

## CITY OF MOUNTAIN VIEW

ENVIRONMENTAL PLANNING COMMISSION  
STAFF REPORT  
WEDNESDAY, JANUARY 22, 2014

## 5. STUDY SESSIONS

## 5.1 Study Session: San Antonio Precise Plan Update

**RECOMMENDATION**

That the Environmental Planning Commission (EPC) discuss and provide input on draft land use, urban design and mobility options for the San Antonio Precise Plan.

**MEETING PURPOSE**

The purpose of this Study Session is for the EPC to discuss and provide recommendations on three draft alternatives for the San Antonio Precise Plan. Each alternative includes different land use, urban design and mobility options for the future layout of the Plan area. This staff report provides background information on the draft alternatives, summarizes community input from a recent public workshop on the draft alternatives, and identifies key topics and questions for EPC consideration.

**BACKGROUND**Precise Plan Objectives

Based on the 2030 General Plan, the San Antonio visioning process, existing conditions analysis and outreach to the EPC and Bicycle/Pedestrian Advisory Committee (B/PAC), the Precise Plan team identified the following key precise plan topics and objectives. They were endorsed by the City Council at an October 8, 2013 study session.

*Land Use Mix, Location & Intensities*

- Revitalize San Antonio Center (SAC) as a local/regional mixed-use destination.
- Retain existing and support opportunities for neighborhood-serving and small businesses.

### *Urban Design & Mobility (Heights, Open Space & Streetscape)*

- Ensure sensitive neighborhood integration and transitions.
- Develop open space amenities.
- Improve bicycle and pedestrian access to and through the area.
- Manage vehicle traffic and circulation based on the 2030 General Plan complete streets policy direction.
- Ensure adequate mobility and utility infrastructure for projected growth.

At the October 2013 study session, Council also emphasized the high priority for bicycle and pedestrian mobility to and through the area and emphasized the importance of placemaking. A majority of Council indicated that the roadway network needed to be functional for vehicle access, but vehicles should be secondary to bicycle and pedestrian improvements.

Based on Council input, the precise plan team created draft alternatives to provide options to address key precise plan objectives and topics. The alternatives address the following key components of the precise plan topics and objectives:

- land use priorities in key locations;
- building heights and scale;
- open space configurations;
- priority pedestrian routes and active frontages; and
- priority bicycle routes.

### **DISCUSSION**

The following sections summarize the precise plan alternatives and bicycle options, and highlight key topics for EPC input:

- Summary of precise plan alternatives
- Key topic discussions for land use and urban design/pedestrian mobility
- Summary and discussion of bicycle options

Each section includes information on important features in each alternative, and identifies key questions and considerations to help the EPC identify a preferred alternative. EPC may elect to mix/match different options to create a preferred alternative to best meet precise plan objectives.

### Summary of San Antonio Precise Plan Draft Alternatives

#### *Precise Plan Core Features*

The draft alternatives provide different approaches to implementing the General Plan and prioritizing uses and improvements. However, the following features are anticipated to be part of the precise plan regardless of the selected alternative:

- Consistency with 2030 General Plan land use designations and intensities.
- Consistent total assumed development (see General Plan SEIR section in Exhibit 1).
- Improved pedestrian and bicycle facilities along all public streets.
- Open space, including options to improve the Hetch Hetchy corridor.
- Smaller, more walkable blocks, improved crossings and access to transit.
- Neighborhood integration and transitions.
- Support for neighborhood-serving/small businesses.

#### *Draft Precise Plan Alternatives*

The following summaries describe the high-level approaches for each alternative. More detailed information is provided in the attached “briefing book” in Exhibit 1.

- Streetlife Alternative:
  - Transforms public streets, including Showers Dr. as a pedestrian-friendly “main street” with mixed-use residential development. Renovated regional retail is encouraged to face the street.
  - Focused improvements occur along public streets bounding San Antonio Center: Showers Dr., California St., San Antonio

- Mixed-use residential wraps the “town square” on Showers Dr., and office is near Caltrain.
- Parkway Alternative:
  - Defined by mixed-use residential uses along two linear parkways within San Antonio Center (SAC) to integrate with surrounding neighborhoods. Existing major retail remains.
  - Focused improvements occur along a parkway aligned with the Hetch Hetchy corridor and a north/south parkway aligned with Pacchetti Way.
  - Mixed-use residential is focused along parkways, residential is near Caltrain and office is focused along El Camino Real.
- Central Green Alternative:
  - San Antonio Center (SAC) is a regional retail destination; existing major retail uses remain and new regional destinations develop around a new central open space.
  - Focused improvements occur in linked centers, such as the large central green in SAC, containing centralized underground parking.
  - Mixed-use residential is focused along California St., and office is near Caltrain and El Camino Real.

The briefing book also provides information on three independent bicycle options, which are summarized at the end of this discussion section.

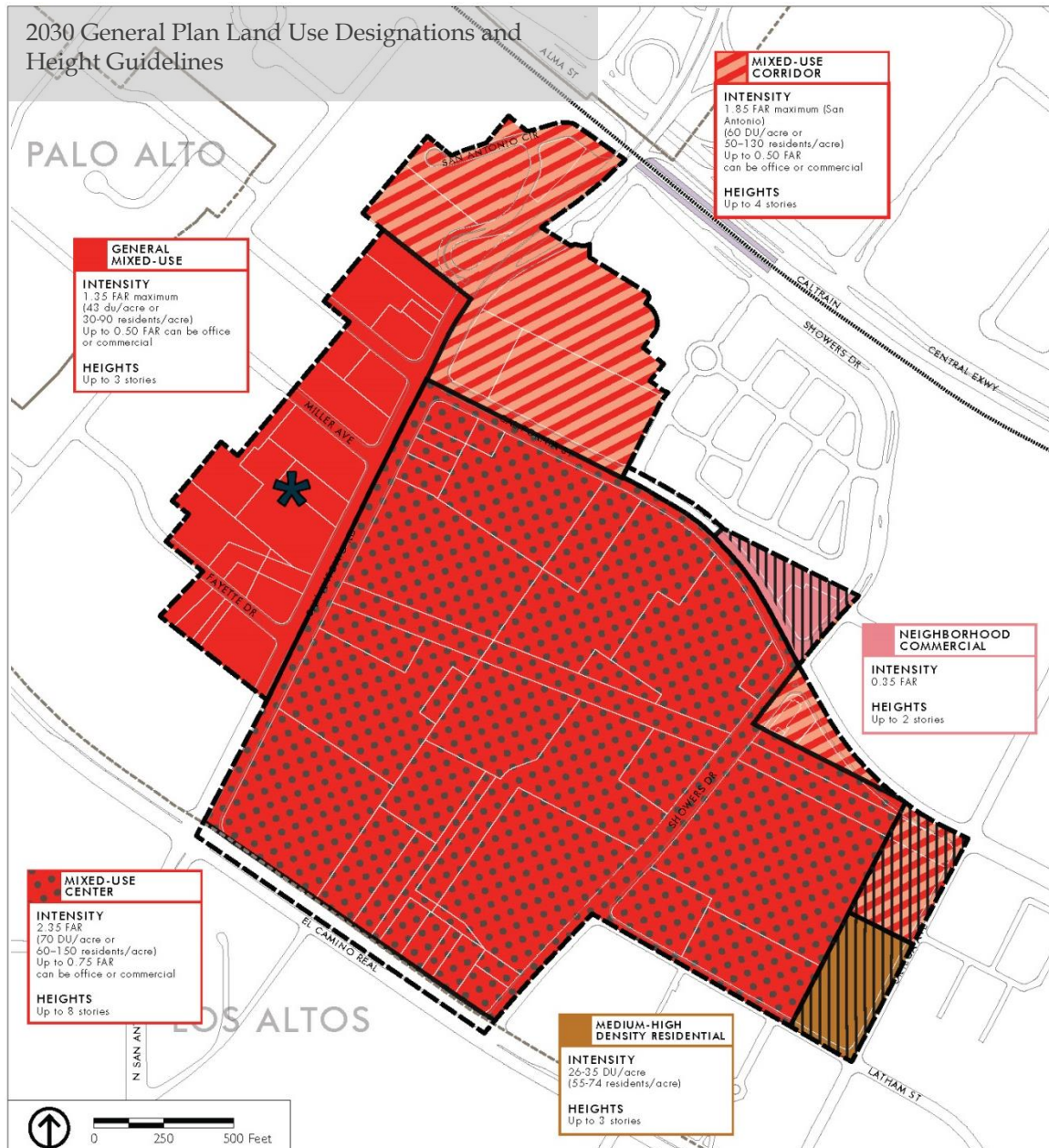
## I. Land Use

The 2030 General Plan identifies mixed-use land use designations for the San Antonio area (see map below), which generally support pedestrian-oriented residential, commercial and office uses as well as civic uses and public spaces. The General Plan envisions San Antonio Center and parcels on the east side of Showers Drive as “mixed-use centers with integrated, complementary uses” that include additional uses such as entertainment, department stores, restaurants and lodging drawing visitors from nearby neighborhoods and the region.

Overall, the precise plan team proposes to allow a mix of uses throughout the area, consistent with General Plan land use designations. This will include introducing

new uses to San Antonio Center such as residential development, which have not previously been developed at this location, and provide flexibility for different uses to occur in the area over time.

However there are a few areas, such as next to transit and in San Antonio Center, where identifying more specific land uses will help refine the General Plan vision for the area. EPC input on land uses in these locations will help finalize projected development in the area to begin the traffic analysis, and to create precise plan development standards.



## 1. San Antonio Center (SAC) Land Uses

### **Question #1: Are additional residential and/or regional commercial uses desired within San Antonio Center?**

**Discussion:** The 2030 General Plan envisions SAC as a diverse regional and community mixed-use destination, drawing people to the Center “with its housing, retail stores, services and restaurants.” The General Plan does not provide more specific direction for the extent of residential development and regional (medium to large-size) retail uses that comprise this vision.

The precise plan team would like input on the preferred mix of land uses in San Antonio Center to refine the City’s vision for the San Antonio Center and to support upcoming environmental analysis and precise plan work. This is especially applicable to areas where redevelopment has not recently occurred or been proposed.

The existing Merlone Geier Phase I development and proposed Phase II project have built or propose changes to the traditional medium to large-format retail-commercial use of the west side of San Antonio Center. The projects have or will introduce new residential, entertainment, and lodging uses to the Center as well as adding office and (primarily smaller) retail-commercial uses. Council has generally supported the mix of uses in the Phase II project, but the expectation is the design will need to be consistent with the precise plan.

By contrast, the east side of SAC does not currently have any significant proposed redevelopment. Much of this area is occupied by a few long-term, “big-box” retail-commercial tenants, which could remain in place for quite some time. Even if redevelopment does not occur in the near future and existing uses remain, the precise plan team can define key land use objectives and urban design strategies to be implemented over the long term for this area.

To define these key residential and regional retail land use objectives, the EPC may want to consider the amount, if any, of additional residential development desired in and around San Antonio Center as well as the role of regional (medium to large size) retail in the area – should it stay about the same as existing, be reduced over time and replaced with mixed-use development or encouraged to grow.

1. Streetlife	2. Parkways	3. Central Green
<ul style="list-style-type: none"> <li>Mixed-use residential is added around new “town square” and Showers Dr.</li> <li>Some regional retail remains in SAC and on the Target parcel, but is reconfigured to face Showers Drive</li> </ul>	<ul style="list-style-type: none"> <li>Highest amount of mixed-use residential is added, along the two parkways</li> <li>Office and commercial uses are lower</li> <li>Some regional retail remains at Walmart and Trader Joes, generally as is.</li> </ul>	<ul style="list-style-type: none"> <li>Mixed-use residential is added, to the north and south of the central green</li> <li>Additional regional retail occurs in SAC and all regional retail is oriented around a central green</li> </ul>

Draft Alternatives Summary - SAC Land Uses

The alternatives identify different ways to support the General Plan vision and Plan objectives for an enhanced local and regional shopping destination. The following transportation information may help the EPC identify a preferred vision.

Residential and retail development are complementary uses; when located in close proximity, residential development tends to support more walking and biking trips to shopping destinations (“internalization”). However, major/regional retail uses also tend to generate higher amounts of vehicle traffic from outside the area.

If the EPC recommends that regional retail remain but with a greater focus on new mixed-use/residential development, the Streetlife and Parkway options should be considered. The Parkways alternative provides the strongest focus on residential uses, seeking to balance land uses to maximize internalization of trips and minimize trip generation. If EPC believes regional shopping uses should be a higher priority, the Central Green alternative should be considered as the best alternative to implement this direction.

