan's four existing Character Areas. The Plan's standards and guidelines will help existing areas transition to complete, pedestrian-oriented neighborhoods over time. Figure 4 shows the Complete Neighborhood areas, which are described in Table 1.



Table 1: Complete Neighborhoods

	NEIGHBORHOOD CHARACTER	OPEN SPACE	MOBILITY
<p>Joaquin Neighborhood: This neighborhood is centered on Joaquin Road and is bounded by Shoreline Boulevard, Charleston Road, Huff Avenue, and Highway 101.</p>	<ul style="list-style-type: none"> • A Gateway area with a mix of retail, entertainment, recreational, office, hotel, and residential uses. • A mix of higher-intensity residential, office, and mixed-use buildings. • A neighborhood-serving retail core area, accessible from Shoreline Boulevard. • Ground-floor retail extending from the Gateway area retail core into the adjoining neighborhood. 	<ul style="list-style-type: none"> • A central public open space and a publicly-accessible, smaller neighborhood park. 	<ul style="list-style-type: none"> • New street and pedestrian and bicycle connections that break up large blocks and create a fine-grained network of human-scale streets. • A reconfigured Plymouth Street and Space Park Way intersection. • A pedestrian and bicycle bridge over Highway 101.
<p>Shorebird Neighborhood: This neighborhood is bounded by Shoreline Boulevard, Charleston Road, Shorebird Way, and Space Park Way. The area is centered along Shorebird Way.</p>	<ul style="list-style-type: none"> • A mix of high- to moderate-intensity residential and office buildings, with building scale and intensity decreasing towards the egret rookery habitat overlay zone (HOZ). • A more “campus-like” character than the Joaquin Neighborhood, but with a comparable mix of uses. 	<ul style="list-style-type: none"> • A publicly-accessible neighborhood park located near Shorebird Way. 	<ul style="list-style-type: none"> • New street and pedestrian and bicycle connections that break large blocks and create a fine-grained network of human-scale streets. • A new north-south connection from La Avenida Street to Charleston Road. • A transit boulevard along Charleston Road.
<p>Pear Neighborhood: This neighborhood includes parcels bordered by Shoreline Boulevard, Space Park Way, and Highway 101.</p>	<ul style="list-style-type: none"> • A mix of high- to moderate-intensity residential and office buildings. • A cultural hub with art, theatre, and institutional uses near the Computer History Museum. 	<ul style="list-style-type: none"> • A publicly-accessible neighborhood park. 	<ul style="list-style-type: none"> • A new north-south street connection from La Avenida Street to Charleston Road. • Pedestrian-oriented frontages and connections to link the existing VTA site to other residential uses. • New street and pedestrian and bicycle connections that break up large blocks and provide a fine-grained network of human-scale streets. • A reconfigured Plymouth Street and Space Park Way intersection.

Figure 4: Complete Neighborhood Areas



Public Open Space

A comfortable, accessible, human-scale network of public open spaces is planned throughout North Bayshore’s mixed-use employment districts and Complete Neighborhoods.

This network will contribute to the area’s quality of life and meet the needs of residents, workers, and visitors. Public open spaces will be designed for active and passive recreation, and include public parks both large and small, plazas, linear parks, passive open spaces, and recreational facilities. Open spaces will connect to each other and the regional open space network, including Shoreline Regional Park, via pedestrian and bicycle connections. In general, open spaces should be located along greenways so they are easily accessible by walking or bicycling. North Bayshore housing will be within a short walking distance of a public open space, and each neighborhood will have a minimum of one “anchor” neighborhood park located near its center. Figure 5 shows a conceptual open space network to help guide the general location and character of the open space.

The following describes the Plan’s public open space strategy.

Central Public Open Space

The central public open space will be the signature gathering space in North Bayshore. This important open space should be highly visible, located along a public street and transit or shuttle route, and within walking distance of North Bayshore neighborhoods. The central public open space will serve a range of recreational and social needs of North Bayshore and may include open areas for community gatherings and events, plazas, and active use areas. This central open space should be near retail, outdoor dining, and entertainment uses to generate lively pedestrian activity throughout the day and evening.

Neighborhood Parks

Neighborhood parks will provide places that encourage community gathering and support the recreational needs of nearby residents and workers. A neighborhood park, typically one-half to two acres in size, within North Bayshore, will anchor each Complete Neighborhood area. Neighborhood parks should allow a variety of programming elements including outdoor seating, fitness areas, and playgrounds, and should be readily accessible from the bicycle and pedestrian network.

Open Space and Habitat Areas

Open space and habitat areas provide active and passive recreational uses. They are accessible from bicycle facilities and are connected to greenways.



Retail uses help activate public open space.



An example of a neighborhood park.



An example of an open space and habitat area.

Figure 5: Conceptual Public Open Space Plan



Note: Locations of new open space areas are conceptual. Exact locations will be determined as the Plan is implemented.

Retail Centers

North Bayshore's retail areas will create active, vital places with goods and services for residents, visitors, employees, and workers, as well as regional-serving entertainment and recreational uses. Ground-floor retail shops will be incorporated into mixed-use residential and office buildings. Retail shopfronts will be designed to help define lively and human-scale public areas by locating shopfronts near the sidewalk, with transparent windows and recognizable building entrances. Retail and entertainment uses should be oriented towards public streets and open spaces.

Figure 6 shows potential retail locations and frontages in North Bayshore. These include the regional-serving Gateway retail and entertainment area; a locally-serving, convenience retail area adjacent to the central public open space; and smaller retail areas at Charleston Road / Shoreline Boulevard and Pear Avenue / Shoreline Boulevard.



Ground-floor retail shopfronts.



Outdoor dining in public plazas.



Example of regional-serving retail.



Example of mixed-use retail center with pedestrian-oriented shopfronts and comfortable streetscapes.

Figure 6: Conceptual Retail Center



Note: Locations of retail areas are conceptual. Exact locations will be determined as the Plan is implemented.