2. Land Uses Near Transit

**Question #2: Should office and/or housing be prioritized next to transit?**

**Discussion:** The San Antonio Area is well-served by transit, with Caltrain service to the north, a bus transfer station on Showers Drive (near Walmart) and existing bus stops/ future bus rapid transit (BRT) on El Camino Real (near Showers Drive). These stations provide a mix of regional and local transit service, and most of the San Antonio area is located relatively close to at least one of these transit facilities. The General Plan supports both residential and office uses in transit-oriented locations, and the draft alternatives provide different options for prioritizing office and/or residential uses in the three locations close to transit resources.

1. Streetlife	2. Parkways	3. Central Green
<ul style="list-style-type: none"> <li>Office near Caltrain</li> <li>Residential near Showers Dr.</li> </ul>	<ul style="list-style-type: none"> <li>Office near El Camino Real</li> <li>Residential interior to SAC</li> </ul>	<ul style="list-style-type: none"> <li>Office near Caltrain and El Camino Real</li> <li>Residential near Caltrain</li> </ul>

Draft Alternatives Summary - Land Uses Near Transit

Residential or office uses would be appropriate in Plan areas nearest Caltrain and the two major bus stations. Office development would see the most trip reduction benefit from locating near Caltrain, given its function as a commuter rail line, but office uses may also see benefits from proximity to future BRT along El Camino Real.

Residential uses support transit use but are not as supportive as office uses. They also tend to be slightly more flexible in terms of transit use based on distance from facilities, when there is adequate transit access. The Streetlife alternative prioritizes office use proximity to Caltrain, so while office can generate relatively high amounts of vehicle trips originating outside the area, locating office uses near transit can help maximize trip reductions. If the EPC is concerned about impacts of office uses immediately adjacent to residential uses, then the Parkway option may be best. The Central Green option provides a balanced approach with both residential and office uses located near transit.

### *3. Precise Plan Programs & Administration*

#### **Question #3: Should the precise plan study tiered floor-area-ratios (FAR), with performance criteria for base FAR v. higher FAR projects?**

**Discussion:** The 2030 General Plan identifies a tiered FAR structure for El Camino Real. For example, projects with greater than 1.85 FAR could be permitted “at key locations with significant public benefits and amenities specified within zoning or precise plan standards.” The General Plan does not specify this approach for San Antonio.

During recent gatekeeper hearings and precise plan meetings, the City Council, EPC and community members identified needs for open space, affordable housing and existing/neighborhood-serving business support in the San Antonio area. These community needs could be linked to new development through a tiered FAR program, specifying requirements for projects in different FAR ranges (under the General Plan maximums for the San Antonio area). Higher FAR projects would be expected to provide more benefits than lower FAR projects.

This approach could also help prioritize and/or allocate responsibility for offsite improvements in the Plan area. A similar FAR structure has been identified by the City for the North Bayshore Precise Plan area, and is under discussion for the El Camino Real precise plan as well.



## II. Urban Design & Pedestrian Mobility:

Urban design and pedestrian mobility strategies are closely linked so that there are strong pedestrian connections to and active uses that help enliven and engage open space areas. In general, the alternatives build on core General Plan and community objectives for new open space, improved pedestrian environment, and access to San Antonio Center. The alternatives all incorporate different options for open space along the Hetch Hetchy corridor.

1. Streetlife	2. Parkway	3. Central Green
<ul style="list-style-type: none"> <li>~ 6 acres: a “town square” on Showers Dr., open space north of California St. and Hetch Hetchy linear open space engage public streets</li> </ul>	<ul style="list-style-type: none"> <li>~ 6 acres: linear open space along Hetch Hetchy and from HH to Pacchetti Way</li> <li>Open space intersects and crosses public streets</li> </ul>	<ul style="list-style-type: none"> <li>~ 6.5 acres, including: central open space in SAC and north of California St.</li> <li>Open space is setback from public streets</li> </ul>
<ul style="list-style-type: none"> <li>Active frontages and uses on public streets</li> </ul>	<ul style="list-style-type: none"> <li>Active frontages and uses along interior parkways</li> </ul>	<ul style="list-style-type: none"> <li>Active frontages and uses wrap central open space</li> </ul>
<ul style="list-style-type: none"> <li>Primary routes are on public streets around SAC and the “town square”</li> <li>Showers Dr. is a ped-focused main street and connects Caltrain to El Camino Real transit</li> </ul>	<ul style="list-style-type: none"> <li>Primary routes focused along two parkways and extending south to El Camino Real</li> <li>Primary interior paths (SAC) and Pacchetti Way connect Caltrain to El Camino Real</li> </ul>	<ul style="list-style-type: none"> <li>Primary routes are interior paths focused around large SAC central open space and connecting to smaller open space areas.</li> <li>Primary paths connecting open space extend to adjacent transit locations</li> </ul>

Draft Alternatives Summary – Open Space Configuration, Active Frontages & Primary Pedestrian Routes

### 1. *Open Space*

#### **Question #1: Which open space arrangement best meets Plan objectives?**

**Discussion:** Open space development is a high-priority for the San Antonio area, as noted in the 2030 General Plan and the City’s Parks and Open Space Plan. The draft alternatives provide strategies for general open space locations and configurations – ranging from more linear approaches to centralized approaches.

The three alternatives provide a similar amount of open space in different configurations. The Central Green approach congregates open space in a few central locations and prioritizes pedestrian connections to these locations, while the linear approaches distribute open space more evenly through the Plan area. Given the priority for new open space development and based on existing open space deficits, the EPC may want to consider a hybrid approach to mix/match the alternatives to best meet the open space needs of the area.

Open space preferences may also influence EPC input on priority active frontages and pedestrian routes, because active building frontages and pedestrian routes can help open space areas to feel more comfortable and vibrant.

## *2. Pedestrian Routes & Active Frontages*

### **Question #2: Where should high-priority pedestrian-oriented (active) frontages, SAC access points and pedestrian routes be located?**

**Discussion:** Pedestrian improvement strategies in each alternative are closely linked to urban design strategies for active frontages and open space. The pedestrian graphics (shown in Exhibit 1) also identify important locations for crossing improvements or new crossing locations. Each of the alternatives assumes that pedestrian improvements will occur along all public streets, but identify primary routes where implementation would be prioritized.

The General Plan, the San Antonio visioning process and existing conditions analysis have all identified priorities for improving access to and into San Antonio Center – breaking up the superblock created by San Antonio Center and emphasizing bicycle and pedestrian improvements.

Prioritizing primary routes north/south and east/west through San Antonio Center provides a strong cue that the core area supports pedestrian mobility. The Parkways and Central Green alternatives prioritize different routes through San Antonio Center based on proposed open space and active frontage locations.

Prioritizing primary routes along public streets emphasizes improvements around the exterior of San Antonio Center and access to this core area. The Streetlife alternative prioritizes improvements on public streets, and identifies secondary paths through the Center.

The precise plan team recommends identifying priority access points to San Antonio Center and destinations (e.g. open space and active frontages) in San Antonio Center to help evaluate preferred pedestrian routes within the Center. Priorities for open space and active frontage locations may help determine whether internal paths or public street improvements should be prioritized.

3. *Building Heights & Scale*

**Question #3: Where should building heights be distributed within the Area?**

**Question #4: What are priority locations for sensitive height transitions?**

**Discussion:** The General Plan allows up to 3 to 4 stories, primarily in areas outside SAC such as the west side of San Antonio Road, north of California Street and along Ortega Avenue. Building heights up to a maximum of 8 stories are allowed within SAC and on the east side of Showers Drive (see General Plan graphic earlier in this report). The draft alternatives identify locations where different heights could be allowed, identifying color-coded height ranges (e.g. 1 to 2 stories, 3 to 4 stories and 5-8 stories) in different sections of the Plan area.

Preferred locations for open space and taller buildings (as summarized below) are key components for guiding the future character of the area. Additional input is requested for locations where 6 - 8 stories would be appropriate, and specific height preferences and locations where lower than the maximum allowed heights are desired.

1. Streetlife	2. Parkways	3. Central Green
<ul style="list-style-type: none"><li>• Taller buildings on the east and west side of SAC and around the “town square”</li><li>• Taller buildings on either side of the Target parcel</li></ul>	<ul style="list-style-type: none"><li>• Taller buildings in SAC core along both parkways</li><li>• Taller buildings along El Camino Real</li></ul>	<ul style="list-style-type: none"><li>• Taller buildings on El Camino Real and around central open space areas</li></ul>

Draft Alternatives Summary - Building Heights and Scale

In general, the alternatives use a strategy of coordinating taller heights with major streets/routes and open space locations. This provides opportunities for taller buildings to have more generous separation from other buildings and links higher intensity development with amenity and activity areas. If the EPC supports this overall strategy, preferred locations for taller buildings may be guided by EPC recommendations on open space and active frontage locations.

Even if the EPC supports the overall strategy, additional recommendations can be made for different building heights in specific locations where the EPC believes shorter building heights should be required. In general, General Plan height maximums (up to 4 stories) outside San Antonio Center complement existing buildings outside the Plan area (typically 3 stories).

III. Bicycle Options

**Question #1: Where should high-priority bicycle improvements occur?**

**Question #2: What types of improvements are most appropriate for different locations?**

**Question #3: What improvements should be prioritized for implementation?**

**Discussion:** The precise plan team has identified three options for improved bicycle connectivity to and through the area. These options were developed independent of the Plan alternatives. Each bicycle strategy identifies options for both north/south (N/S) routes, which is currently impacted by barriers such as the Caltrain tracks and El Camino Real, and east/west (E/W) routes. The options improve the limited bike facilities in the area and identify additional facilities. All of the options include an improved Caltrain/Central Expressway tunnel for bicyclists and pedestrians. Overall strategies and key improvements for each option are summarized below.

1. Option A	2. Option B	3. Option C
<ul style="list-style-type: none"> <li>• Focused on improved facilities on main public streets bounding SAC</li> <li>• Primary N/S routes: Showers Dr. (road diet) and San Antonio Rd.</li> <li>• Primary E/W routes: California St. (road diet), El Camino Real, Miller Ave., and secondary paths in SAC</li> </ul>	<ul style="list-style-type: none"> <li>• Focused on interior routes along parkways with separated facilities</li> <li>• Primary N/S routes: Interior SAC routes and Pacchetti Way</li> <li>• Primary E/W routes: Hetch Hetchy corridor and Miller Ave.</li> </ul>	<ul style="list-style-type: none"> <li>• Focused on Latham St. as a bike boulevard and San Antonio Rd facilities</li> <li>• Primary N/S routes: San Antonio Rd. and San Antonio Circle</li> <li>• Primary E/W routes: Latham St., interior SAC routes and Miller Ave.</li> </ul>

Draft Alternatives Summary - Bicycle Options

Option A prioritizes bicycle improvements along public streets. For this alternative, the City would have the greatest control over implementation timelines. The on-street improvements include some separated facilities, which may conflict with convenient vehicle operations in those locations. Option B has the most significant amount of dedicated bike facilities. It prioritizes separated facilities through SAC and off of major public streets, providing a similar statement on the importance of bicycle facilities as the pedestrian mobility option in the parkways alternative. Option C takes a mixed approach of priority pathways on public streets and through San Antonio Center.

## PUBLIC INPUT

The City hosted a joint public workshop for the San Antonio and El Camino Real Precise Plans on January 11, 2014. During small group exercises, participants were asked many of the same questions addressed in this report. There was no overall consensus on a preferred alternative, with people noting positive aspects to all three alternatives. Option B was the most favored bicycle option; however, most groups suggested some modifications.

Although there was no consensus, the following common themes or comments were expressed by a majority of the groups:

- High-quality bike paths are needed to connect the area in all four directions
  - o Separated/off-street facilities are desired given traffic conditions
  - o San Antonio Rd. should not be a primary bike facility due to high amounts of traffic
  - o Preference for a north/south connection(s) internal to SAC (extending to Pacchetti Way) and/or along Showers Drive to connect to transit facilities
  - o A strong east/west connection is needed, possibly two, with most frequent mention of a Latham St. bike boulevard and California St. to provide connectivity to other areas of Mountain View
- Maximize open space; support for the Hetch Hetchy corridor for open space and bicycle/pedestrian connections
- Building heights over 4 to 6 stories are a concern
- Some regional retail uses should be retained
- Office uses supported near Caltrain to support Caltrain use
- Community benefits are needed
- Affordable housing is needed
- Traffic circulation is a concern

A public workshop summary is attached in Exhibit 2. Detailed public input from the workshop, as well as other workshop materials, are posted on the precise plan website – <http://www.sanantoniopreciseplan.com>.

## **NEXT STEPS**

A City Council study session is scheduled for February 4, 2014 to provide input on preferred land use, urban design and mobility strategies and options for the San Antonio area. City Council direction on the topics discussed in this report will provide the building blocks for the preferred Plan alternative. The precise plan team will conduct environmental analysis and begin developing more detailed regulations on this preferred Plan alternative.

## **CONCLUSION**

Staff is seeking EPC input on draft Plan alternatives for the San Antonio Precise Plan.

## **PUBLIC NOTIFICATION**

Citywide courtesy notices were mailed for the January 2014 public workshop, EPC study session and upcoming Council study session dates. Meeting notices were also provided by mail and email to the interested parties lists. In addition, the meeting agenda and staff report were posted on the City Internet home page, the San Antonio Precise Plan website and announced on Cable TV Channel 26.

## **ENVIRONMENTAL STATUS**

This is an informational report only and is not subject to review under the California Environmental Quality Act (CEQA) under Section 15262 (Feasibility and Planning Studies). Environmental review of the eventual draft precise plan will be conducted as part of the project in conformance with CEQA requirements.

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Exhibits:       1.   Development Alternatives Briefing Book  
                  2.   Public Workshop Summary, dated January 11, 2014

SAN ANTONIO PRECISE PLAN

# DEVELOPMENT ALTERNATIVES BRIEFING BOOK

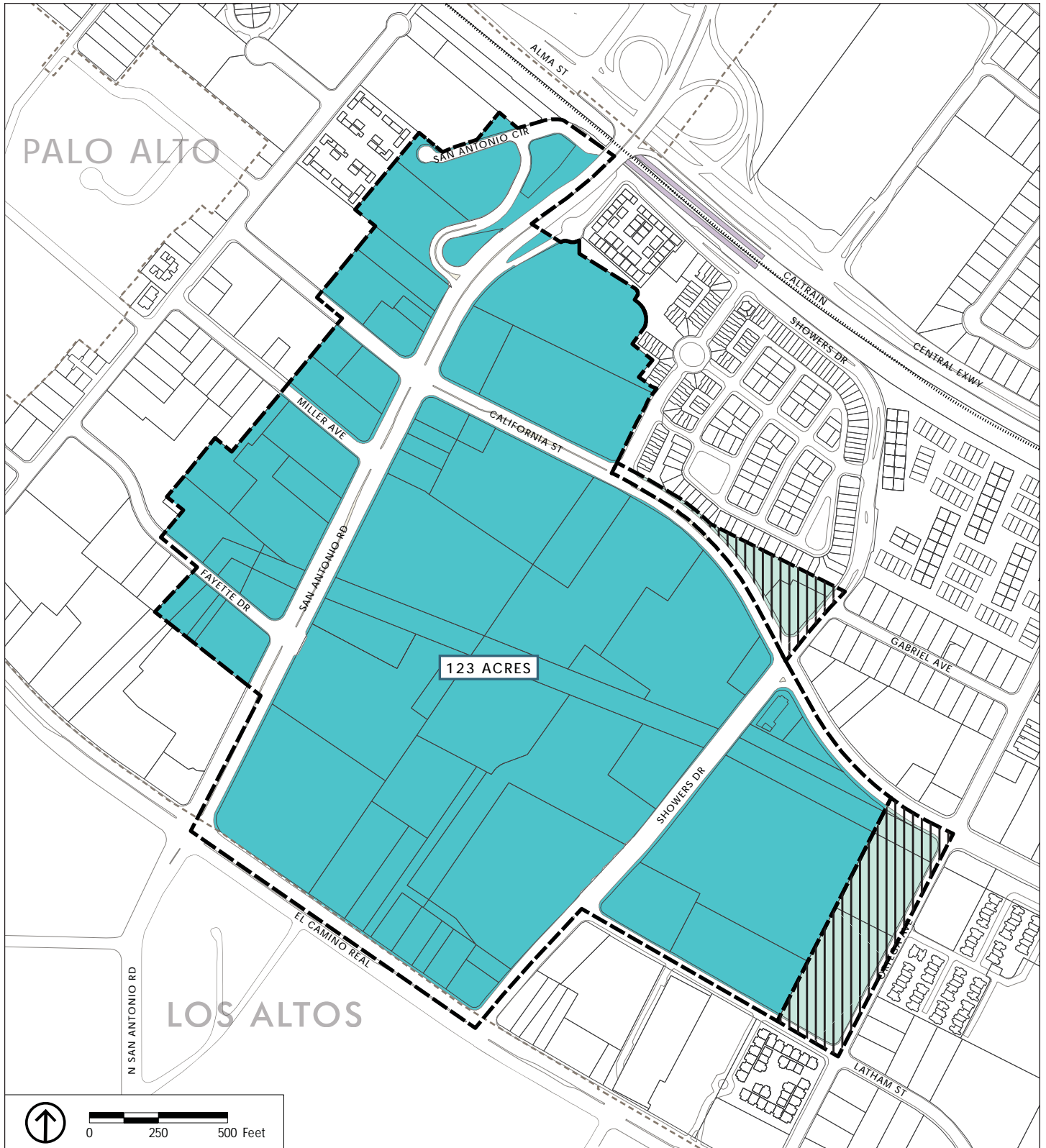




# DEVELOPMENT ALTERNATIVES

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San Antonio Precise Plan Area  
 FIGURE 1-1

- 2030 General Plan San Antonio Change Area
- Draft Additional Parcels to Study in Precise Plan Area
- Precise Plan Boundaries

# OVERVIEW

## Introduction

This briefing book describes the three draft conceptual development alternatives for the City to consider in planning for growth within the San Antonio Precise Plan Area. This is a starting point in the conversation towards determining a preferred development alternative.

This planning process builds on the City's 2030 General Plan as well as the vision framework that the community developed in the San Antonio Vision Report in 2013; it further articulates where urban design and circulation improvements could be focused, what land uses are desired, and what type of densities will be allowed. Based on the community and City decisionmaker feedback on these development options, a preferred alternative will be chosen and reviewed in early 2014.

This section describes our approach and summarizes the three development alternatives. The following three sections show each alternative in more detail. They are followed by a section outlining three separate options for bicycle connection improvements that are independent of the alternatives. The final section explains the components that were incorporated into each alternative.

## Approach

The development alternatives in this book show three alternative ways the Plan Area can be allowed to grow and develop. Each of the alternatives incorporate the vision statement and community principles that were identified in the Vision Report, as well as the goals and policies set forth in Mountain View's 2030 General Plan.

## Implement General Plan Goals and Policies

The 2030 Mountain View General Plan goals and policies for the San Antonio Change Area guide the development alternatives for the Precise Plan. The General Plan identified this area as an area where land use change could occur and some more specific changes were envisioned for the next 20 years.

The following goals and policies for the San Antonio Change Area, which is contained within the Plan Area's boundaries (See Figure 1-1), allow for higher intensities

## How to Use this Book

Use this book to help you determine your preferred development alternative and bicycle circulation option for the SAPP Area. Your selections will help determine the Preferred Alternative.

1. Review the Alternatives p. 15
2. Review the Bicycle Options p. 27
3. Compare the Findings, and Pick a Desired Approach p. 35

## SAN ANTONIO CHANGE AREA VISION

### MOUNTAIN VIEW 2030 GENERAL PLAN

The San Antonio Change Area continues to evolve as a diverse regional and community destination with a variety of land uses and mobility improvements.

In 2030, San Antonio is a lively mixture of commercial and residential uses. Bicyclists and pedestrians connect easily to surrounding neighborhoods, Caltrain, and VTA transit stations. San Antonio Center, the core of the area, is a regional and local draw with its housing, retail stores, services, and restaurants. Walkable blocks and streets oriented to pedestrians are punctuated by vibrant, active plazas and enhancements to the Hetch Hetchy right-of-way.

and an increase in land use diversity, as well as improved bicycling and pedestrian circulation and connections to public transportation. They include:

Goal LUD-21: A gateway neighborhood with diverse land uses, public amenities and strong connections to surrounding areas.

- Policy LUD 21.1: A mix of land uses. Support a mix of commercial land uses serving the neighborhood and the region.
- Policy LUD 21.2: Higher-density residential near transit. Encourage higher-density residential uses near bus and Caltrain stations.
- Policy LUD 21.3: Improved connectivity. Promote improved connectivity to adjacent neighborhoods, destinations and Downtown.
- Policy LUD 21.4: Improved pedestrian and bicycle circulation. Support improved pedestrian and bicycle circulation and connectivity throughout the area.
- Policy LUD 21.5: Hetch Hetchy right-of-way. Promote the use of the Hetch Hetchy right-of-way for open space and mobility improvements in the area.
- Goal LUD-22: A revitalized San Antonio Center with a diverse mix of uses and connections to adjacent neighborhoods.
- Policy LUD 22.1: San Antonio Center transformation. Support the transformation of San Antonio Center into a regional mixed-use and commercial destination.
- Policy LUD 22.2: Residential uses. Support new residential uses within San Antonio Center.
- Policy LUD 22.3: Gathering spaces. Encourage new plazas, open space and other gathering spaces in San Antonio Center.
- Policy LUD 22.4: Pedestrian-oriented design elements. Ensure that developments include pedestrian-oriented design elements such as accessible building entrances, visible storefronts and landscaping.
- Policy LUD 22.5: Finer street grid. Promote a finer street grid and improved connectivity within San Antonio Center.
- Policy LUD 22.6: Improved mobility. Support improved mobility within San Antonio Center for vehicles, transit, bicyclists and pedestrians.

- Policy LUD 22.7: Improved bicycle and pedestrian connections. Promote improved bicycle and pedestrian connections to the San Antonio Caltrain station, El Camino Real bus service, adjacent neighborhoods and the citywide bicycle and pedestrian network.
- Policy LUD 22.8: Parking area safety. Ensure safe pedestrian and bicycle access through parking areas.

## Implement General Plan Development Standards and Land Use and Zoning Designations

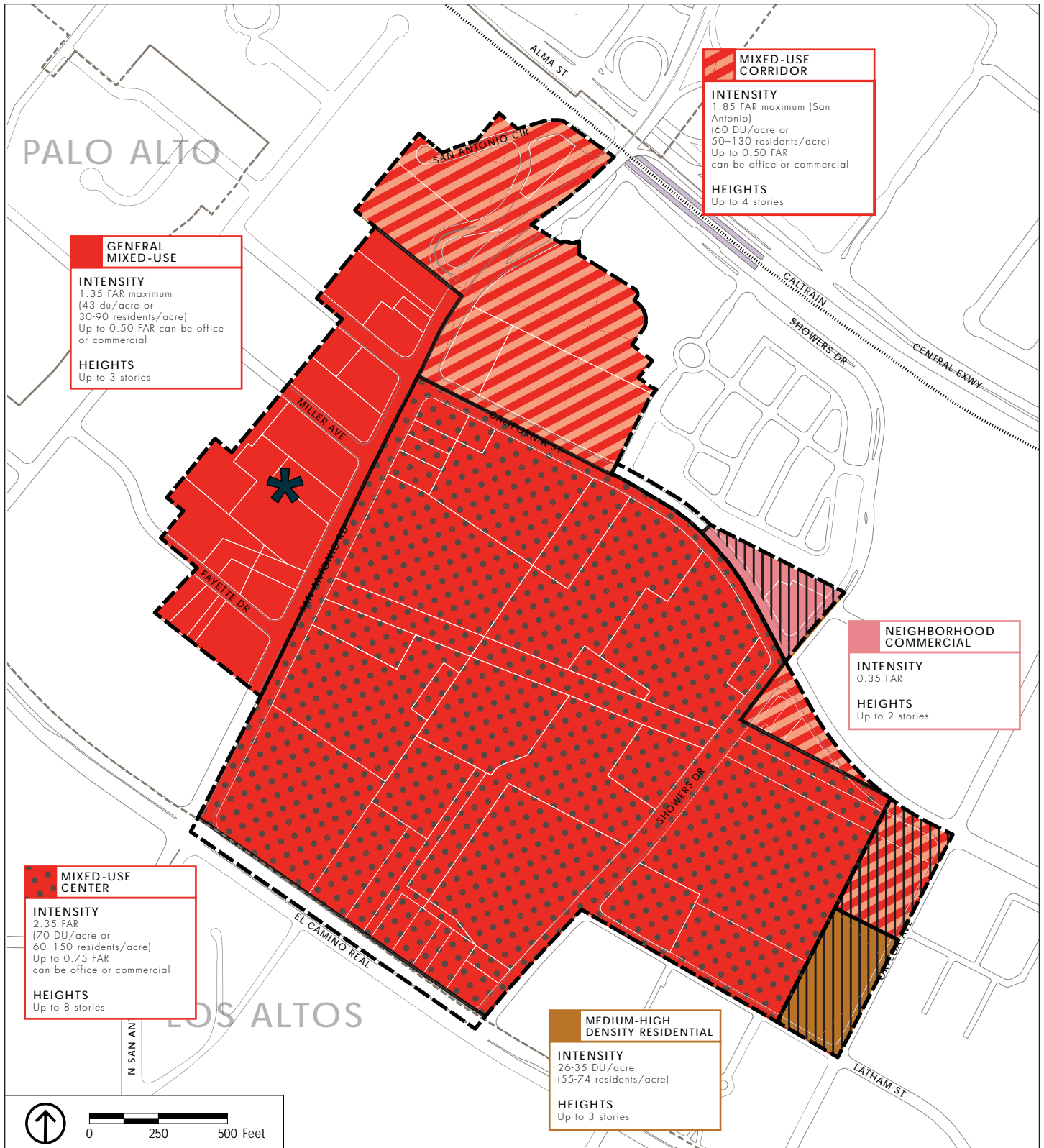
The development alternatives are based on the General Plan's development standards and land use and zoning designations. Key land use and development standards from the existing General Plan for each of the planned community districts in the Plan Area are documented on Figure 1-2 on the following page.