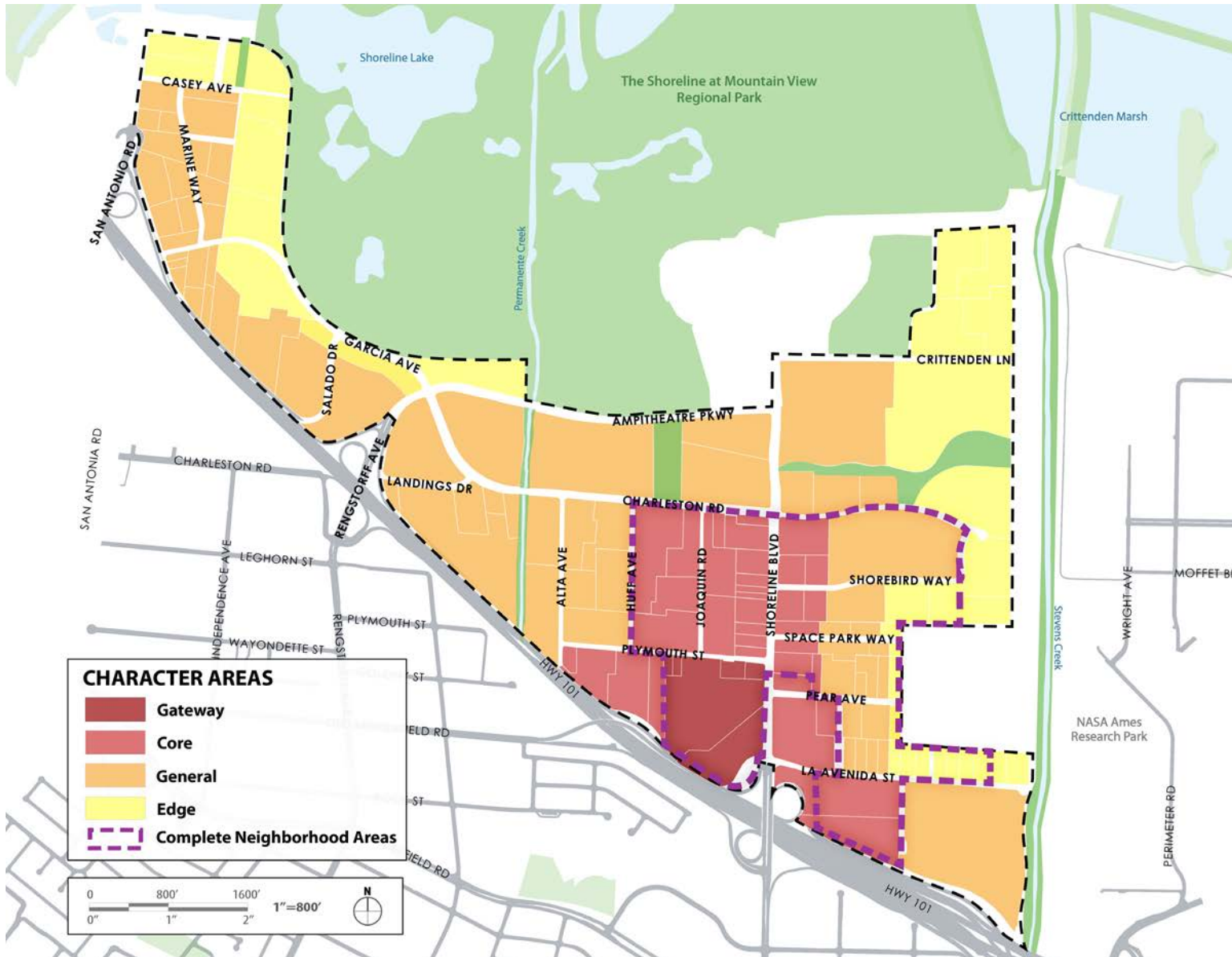
Standards

1. **Gateway area development.** Any Gateway area development shall contain a retail and entertainment core with active ground floor frontages that include regional and neighborhood-serving uses.
2. **Gateway area coordination.** Any Gateway area development shall coordinate active ground floor frontages with adjacent properties to ensure frontages face outward towards other properties and surrounding blocks, public streets, and open space areas to create continuous streets that support an active pedestrian environment.

Guidelines

1. **Building types and sizes.** North Bayshore should include a balanced mix of neighborhood-serving commercial uses that provide opportunities for residents, visitors, employees, and workers to purchase goods and services locally, as well as regional-serving commercial and recreational uses to attract Silicon Valley residents, workers, and visitors to North Bayshore.
2. **Retail and services.** New ground floor neighborhood-serving retail and service frontages are strongly encouraged adjacent to the central open space area, the Gateway area, and the Pear Avenue retail area. Reconstructed blocks and buildings should also include active ground-floor uses, such as a grocery store, pharmacy, bank, dry cleaners, restaurant, convenience store, cafe, and other neighborhood-supportive uses.
3. **Grocery store.** A grocery store in the Gateway or Core character areas is strongly encouraged.
4. **Walking distance to commercial uses.** Neighborhood-serving commercial uses should be located within walking distance to Complete Neighborhood areas in the Gateway and Core Character Areas.
5. **Active frontages.** New buildings with ground-floor retail and service uses should follow the Plan's retail frontage guidelines on page 77.
6. **Retail opportunities.** The City should promote opportunities for new retail or service uses to locate in North Bayshore through economic development activities and outreach.

Figure 7: Character Areas



Gateway Character Area



Active ground floor retail uses.



High-quality pedestrian-oriented blocks.



Mixed-use buildings with ground-floor retail.



A variety of different building types provide space for a range of uses.

and any proposed shared parking strategy for the site, the Zoning Administrator shall determine how the parking FAR for mixed-use projects will be calculated.