Nearly the entire Plan Area is designated as one of three types of mixed-use land uses, which offers considerable flexibility for future development:

- *General Mixed-Use* is designated along San Antonio Road and accommodates a mix of commercial, office, and residential uses.
- *Mixed-Use Corridor* is designated along El Camino Real and California Street and allows a broad range of commercial, office, and residential uses, and public spaces.
- *Mixed-Use Center* designations includes San Antonio Center and the parcels east of Showers Drive between California and Latham Streets. It promotes pedestrian-oriented, mixed-use centers with integrated, complementary uses such as entertainment, restaurants, department stores and other retail, office, hotels, convention/assembly and/or civic uses, and public spaces.

Two parcels are designated *Neighborhood Commercial* along the northern side of California Street at Showers Drive. It promotes neighborhood-serving retail and service businesses (e.g. grocery stores, cleaners, and restaurants).

One parcel is designated *Medium-High Density Residential* on Ortega Avenue at Latham Street. It allows multi-family housing such as apartments and condominiums, with shared open space provided for common use.



GENERAL PLAN LAND USE  
 FIGURE 1-2

- General Mixed-Use
- Mixed-Use Corridor
- Medium-High Density Residential
- Neighborhood Commercial
- Mixed-Use Center
- Gatekeeper Request for Change to Mixed-Use Corridor
- Draft Additional Parcels to Study in Precise Plan Area

## Ensure Consistency with the General Plan SEIR Assumptions for New Development

The development alternatives are based on the development potential identified and studied in the General Plan Supplemental Environmental Impact Report (SEIR) for the San Antonio Change Area. The remaining development potential takes into consideration recent development within the Plan Area, as well as the proposed new uses in two active Gatekeeper<sup>1</sup> projects from the total development potential identified in the EIR buildout.

The Gatekeeper projects include Merlone Geier Phase II along San Antonio Road and California Street, and residential units and ground-level retail proposed at 400 San Antonio Road by The Pillar Group. The development alternatives assume the Gatekeeper sites will be developed as currently proposed, re: project size and land uses.

	<b>New Uses Proposed by Gatekeeper Projects</b>	<b>Remaining Development Potential</b>
Housing Units	376	824
Retail/Services (square feet)	406,000	314,000
Office/R&D/Industrial (square feet)	398,000	534,000

## Address the Vision Report’s Community Principles

The three conceptual alternatives in this briefing book provide different approaches to addressing community principles developed during the visioning process in 2012:

### 2012 SAN ANTONIO PRECISE PLAN VISIONING PROCESS PRINCIPLES

- Create human-oriented streets, open spaces, and buildings
- Create a balanced multi-modal community with appropriate design, traffic mitigations, and safety measures
- Expand and improve the pedestrian network, through means such as connections through the San Antonio Center and access to transit
- Expand and create an interconnected bicycle network
- Create a range of community gathering spaces in the neighborhood
- Ensure proper transitions from higher densities within the San Antonio Center to adjacent neighborhoods
- Retain existing and encourage new neighborhood-serving businesses mixed with regional commercial destinations
- Retain existing and encourage new community services
- Explore opportunities to create a greenway along the Hetch Hetchy right-of-way

<sup>1</sup> The term “Gatekeeper” refers to projects given the authorization by City Council to receive staff review for projects with rezoning or General Plan amendment proposals. Gatekeeper status is granted to projects deemed suitable by the Council, pending availability of staff.

The visioning process also generated specific recommendations for connectivity, open space, and land use (listed below), which guided the development alternatives.

## 2012 SAN ANTONIO PRECISE PLAN VISIONING PROCESS RECOMMENDATIONS

CONNECTIVITY IMPROVEMENTS	OPEN SPACE IMPROVEMENTS	LAND USE
Improved pedestrian/bike connections from Caltrain to local lines, through the San Antonio Center, across the Central Expressway, and to other neighborhoods	Greenway along Hetch Hetchy right-of-way	New buildings to include stepbacks, setbacks, staggered heights, façade variety, and individual identity
Major new North/South and East/West streets/pathways through the San Antonio Center	Balanced ratio of built space to open space, with parks and plazas throughout new development to provide sense of openness	Private open spaces, balconies and patios on residential buildings
Sidewalk improvements along San Antonio Road including wider sidewalks	Amenities for community gathering in commercial areas and/or aligned with community services and including seating, shade, and flexible open areas for cultural and recreational activities	Large retail wrapped with mixed use development to provide a human scale
Clear and visible pedestrian areas at intersections including bulbouts and refuges for safety, as well as new mid-block crossings	Open space, trees and landscaping that provide an inviting environment	Ground floor design with large windows, entries and other human-scaled features to be inviting and welcoming
Tree and landscaping buffers in residential areas, especially buffers that provide shade and include native/drought tolerant plants	Provide a mix of well-designed open spaces, including small, unexpected pocket parks	New buildings that fit into the neighborhood
Wide and clearly defined bike lanes with buffers	Children’s play areas	Small and neighborhood-serving businesses, office, retail, and community services
Visible and sufficient bike parking		
Retail streets with walkable main street character, especially California Street		



# Summary of San Antonio Development Alternatives

Building on the previous planning policies and recommendations, three distinctive development alternatives were developed. Although each alternative focuses on a particular concept, each includes a baseline level of improvements to pedestrian, bicycle, and vehicular circulation, open space, and streetscapes.

## Common Strategies

The urban design strategy for each alternative identifies areas that should have active frontages and streetscape improvements, taller heights, and new connections. Areas with active frontages and improved streetscapes are defined as areas with:

- Ground floor retail or community spaces that have transparent facades or a series of entrances and windows that allow passersby to see in and people inside to see out.
- Streetscape improvements including wider, continuous sidewalks, street trees and planting, places to sit/gather, and pedestrian lighting.

Areas designated with active frontages, streetscape improvements, and taller heights are located around new open space. This is desirable because:

- Open spaces need active edges with many eyes on them to feel comfortable and vibrant.
- The land dedicated to open space and circulation around it will reduce the overall square feet of developable land within these parcels, so allowing taller heights adjacent to open space will not diminish the development opportunity. Neighborhood transitions will be required where new building heights are adjacent to existing residential.

In each alternative, primary pedestrian routes include:

- Continuous sidewalks (typically wider to accommodate two or more people passing each other at one time)
- Safety improvements at pedestrian crossings
- Direct connections to transit and destinations, such as parking garages and home/work/shopping areas.

Secondary pedestrian routes will not receive the same priority for funding that primary routes, but are identified for similar improvements.

Last, each alternative assumes the parcels near the intersection of Ortega Avenue and Latham Street will be residential. A summarized comparison of the three alternatives is shown on the following page.

## SAN ANTONIO PRECISE PLAN DEVELOPMENT ALTERNATIVES SUMMARY

1: Streetlife	2: Parkways	3: Central Green
<p>Focused improvements along the four public streets bounding San Antonio Center: San Antonio Road, California Street, Showers Drive, and El Camino Real.</p>	<p>Focused improvements along a new green parkway in the Hetch Hetchy right-of-way and creates a north/south parkway that aligns with Pacchetti Way.</p>	<p>San Antonio Center as a regional retail destination, that assumes Walmart and other mid-sized stores, such as Kohls, remain but undergo renovations and improvements.</p>
<p>Showers Drive is a pedestrian friendly “main street” with mixed-use residential development. Regional retail is encouraged to renovate to face the street.</p>	<p>Residential use near the Caltrain Station and mixed-use residential development lines both parkways.</p>	<p>Focused improvements around linked centers, the largest of which is a central green wrapped by regional retail and a large, centralized underground parking structure.</p>
<p>A town square wrapped by mixed-use residential at the intersection of the Hetch Hetchy right-of-way and Showers Drive.</p>	<p>Office focused on El Camino Real.</p>	<p>Mixed-use residential is focused along California Street.</p>
<p>Office near the Caltrain Station.</p>		<p>Office near the Caltrain Station and on El Camino Real.</p>



Streetlife Urban Design  
FIGURE 1-3

- |   |             |   |                             |
|---|-------------|---|-----------------------------|
|  | 1-2 Stories |  | Suggested Pedestrian Routes |
|  | 3-4 Stories |  | Active Frontage             |
|  | 5-8 Stories |   |                             |

# ALTERNATIVE 1: STREETLIFE

## Concept

The Streetlife Alternative transforms the public streets surrounding San Antonio Center into complete streets that improve pedestrian, bicycle, and vehicular circulation. The streets become activated by ground-level retail and active frontages. Showers Drive is improved. The alternative also provides improved internal connections through the San Antonio Center (See Figure 1-3).

The Streetlife Alternative concept is driven by two types of open space amenities:

- A new town square that will serve a civic purpose by providing a neighborhood gathering space and enhancing the Showers Drive retail and pedestrian activity.
- A linear park along the Hetch Hetchy right-of-way linking the town square and San Antonio Center to the residential neighborhoods to the west, and offering pedestrian, bicycle and vehicular connections within and across San Antonio Center.

## Urban Design Strategy

The urban design strategy is intrinsically tied to the overall concept outlined above. Areas with active frontages and enhanced streetscapes, taller heights, and new connections surround new open spaces (See Figure 1-3). Neighborhood transitions will be required along California Street where new building heights are adjacent to existing residential.

## Land Use Strategy

The land use strategy includes the mix of uses identified in General Plan and follows within the SEIR cap for development. The key areas where a specific land use is integral to the alternative are described below and on Figure 1-3.

### Office

This alternative focuses office near California Street and San Antonio Road in order to provide workers the most direct proximity to the Caltrain Station.



*Active retail built close to the sidewalk enlivens the pedestrian experience.*





*Seating areas along sidewalk activate the public realm.*



*A town square provides the community with a public gathering space.*



Streetlife Circulation  
FIGURE 1-4

- |   |                            |   |                            |
|---|----------------------------|---|----------------------------|
|  | Vehicle Circulation        |  | Improved New Crossing      |
|  | Primary Pedestrian Route   |  | Improved Existing Crossing |
|  | Secondary Pedestrian Route |   |                            |

## Residential

Mixed-use residential wraps the new town square and front Showers Drive to activate the street and open space throughout the day and night.

## Commercial

Street-oriented retail will be focused near the intersection of El Camino Real and Showers Drive. The Walmart parcel will be reconfigured to face Showers Drive and further activate the street.

## Mobility Strategy

As noted, the overall concept of this alternative is driven by the placement of the town square and linear park, as well as the activation of public streets. In keeping with this, pedestrian and vehicular circulation improvements are focused along the four bounding public streets (See Figure 1-4).

## Vehicular Circulation and Parking

The primary vehicular circulation routes are provided along the public streets that bound San Antonio Center. Each street will have no more than two entrances into the Center to access parking structures that are located along its perimeter. Visitors can immediately park and walk to their destinations. The parking facilities have direct pedestrian connections to on-street retail and open space. Surface parking is provided in alignment with the Hetch Hetchy right-of-way east of Pacchetti Way.

## Pedestrian Circulation

Primary pedestrian routes are focused on public streets and areas with active street frontages to help break up relatively large blocks.

Additional, secondary pedestrian connections are identified along the Hetch Hetchy right-of-way and bisect the San Antonio Center along a new north/south connection that aligns with Pacchetti Way to the north.

## Bicycle Circulation

Three stand-alone options for bike improvements have been identified for the Plan Area and are described in Chapter 5.