Table 4: Floor Area Ratio Standards

STANDARDS	GATEWAY		CORE		GENERAL		EDGE	
	BASE	MAXIMUM	BASE	MAXIMUM	BASE	MAXIMUM	BASE	MAXIMUM
Non-Residential Project	1.0	2.35	0.45	1.50	0.45	1.0	0.45	0.65
Residential Project	1.0	4.50	1.0	4.50	1.0	3.50	1.0	1.85
Mixed-use Non-Residential and Residential Project	1.0	4.50, with the non-residential area equal to or less than 2.35	1.0	4.50, with the non-residential area equal to or less than 1.5	1.0	3.50, with the non-residential area equal to or less than 1.0	N/A	1.85, with the non-residential area equal to or less than 0.65
Hotel	1.0	2.35	0.45	1.85	N/A	N/A	N/A	N/A

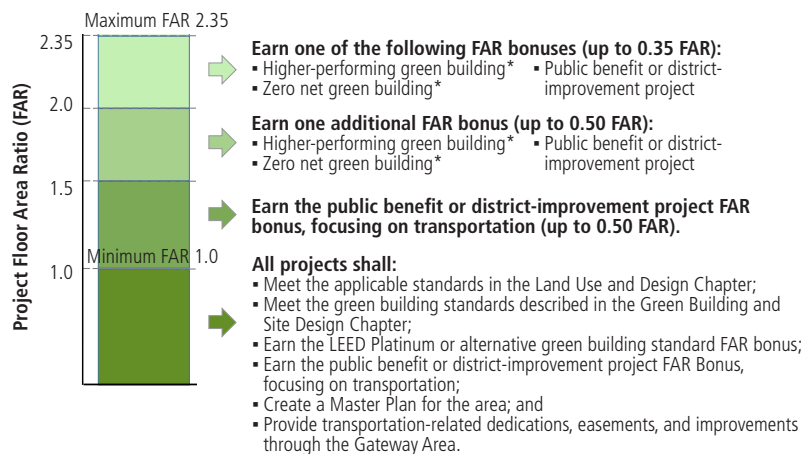
3.3.4 Bonus Floor Area Ratio

A Base floor area ratio (FAR) and Maximum FAR are defined for each Character Area, with the highest intensities in the Gateway and Core Areas and the lowest intensities in the Edge Area. Additional Bonus FAR for non-residential projects, up to the Maximum FAR, may be granted to projects that 1) meet the requirements for higher building-level environmental performance, 2) contribute to public benefits or district-level improvements, and/or 3) transfer development rights from the Edge Area to the Core Area. Additional Bonus FAR for residential projects, up to the Maximum FAR, may be granted to projects that 1) provide a minimum amount of the residential units onsite at affordable rent or sales price, and 2) implement additional green building and site design measures. Below is additional information on the Precise Plan’s FAR standards.

Non-Residential Standards

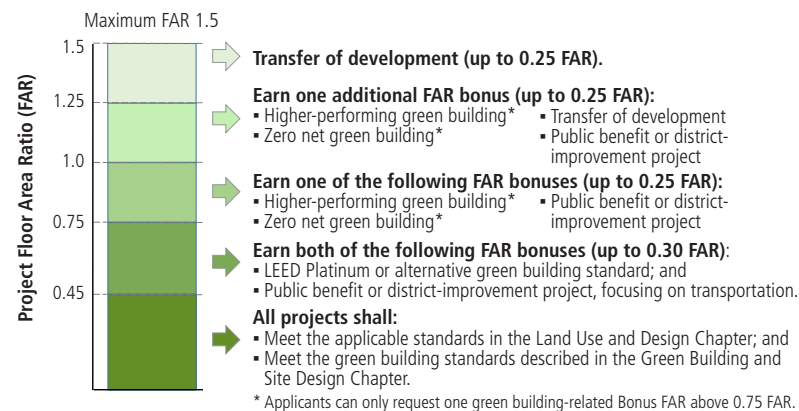
1. **Non-Residential Bonus FAR Combinations.** Non-residential projects shall be regulated by the Bonus FAR⁵ tiers in Figures 8-11 for each character area.