*Pedestrian pathways along a linear park.*



*Restaurants with outdoor seating activate the sidewalk and add character to the street.*



*Parking garage entrance with an articulated building facade that preserves the human scale of the street.*



Parkways Urban Design  
FIGURE 1-5

- |   |             |   |                             |
|---|-------------|---|-----------------------------|
|  | 1-2 Stories |  | Suggested Pedestrian Routes |
|  | 3-4 Stories |  | Active Frontage             |
|  | 5-8 Stories |   |                             |



# ALTERNATIVE 2: PARKWAYS

## Concept

The Parkways Alternative is defined by two linear parkways surrounded by mixed-use residential that integrate San Antonio Center with the surrounding neighborhoods (See Figure 1-5). The parkways become the spine of the Center and new development will orient towards them. They include a mix of green open spaces, plazas, and pedestrian and bicycle connections, along with opportunities for local-serving retail within the plazas. The internal streets along the Hetch Hetchy right-of-way are improved for pedestrian, bicycle, and vehicular circulation, and are activated by ground-level retail and active frontages.

## Urban Design Strategy

The urban design strategy is intrinsically tied to the overall concept outlined above. Areas with active frontages and enhanced streetscapes, taller heights, and new connections surround new parkways (See Figure 1-5). The parkways extend along the Hetch Hetchy right-of-way throughout the entire Plan Area linking the new housing to existing neighborhoods, and providing existing neighborhoods more opportunities for gathering and recreation.

Taller buildings along the parkways frame the spine and feel less tall given the generous width of the right-of-way and new adjacent roadways. Neighborhood transitions will be required along California Street and Pachetti Way where new building heights are adjacent to existing residential. Active frontages along the parkways invite residents and visitors alike to do their shopping, gather in the park, and use the new circulation routes for recreation.

## Land Use Strategy

This alternative focuses on providing more mixed-use residential along the open space which is the best way to create an active open space environment day and night. It exceeds the General Plan SEIR analysis for housing units, but offsets this increase by reducing the square footage of office space.

## Office

This alternative focuses office near the intersection of El Camino Real and Showers Drive in proximity to the VTA transit station and the existing office along El Camino Real.



*Leafy tree canopies cover a pedestrian street.*








*Lighting helps to illuminate the tree canopy and add character and interest to a pedestrian pathway.*



*Parklets provide an area for the activities within a restaurant to occur near the street, helping to activate the sidewalk and its character.*



Parkways Circulation  
FIGURE 1-6

- |   |                            |   |                            |
|---|----------------------------|---|----------------------------|
|  | Vehicle Circulation        |  | Improved New Crossing      |
|  | Primary Pedestrian Route   |  | Improved Existing Crossing |
|  | Secondary Pedestrian Route |   |                            |

## Residential

Mixed-use residential lines both sides of the new parkways. Residential is also located close to the Caltrain Station near the intersection of San Antonio Road and California Street.

## Commercial

Ground floor neighborhood-serving and regional retail will be part of the mixed-use residential development along both parkways. This alternative assumes that the parcels that are home to Walmart and Trader Joes will remain regional retail. There is additional street-facing, neighborhood-serving retail on California Street to serve residents of The Crossings and the new housing development.

## Mobility Strategy

As noted, the overall concept of this alternative is driven by the placement of the parkways, as well as the desire to align with the Hetch Hetchy right-of-way and the north/south parkway as the spines for pedestrian and vehicular circulation (See Figure 1-6).

## Vehicular Circulation and Parking

The primary vehicular circulation routes are provided along the public streets that bound San Antonio Center and along the two parkways. Each public street will have no more than two entrances into the Center; parking structures are located in parcels adjacent to the Parkways. Visitors have a choice of parking structures adjacent to their destinations and direct pedestrian connections to on-street retail and open space. Surface parking will be located within the Target redevelopment and within the Walmart/Trader Joes parcels.

## Pedestrian Circulation

Primary pedestrian routes are focused along the parkways, along a new north/south connection to El Camino Real and leading up to the Caltrain Station along Pacchetti Way.

Additional, secondary pedestrian connections are provided along the public streets that bound the Center and connect to the VTA Transit Station on Showers Drive.

## Bicycle Circulation

Three stand-alone options for bike improvements have been identified for the Plan Area and are described in Chapter 5.



*Leafy canopies and colorful landscaping define this streetscape.*



*Landscaped areas buffer the vehicles from the pedestrian areas.*



*Signage along lampposts adds character and a sense of place to a street or district.*



Central Green Urban Design  
FIGURE 1-7

- 1-2 Stories
- 3-4 Stories
- 5-8 Stories
- Suggested Pedestrian Routes
- Active Frontage

# ALTERNATIVE 3: CENTRAL GREEN

## Concept

The Central Green Alternative is defined by a series of linked centers with a focus on regional retail and centralized parking (See Figure 1-7) that are each oriented around a shared open space. One large open space is bounded by mixed-use residential on the north, south, and west, and regional retail to the east. A smaller open space north of California Street linked to San Antonio Center with a mid-block crossing is bounded by office to its north and mixed-use residential to its south. These open spaces include green space and plazas and are linked by the green space already proposed in the Merlone Geier Phase II Gateway project and the existing Hetch Hetchy greenway. The internal streets along the Hetch Hetchy right-of-way are improved for pedestrian, bicycle, and vehicular circulation, but do not continue a linear greenway east of the central green.

## Urban Design Strategy

The urban design strategy is intrinsically tied to the overall concept outlined above. Areas with active frontages and enhanced streetscapes, taller heights, and new connections surround new open spaces; however, when office or retail fronts the open spaces, they are assumed to be low- (1-2 stories) or mid-rise (3-4 stories) (See Figure 1-7). The open spaces are located throughout the entire Plan Area and pedestrian connections between them link recent development along San Antonio Road to new housing.

Taller, mixed-use residential buildings line sides of the open spaces will feel less tall given the generous size of the parks and new adjacent roadways. Neighborhood transitions will be required along Pachetti Way where new building heights are adjacent to existing residential. Active frontages at the ground-level of the new residential sites will help activate the parks; regional visitors coming to shop in the area and office workers will also activate the space.

## Land Use Strategy

This alternative focuses on providing more regional-serving retail and assumes that the big and “mid box” retail uses that exist in the Center today do not redevelop.

### Office

This alternative identifies office near the intersection of El Camino Real and Showers Drive in proximity to the VTA



*A central green area, set back from the street with benches and tables for gathering.*








*Seating areas set back from the street allow for quieter activities and reflection.*



*Active ground floor retail with apartments above.*



Central Green Circulation  
FIGURE 1-8

- |   |                            |   |                            |
|---|----------------------------|---|----------------------------|
|  | Vehicle Circulation        |  | Improved New Crossing      |
|  | Primary Pedestrian Route   |  | Improved Existing Crossing |
|  | Secondary Pedestrian Route |   |                            |

transit station and the existing office along El Camino Real. Pockets of office are also located between California Street and Miller Avenue along San Antonio, as well as north of the new northern center closest to the Caltrain Station.

## Residential

Mixed-use residential is located south of the northern center, as well as on the north and south ends of the central green.

## Commercial

Ground floor, neighborhood-serving retail will be located within all of the mixed-use residential areas. Regional retail will border the entire length of eastern side of the central green and abut Showers Drive.

## Mobility Strategy

As noted, the overall concept of this alternative is driven by the location of the open spaces, the alignment of Hetch Hetchy right-of-way, and the north/south connection that aligns with Pacchetti Way, all of which serve as the spines for pedestrian and vehicular circulation (See Figure 1-8).

## Vehicular Circulation and Parking

The primary vehicular circulation routes are provided along the public streets that bound San Antonio Center, in alignment with the Hetch Hetchy right-of-way, and along the new north/south connection bisecting the Center. Each public street will have no more than two entrances into the Center to access one centralized underground public parking structure. The northern center will have a smaller parking structure accessed off of California Street. Surface parking will still be located within the Target property. Visitors can park once and have direct pedestrian connections to retail and open space.

## Pedestrian Circulation

Primary pedestrian routes are focused along the central greens and the routes that link them to one another.

Additional secondary pedestrian routes are provided along the public streets that bound the Center and connect to the Caltrain Station and the VTA Transit Station on Showers Drive.

## Bicycle Circulation

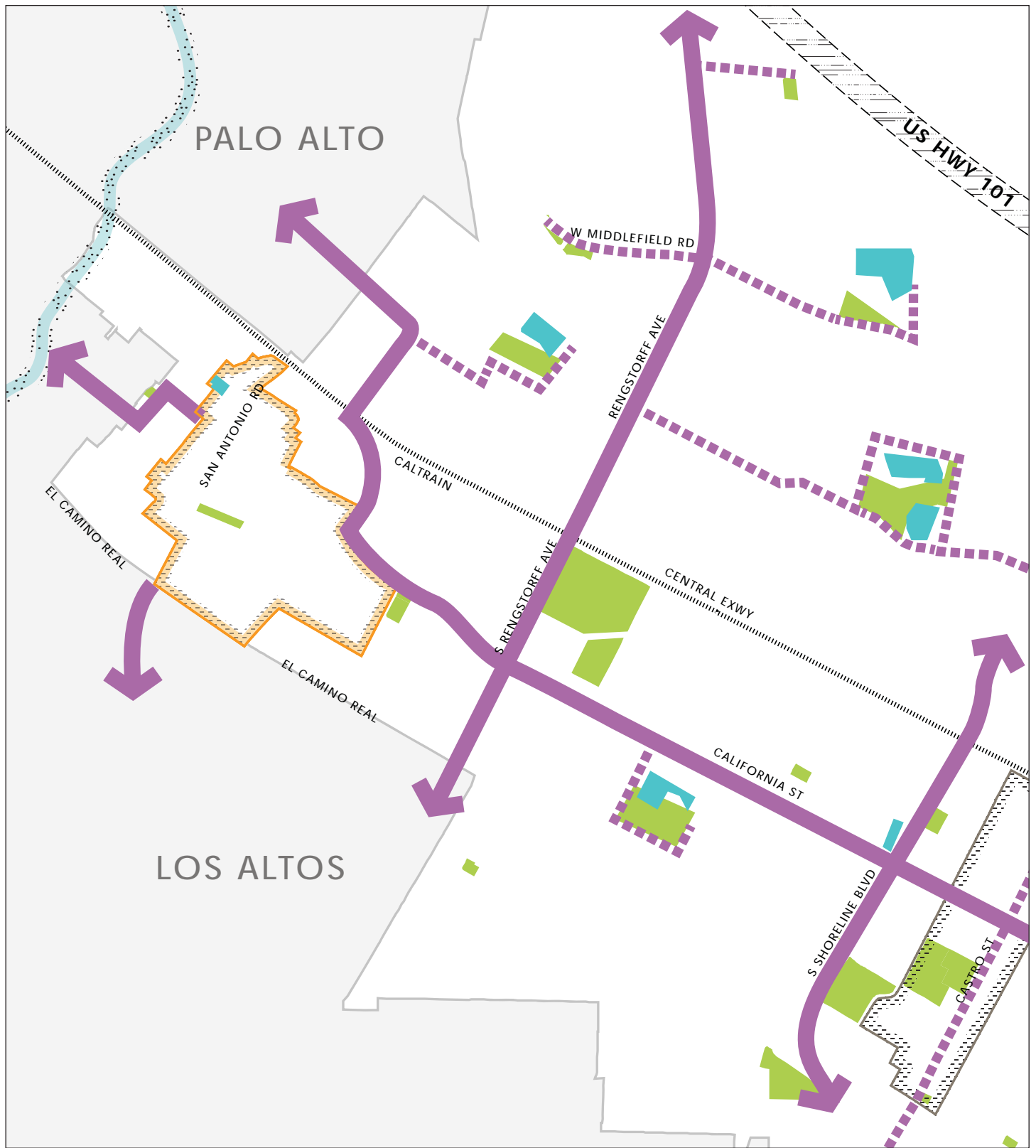
Three stand-alone options for bike improvements have been identified for the Plan Area and are described in Chapter 5.



*Regional retail incorporating columns and varying materials to maintain a human scale along the street.*



*A open space flanked by taller buildings, similar to what is suggested for the Central Green alternative*



Areawide Bicycle Circulation  
FIGURE 1-9

- |   |                                |   |         |   |                               |
|---|--------------------------------|---|---------|---|-------------------------------|
|  | Bicycle Routes                 |  | Parks   |  | San Antonio Precise Plan Area |
|  | Bicycle Connections to Schools |  | Schools |  | Downtown Mountain View        |



# BICYCLE CIRCULATION

Three distinct options for improved bicycle connections were developed independent of the alternatives. Existing bike routes, schools and parks were assessed to determine where new bicycle connections would be most beneficial (see Figure 1-9).

There are a number of facilities within and around the Plan Area; however, there are poor connections between them with limited flexibility and comfortable options for all riders. North/south connections are particularly limited due to the Caltrain tracks and San Antonio Road's capacity.

The following options were developed to improve both bicycle connections from the Plan Area to surrounding destinations such as Downtown Mountain View, Los Altos, Palo Alto, and Shoreline Aquatic Center; as well as to improve bicycle accessibility through the Plan Area from surrounding neighborhoods.

Each option assumes a baseline level of bicycle facility improvements throughout the San Antonio Precise Plan Area, including bicycle parking facilities, clear wayfinding, and well-marked routes (See images right and top right); however, they each *prioritize* major improvements along different routes.

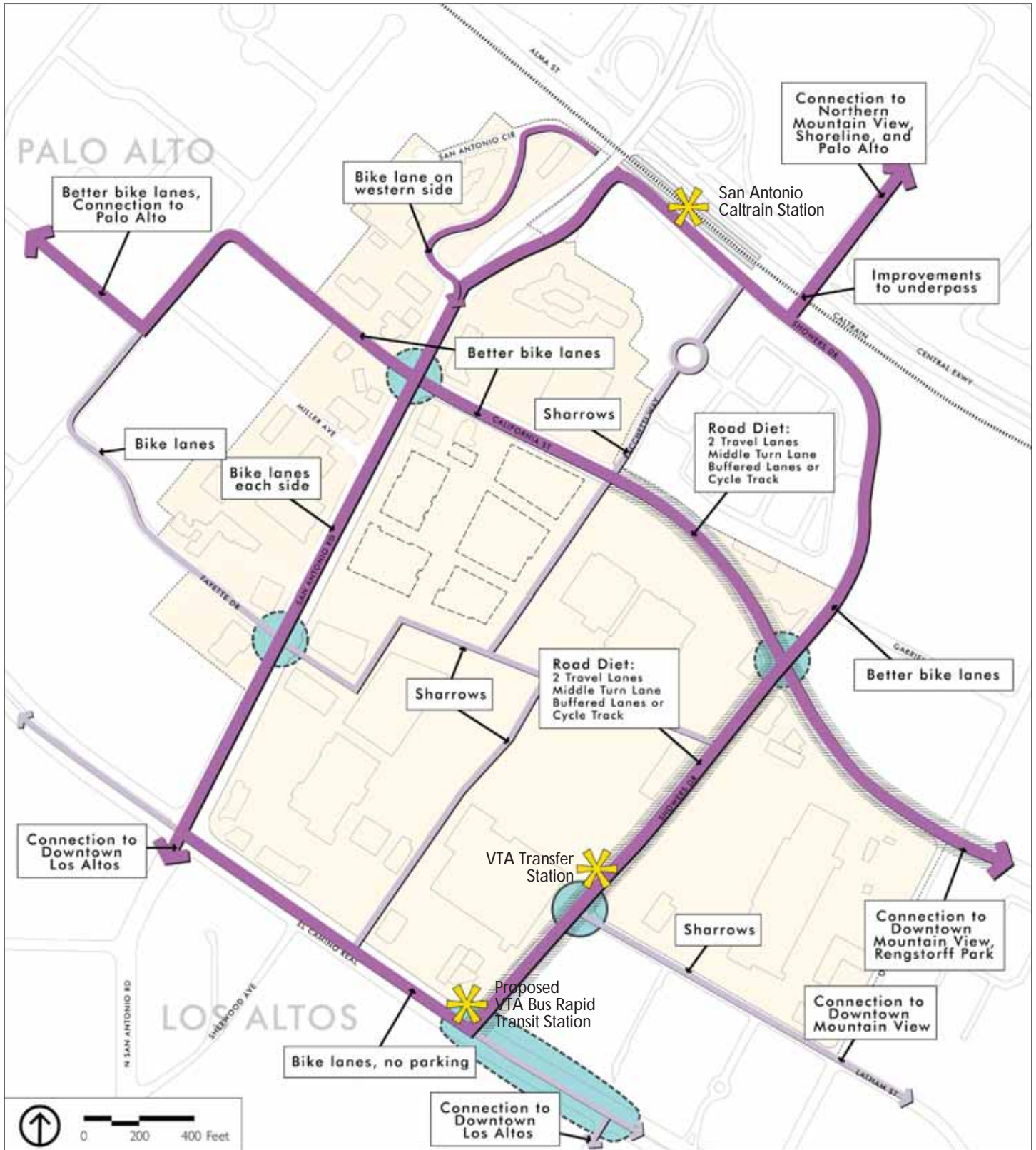
The following pages describe the bike options in detail.



*Ample bike parking in open spaces and near retail destinations, office buildings and transit stations will be incorporated into the Precise Plan.*



*Bike parking and wayfinding will be as accessible as vehicular parking.*



Bicycle Circulation Option A  
FIGURE 1-10

- Primary Bicycle Route
- Secondary Bicycle Route
- Buffered Lane or Cycle Track
- Improved New Crossing
- Improved Existing Crossing

## Option A: Major Public Streets

This option seeks to improve the bicycle routes on the four major public streets bounding San Antonio Center and links them to existing routes in the surrounding areas (See Figure 1-10). The primary routes include:

- San Antonio Road will have bike lanes in each direction and link to Downtown Los Altos, the Caltrain Station, and bicycle lanes on Showers Drive.
- El Camino Real will have bike lanes in each direction and link to other bike routes in the area.
- Showers Drive will be modified with a road diet between El Camino Real and California Street and provide separated/buffered bike lanes or a cycle track. Showers Drive north of California Drive will have improved bike lanes and connect to the Caltrain Station, Northern Mountain View, Shoreline Aquatic Center, and Palo Alto.
- California Street will be modified with a road diet east of Pacchetti Way and will include separated/buffered bike lanes or a cycle track. These lanes will link to Rengstorff Park and Downtown Mountain View. California west of Pacchetti will have improved bike lanes and link to Palo Alto.

Option A also identifies secondary bike routes, which include:

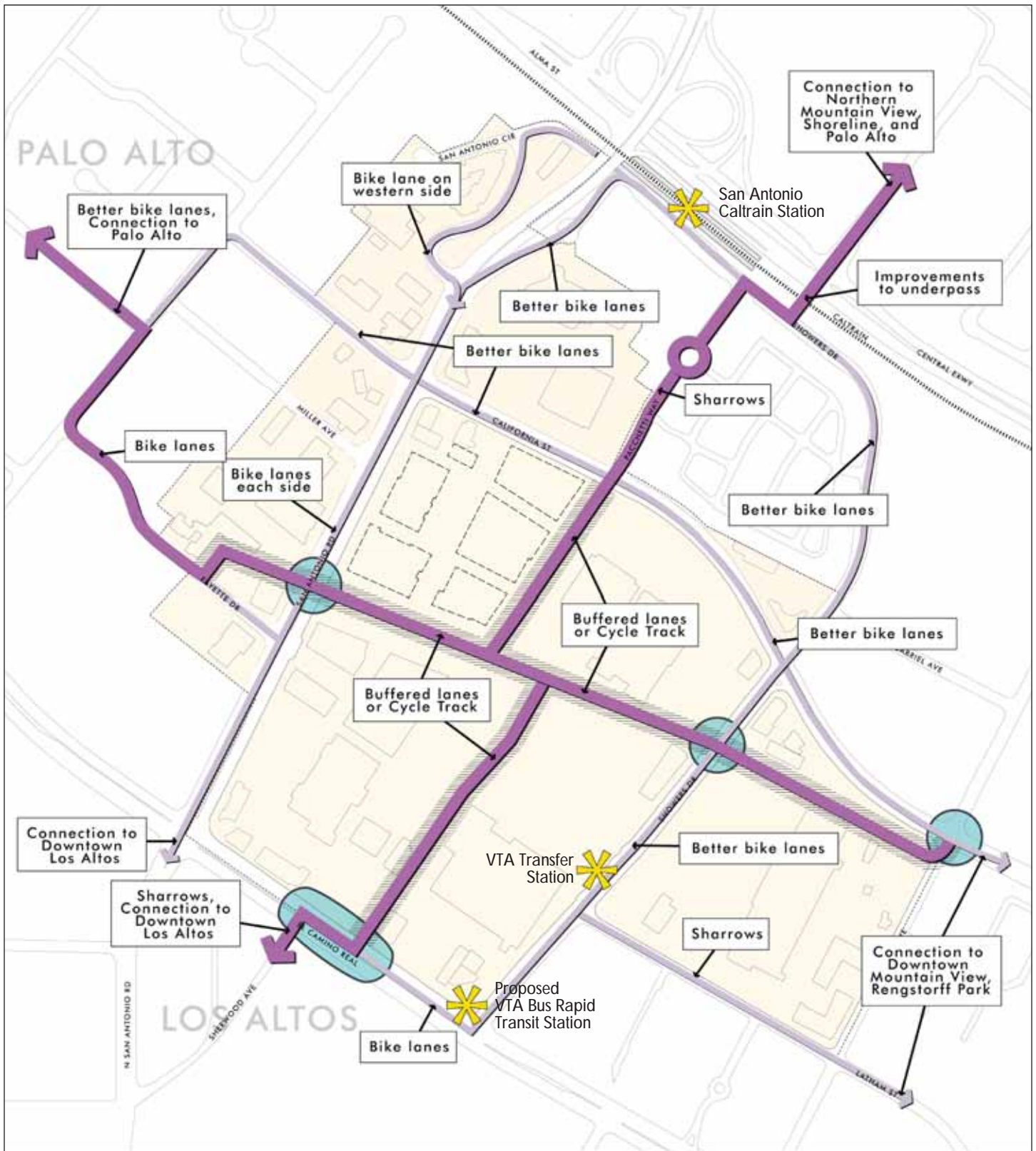
- Sharrows on Pacchetti Way and the north/south connection through the center of San Antonio Center.
- Sharrows along the Hetch Hetchy right-of-way.



*Buffered bike lanes like this one could be provided along California Street east of Pacchetti Way.*



*Trees and surface treatment could separate bike lanes from walkers and vehicles along Showers Drive.*



Bicycle Circulation Option B  
FIGURE 1-11

- Primary Bicycle Route
- Secondary Bicycle Route
- Buffered Lane or Cycle Track
- Improved New Crossing
- Improved Existing Crossing

## Option B: Internal Links

This option focuses primary bike connections in the heart of San Antonio Center (See Figure 1-11). The priority routes include:

- Separated/buffered bike lanes or a cycle track on a new north/south connection which aligns with Pacchetti Way through San Antonio Center between California Street and El Camino Real. The connection south of El Camino Real and north of California Street will include sharrows and connect to the Caltrain Station, northern Mountain View, Shoreline Aquatic Center, and Palo Alto to the north, and connects to Downtown Los Altos to the south.
- Separated/buffered bike lanes or a cycle track along the Hetch Hetchy right-of-way from Ortega Avenue to Fayette Drive with new improved crossing at Showers Drive and San Antonio Road.

Option B also identifies secondary bike routes which include:

- Improvements to the existing and/or new bike lanes on San Antonio Road, California Street, Showers Drive, and El Camino Real, and linkages to surrounding areas, including Northern Mountain View, Shoreline Aquatic Center, and Palo Alto to the north; Rengstorff Park and Downtown Mountain View to the east; Downtown Los Altos to the south; and Palo Alto to the west.
- Sharrows on Latham Street to connect to Rengstorff Park and Downtown Mountain View.