Figure 8: Non-Residential Bonus FAR Combinations - Gateway Character Area



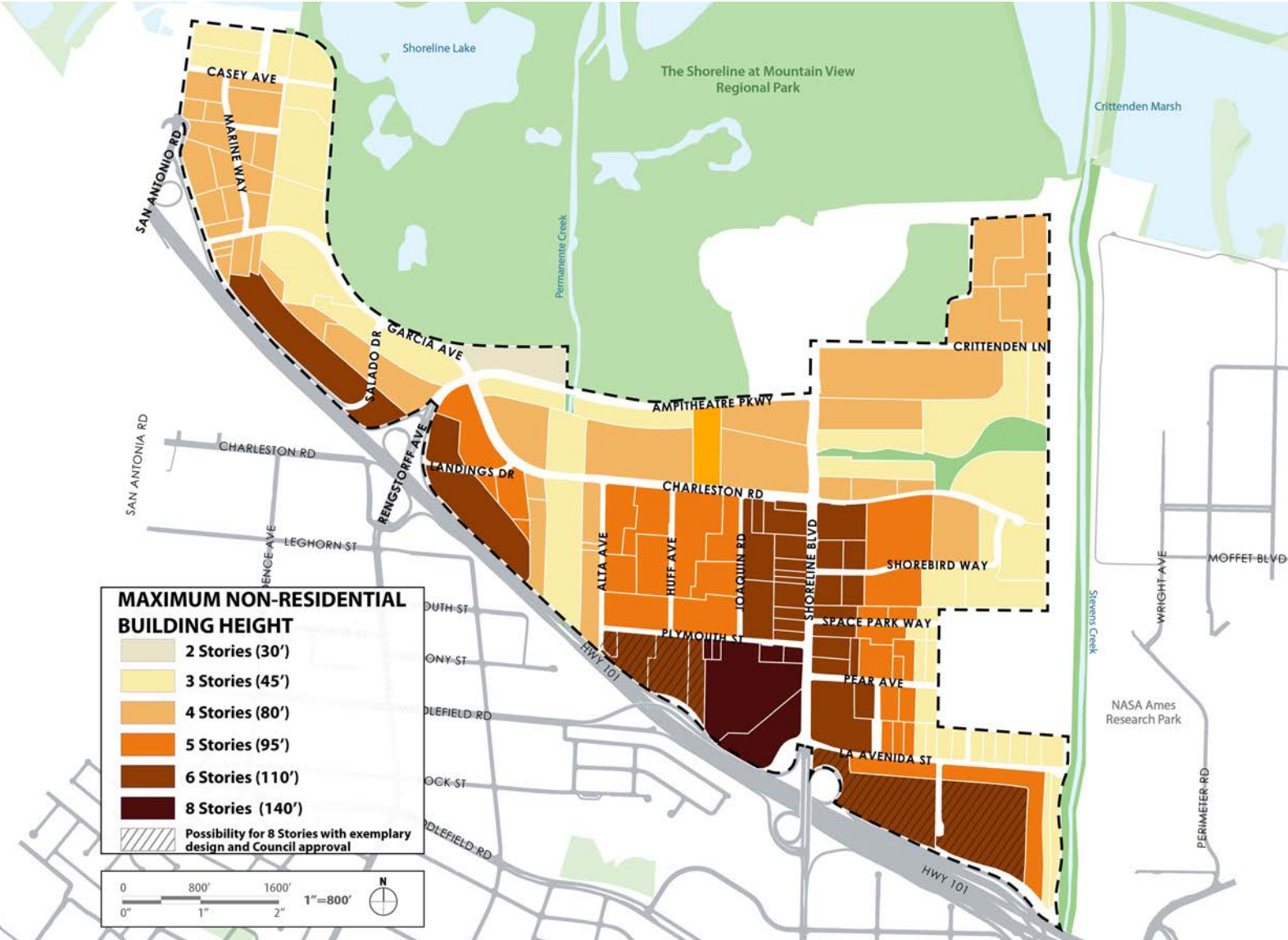
* Applicants can only request one green building-related Bonus FAR above 1.5 FAR.