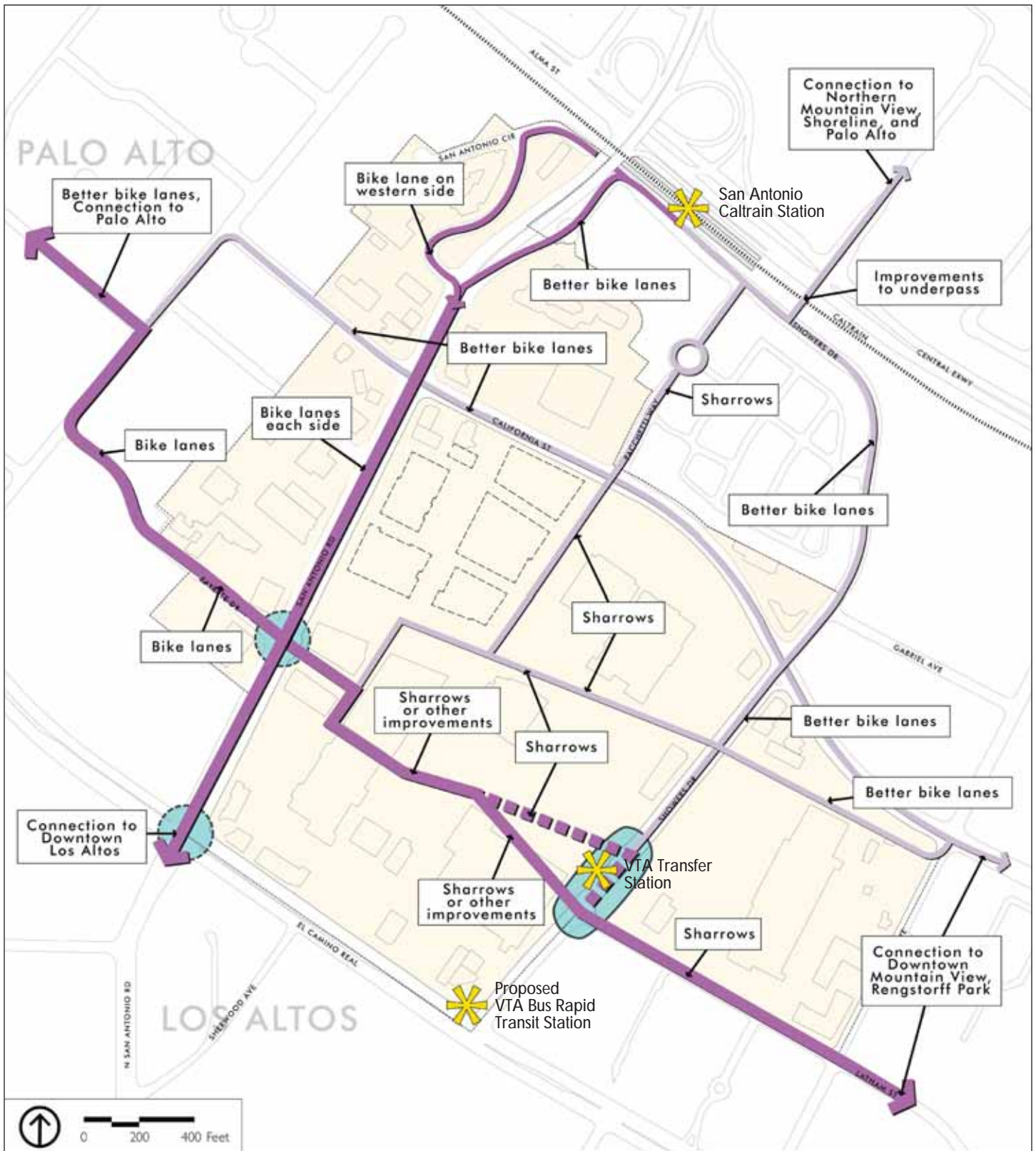
*Cycle tracks through the Hetch Hetchy right-of-way could be separated from pedestrians with greenery and public seating.*



*Separated lanes could be located adjacent to the roadway, rather than inside the parkway given the existing width of the Hetch Hetchy right-of-way.*



*Bike paths could be shared with walkers/joggers alike along the Hetch Hetchy right-of-way.*



Bicycle Circulation Option C  
FIGURE 1-12

- Phase I Primary Bicycle Route
  - Phase II Primary Bicycle Route (long-term)
  - Secondary Bicycle Route
- Improved New Crossing
  - Improved Existing Crossing

## Option C: Latham/Fayette Bike Boulevard

This option focuses primary bike connections on a Latham Street/Fayette Drive bicycle boulevard (See Figure 1-12). The priority route improvements include:

- Sharrows on Latham Street, through a new east-west connection within San Antonio Center to Fayette Drive connecting to Rengstorff Park and Downtown Mountain View to the east and Palo Alto to the west.
- New improved crossings at Showers Drive and San Antonio Road.
- Direct connection to the VTA bus station.
- This alternative will need to be phased over time as redevelopment within San Antonio Center occurs.
  - The interim solution will go through the Walmart parking lot and link up with the Hetch Hetchy right-of-way.
  - The long-term solution will provide a more direct east/west route and will require improvements within the Merlone Geier Phase I property and the Walmart to be redeveloped.

Option C also identifies secondary bike routes which include:

- Improvements to the existing bike lanes on San Antonio Road, California Street, and Showers Drive, and linkages to surrounding areas, including the Caltrain Station, Northern Mountain View, Shoreline Aquatic Center, and Palo Alto to the north; Rengstorff Park and Downtown Mountain View to the east; Downtown Los Altos to the south; and Palo Alto to the west.



*Sharrows along the Latham/Fayette bike boulevard would be well-marked especially at key intersections.*



*Sharrows work well on residential streets where there is less, slower moving traffic.*



*A bicycle boulevard-style street similar to what is suggested in Bicycle Option C.*





# COMPARE THE ALTERNATIVES

## Key Topics for Land Use, Urban Design and Mobility

1: Streetlife

2: Parkways

3: Central Green

### Land Use Near Transit

Questions: Should office, housing, or both uses be prioritized next to transit? Should there be more residential and less office?

Office Location	Office near Caltrain Station	Office near El Camino Real	Office near Caltrain Station and El Camino Real
Housing Location	Housing near Showers Drive	Housing within San Antonio Center	Housing near Caltrain Station Center
Which Alternative's approach to land use do you prefer?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### San Antonio Center (SAC) Land Uses

Question: Should additional residential and/or regional commercial uses occur in SAC?

Local/Ped-oriented Retail Location	Focused on public streets	Focused on parkways	Focused on central greens
Regional/Medium-Big Box Location	Reconfigure regional retail along Showers Drive to face Showers Drive.	Retained regional commercial on Walmart and Trader Joes parcels as is.	Add regional commercial and reconfigure so all existing and new larger regional shopping is on the entire eastern side of the central green and faces the new central green.
Which Alternative's approach to SAC's land use do you prefer? Explain.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Building Heights and Scale

Questions: How should General Plan heights be distributed within the Area? Where are the priority locations and heights for residential transitions?

	Taller buildings along the east and west of San Antonio Center, the town square, and on either side of the Target parcel.	Taller buildings in the core along Hetch Hetchy right-of-way, and El Camino Real.	Taller buildings on El Camino Real and near the parks.
Which location for taller buildings do you prefer? Explain.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Where should the priority transition locations be?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Note: These comparison tables were distributed as worksheets and the community workshop on Jan. 11, 2014

	1: Streetlife	2: Parkways	3: Central Green
<b>Open Space</b>	<p>~6 acres</p> <p>A new town square that is visible from surrounding streets and would serve a civic function as a gathering area and site for community events.</p> <p>A linear-style park would branch off of the town square and run along the Hetch Hetchy right-of-way to San Antonio Road.</p>	<p>~6 acres</p> <p>Linear parks along Hetch Hetchy and in alignment with Pacchetti Way would connect to public streets and connect the Plan Area to adjacent neighborhoods.</p>	<p>~6.5 acres</p> <p>One large central green within San Antonio Center protected from the surrounding major streets.</p> <p>Additional smaller parks north of California Street and along Showers Drive would offer a central gathering area for both office and residential uses to the north.</p>
Which open space arrangement do you prefer?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Pedestrian Access and Primary Pathways

Question: Where should high-priority pedestrian routes, access points and ped-oriented frontages occur?

*Note: All streets will be improved, but primary routes will be prioritized for funding and enhancement.*

	<p>Primary routes are on the four surrounding streets bounding San Antonio Center, around the new town square, and north on Showers Drive between the Caltrain Station and proposed BRT stop. Ped-focus on Showers Drive.</p>	<p>Primary routes focused along two linear parkways; one along the Hetch Hetchy right-of-way, and a smaller perpendicular parkway from the Hetch Hetchy right-of-way, along Pacchetti Way, to the San Antonio Caltrain Station.</p>	<p>Primary routes focused around large central park and along internal streets that connect the large central park to smaller parks and public streets.</p>
Which do you prefer? Explain.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Overall Alternative Preference

Question: Which alternative would you prefer to see in the San Antonio Precise Plan area?

Which do you prefer? Explain.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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*Note: These comparison tables were distributed as worksheets and the community workshop on Jan. 11, 2014*

## Key Topics for Bicycle Circulation Improvements

### Option A

### Option B

### Option C

#### Overall Bicycle Strategy

Questions: Where should high priority bicycle improvements occur? What types of improvements do you want to see?

Note: All streets will be improved, but primary routes will be prioritized for funding and enhancement.

	Focuses on improved facilities on four major streets bounding San Antonio Center, linking them to surrounding bicycle routes.	Focuses on movement through the heart of San Antonio Center with separated/buffered bike lanes or cycle tracks along the perpendicular central parkways.	Focuses on Latham Street as a bike boulevard for traveling east/west through San Antonio Center and connecting to Fayette Drive (and Del Medio and Miller), as well as improved facilities on San Antonio Road.
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#### Primary Routes Utilized for Connecting to Locations Outside Plan Area

Los Altos	Showers Drive (with connection along El Camino Real to Jordan Avenue). San Antonio Road.	Internal road (with connection along El Camino Real to Sherwood Avenue).	San Antonio Road.
Downtown Mountain View	California Street.	Hetch Hetchy Right-of-Way to California Street.	Latham Street.
San Antonio Caltrain Station	Showers Drive.	Internal road to Pacchetti Way.	San Antonio Road (with connection to frontage road east of overpass).
Northwest to Palo Alto	Miller Avenue.	Miller Avenue.	Miller Avenue.
North to Palo Alto	Caltrain tunnel.	Caltrain tunnel.	San Antonio Road.
Which strategy do you prefer? Explain.  Identify other desired improvements.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please feel free to provide more feedback on the alternatives and options in the space remaining.

Note: These comparison tables were distributed as worksheets and the community workshop on Jan. 11, 2014

# Additional Findings

The following summaries provide additional analysis on land use, mobility, and infrastructure that is applicable to all of the alternatives.

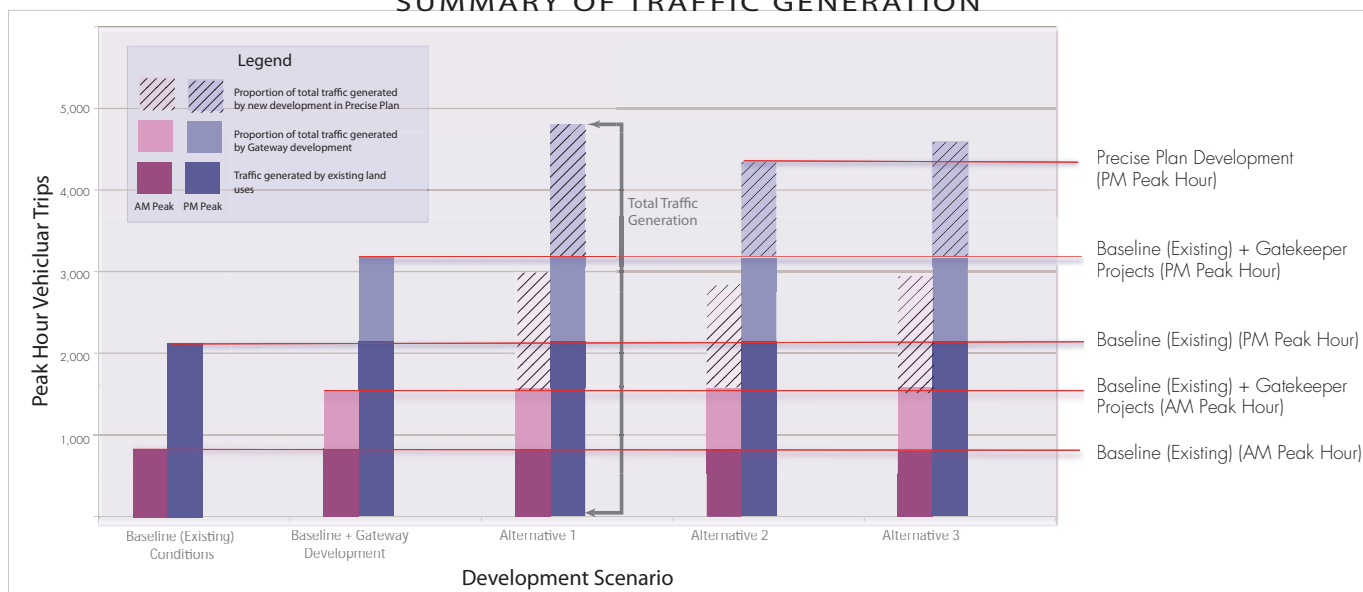
## Mobility

### Trip Generation

Trip generation figures for the alternatives assume basic auto-oriented development. However, in the case of the Plan Area, some percentage of trips will be bicycle, pedestrian, or transit, rather than automobiles. If the proposed bicycle and pedestrian improvements are implemented as described in the alternatives, then the percentage of automobile trips generated could be 8- to 15-percent less.

The graph below displays a breakdown of where trips to and from the Plan Area are being generated. As shown, it indicates that the Precise Plan development would contribute to roughly a third of the total traffic for the area. The Parkways alternative has lower peak hour vehicle trips because this alternative has more residential and less office. This graph also does not account for trip reductions feasible

**SAN ANTONIO PRECISE PLAN ALTERNATIVES ANALYSIS  
SUMMARY OF TRAFFIC GENERATION**



Note: Total trips are shown above. Allocation to streets and analysis of impact will be part of the next phase of the Precise Plan.

through affective transportation demand management (TDM) programs.