Figure 9: Non-Residential Bonus FAR Combinations - Core Character Area



⁵ The Base FAR plus the Bonus FAR may not exceed the Maximum FAR for a Character Area.

Figure 13: Maximum Non-Residential Building Height Map



3.5.2 Master Plan

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The master planning process provides a coordinated and integrated approach to larger developments or areas under certain conditions. This process allows the City to achieve key Precise Plan objectives, such as creating new publicly-accessible streets, while allowing projects flexibility and an administrative process focusing on key development objectives. This section outlines the conditions and requirements for the master planning process:

- 1. Conditions for master planning.** Master Plans shall be required for each Complete Neighborhood Area within North Bayshore. The Precise Plan includes action items to develop the process and requirements for master planning Complete Neighborhood areas.

Master Plans may be required for any development project in North Bayshore (excluding authorized gatekeeper projects or 100% affordable housing projects) in order to help implement the policy objectives and principles of the Precise Plan. Criteria for this requirement may include, but is not limited to, parcel size; project complexity, including construction timing and phasing; and required public improvements.

- 2. Parcel adjacency.** Master plans shall be used for adjacent parcels or if district parking is proposed.
- 3. Coordination.** The project applicant shall coordinate with the City regarding development proposals for surrounding parcels, to coordinate street and pedestrian connections, and to identify other key issues.
- 4. Master plan preparation.** Master plans shall include the following minimum components:
 - a.** Signed development applications from all property owners within the proposed master plan.
 - b.** Materials such as maps, surrounding and proposed uses, proposed building locations, circulation plan, total square footage, open space, and other materials that demonstrate compliance with the purpose and intent of the Precise Plan.
 - c.** Parking strategy, including but not limited to, shared parking or district parking facilities.
 - d.** Urban design strategy, including a conceptual architecture plan, including how the location, intensity, and uses of planned and future buildings function and relate to each other, the project site, and surrounding area.
 - e.** Phasing and implementation strategy, including the timing and plans for any public improvements. The Master Plan shall identify an initial, intermediate, and final phase. The initial phase can be developed at lower intensities than allowed by the Precise Plan. The intermediate phase must show an increase in intensities and/or land use types in accordance with Precise Plan principles. The final phase must show how the completed Master Plan achieves the target number of residential units, land uses, minimum densities, and other Complete Neighborhood concepts identified in the Precise Plan.

- f.* Other components as deemed necessary by the City.
- 5. District parking.** If the project applicant proposes to accommodate required parking off site, the master plan shall include the parking structure (or below grade parking) location, number of parking stalls, number of parking stalls required for the new development, and the non-automobile connections between the project site and district structure. Any parking structures shall meet the standards and guidelines described in the Land Use and Design Chapter and Mobility Chapter.
- 6. Developments with different character area / building height boundaries/ mix of uses.** Existing or proposed developments with parcels in different character areas or building height zones may be provided flexibility through the Master Plan process. Building intensities (FAR) or heights may be adjusted between subject parcels if 1) the Master Plan and subsequent Planned Community Permit demonstrates conformance with the purpose and intent of the Precise Plan, including but not limited to, superior siting, architectural design, and transitions; 2) the overall FAR of the project does not exceed the allowable FAR of the combined subject parcels; and 3) the maximum allowable building heights are not exceeded in their respective character areas. Master Plans proposing a mix of uses consistent with the purpose and intent of the Precise Plan may be granted exceptions to standards under the process outlined in Section 3.5.6.
- 7. Administrative process.** Once the master plan application is deemed complete by the City, the Master Plan shall be reviewed by the Environmental Planning Commission, who will provide a recommendation to the City Council. Future
- 8. Planned Community (PC) Permit Process.** The City Council shall determine, at the time of Master Plan approval, the City's subsequent development review process for PC Permit applicants associated with an approved Master Plan.