### Land Use Proximity to Transit

Office uses near Caltrain (and to some extent the future VTA Rapid Bust Transit) will have a somewhat higher amount of transit trips than other uses because office workers like the “last leg” to be close enough to walk and to minimize additional transit transfers at the end of their trip.

### Distribution of Travel Modes

Although mode share estimations require detailed site plans and modeling, an “anticipated” mode share can serve as a general indicator of how a proposed land use alternative could affect the level of transit use by people traveling to the area. Research into other Bay Area places similar to the Plan Area leads to the following conclusions:

- When located within walking distance of a transit station, office use is generally assumed to capture the greatest amount of transit users. Residential has the second highest capture of transit users, and retail is third.

### Areas of Concentrated Impact

The table below displays an estimation of how much of the surrounding street’s capacity will be consumed by the San Antonio Precise Plans vehicle trips. It concludes that there is little variation in potential traffic impacts between the three alternatives.

Computation of Street Capacity	Estimated Impact of SAPP Alternatives on Vehicular Capacity of Major Streets Serving Plan Area								
	San Antonio Rd.		California St.		El Camino Real		Showers Dr.		Total / Avg (AM+PM)
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	
Two-Way Peak Hour Capacity (vph) [1]	4,212	4,212	2,790	2,790	5,150	5,150	2,790	2,790	29,884
Capacity used by Existing Traffic (%)	58%	59%	36%	46%	47%	61%	5%	17%	41%
Remaining Vehicular Capacity (vph)	1,750	1,716	1,795	1,520	2,726	2,019	2,648	2,318	16,492
SAPP Peak Hour Traffic Distribution [2]	41%	34%	17%	17%	40%	42%	2%	6%	25%

**Notes:**

[1] The capacity of the major streets serving the San Antonio Precise Plan area is based on peak hour bi-directional capacity tables developed from the methodologies in the Highway Capacity Manual. Source: 2009 Florida Department of Transportation Quality / Level of Service Handbook.

[2] An estimate of the amount of SAPP traffic that would utilize the major surrounding streets is based on the proportion of existing traffic using the same streets.

The following sections explain the components within each alternative.

## Land Use Criteria

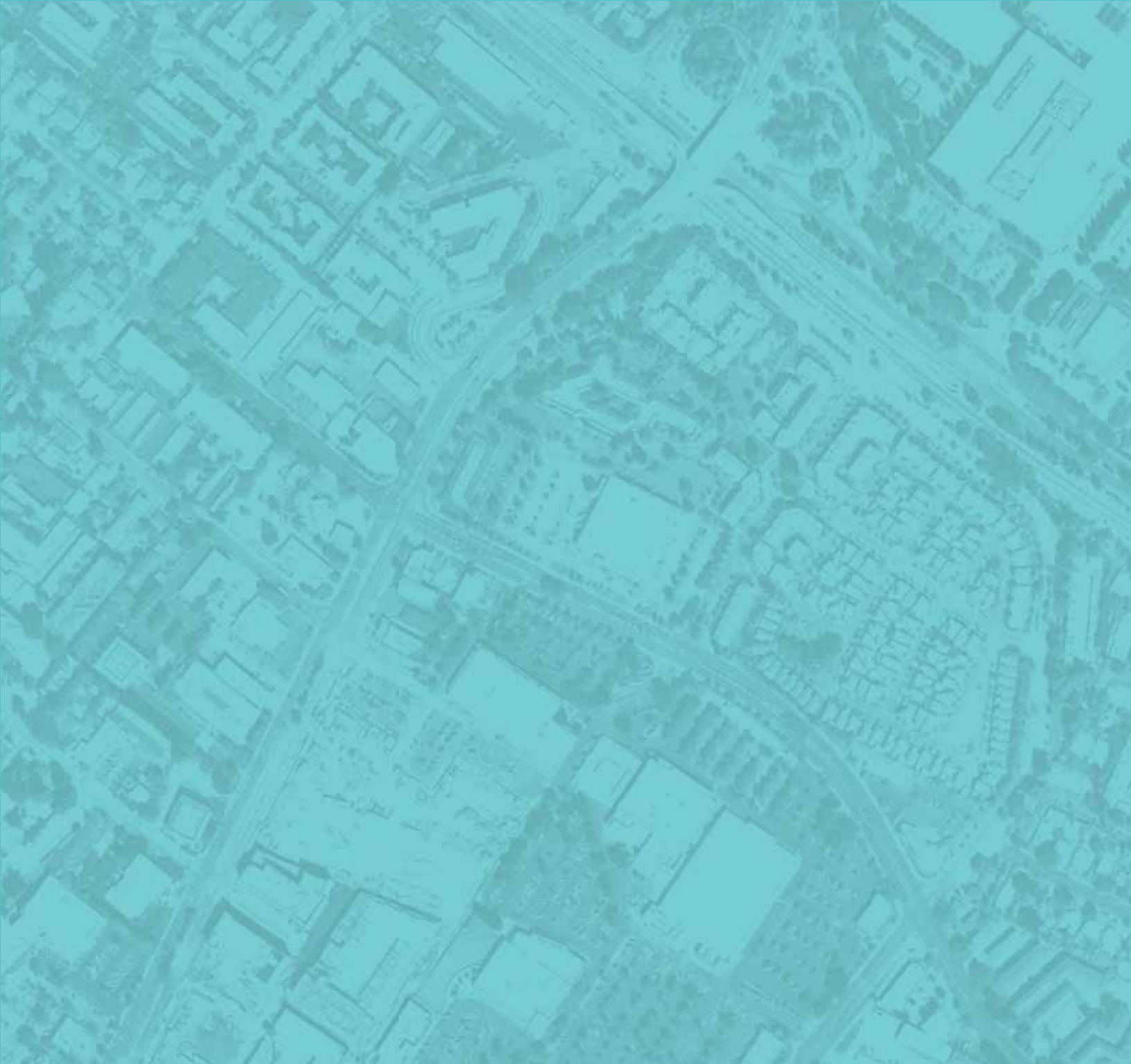
- **Office Land Use - Amount**  
In the alternatives, the amount of new office uses is the same as that assumed for the General Plan SEIR. The exception is the Parkways Alternative, which assumes less office – and more residential – than the General Plan SEIR, in order to assess the impact on metrics such as vehicle trip generation.
- **Office Land Use - Location**  
The alternatives assume different locations for office uses in order to compare the effect of location on use of transit.
- **Residential Land Use – Amount**  
The alternatives assume the same amount of new residential development as that assumed for the General Plan SEIR. Again, the exception is Alternative 2: Parkways, which assumes more residential – and less office – than the General Plan SEIR, in order to assess the impact on metrics such as vehicle trip generation. The Market Analysis researched for the City indicates that there is strong enough demand for housing in the Plan Area to give the higher amount credence.
- **Residential Land Use – Location**  
Each of the alternatives assumes a different location for new residential, determined for urban design and placemaking reasons, as well as proximity to transit.
- **Commercial Land Use – Amount**  
All alternatives assume the same amount of new commercial development (retail) as that assumed for the General Plan SEIR.
- **Commercial Land Use – Local/Ped-Oriented**  
Each of the alternatives proposes a different strategy for local/ped-oriented types of commercial uses. This is the type of retail development that serves neighborhood needs, and usually includes small restaurants, banks, dry cleaners, bakeries, clothing shops, etc.
- **Commercial Land Use – Regional/Bigger Footprint**  
All the alternatives propose to retain some level of regional retail, which is the type of retail that is at San Antonio Center currently: Walmart, Ross, Target, etc. However, the alternatives propose varying degrees of change to the arrangement and location of these uses over the next twenty years.
- **Hotel Land Use**  
All alternatives assume one hotel as part of the development of the Precise Plan. This is supported by the conclusions of the Market Analysis.
- **Open Space**  
All of the alternatives make proposals for open space integral to the urban design strategy for each alternative. The amount of open space in each alternative was measured.
- **Parking**  
Parking requirements for residential is assumed to be private parking integral to each project, and therefore not specifically calculated and analyzed.

## Urban Design Criteria

- **Building Street Frontage**  
Each alternative proposes a specific strategy for placing and orienting retail or community spaces that increase foot traffic and are designed to activate the street with aesthetically pleasing facades that passersby can see through.
- **Building Heights and Scale**  
All of the alternatives make proposals for the distribution of future building heights throughout the Plan Area and focus taller buildings around proposed open space. The alternatives address the need for neighborhood transitions where new heights and land uses will abut existing residential properties.

## Mobility Criteria

- **Pedestrian Access**  
Pedestrian access was considered through a qualitative assessment of the connectivity and the directness of each alternative's internal walkway system as well as external accessibility to the Precise Plan Area.
- **Traffic Generation and Trip Internalization**  
*(see pages 38-39 for additional findings)*  
The estimated PM peak hour traffic generation was calculated for each of the alternatives to determine traffic generation, while the amount of traffic captured internally within the Plan Area was calculated based on land use mix (reflecting trips that could be accommodated by walking or bicycling).
- **Access Between Transit Types**  
Primary pedestrian routes connecting each of the three transit stations to one another were considered in each of the alternatives.
- **Bicycle Connections to Exterior Locations**  
Connections to existing bicycle facilities and community destinations, such as schools and parks surrounding the Precise Plan Area were considered in each of the bicycle options.



JANUARY 2014

PRODUCED BY THE PLANNING CENTER | DC&E  
ANALYSIS BY KIMLEY HORN ASSOCIATES







CITY OF MOUNTAIN VIEW

## San Antonio Precise Plan – Community Workshop #1 Workshop Summary: Review of Draft Plan Alternatives

1.11.2014

The first community workshop for the San Antonio Precise Plan was held on January 11, 2014 at the Mountain View Senior Center as part of a joint workshop with the El Camino Real Precise Plan. Approximately 120 members of the community were in attendance, in addition to City staff. The primary goals for the San Antonio portion of the workshop were:

- To present objectives for the Precise Plan process.
- To introduce three land use/urban design and circulation alternatives for San Antonio.
- To introduce three bicycle options for San Antonio.
- To receive community input and preferences for land use, circulation and bicycle options to be integrated into a preferred alternative.

### Introduction

City staff opened the joint workshop with a welcome to members of the public and an introduction to the workshop purpose. Presentations were made by Raimi & Associates (lead consultant – El Camino Real Precise Plan) and The Planning Center | DC&E (lead consultant – San Antonio Precise Plan) to provide overviews for the precise plan materials to be discussed in small group sessions later in the workshop.



### San Antonio Precise Plan Presentation

The San Antonio Precise Plan presentation provided an introduction to the precise plan with an overview of the plan's boundaries and role as an implementation tool for the 2030 General Plan. The presentation addressed the important role of the Hetch-Hetchy right-of-way (ROW) that bisects the Plan Area, and the coordination that would need to occur with the San Francisco Public Utilities Commission (SFPUC), which owns the ROW.

The three plan development alternatives – Street Life, Parkways and Central Green – and bicycle options were introduced to be further discussed during the group activity portion of the workshop. The presentation summarized the design intent and key differences between the different alternatives and bicycle options. Some of the key topics that community members were asked to evaluate in their small groups included:

- San Antonio Center land uses
- Land uses near transit
- Building heights and scale
- Open space arrangement
- Priority pedestrian routes
- Priority bicycle improvements

The slideshow presentation and other workshop materials are available on the project website at: <http://www.sanantoniopreciseplan.com>

### **Small-Group Exercise**

After the presentation, community members who chose to attend the San Antonio Precise Plan workshop activity were randomly-assigned into six groups of ten to twelve people. Members of Project Sentinel facilitated the small group discussions and exercises. The small group exercises were designed to have group members identify which urban design and circulation alternative had the most elements they liked, and why. After identifying which, if any of the alternatives were most commonly preferred, group members were asked to modify the preferred alternative(s) so it better reflected the overall vision of the group. Groups were encouraged to “mix and match” from the other alternatives, as needed. Dissenting or opposing ideas were also recorded on the maps and large note pads. Group members then followed the same process for the bicycle options.

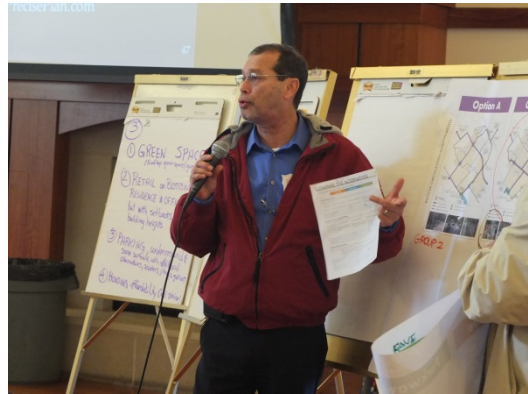


### **Report Back**

After the small group exercise, a representative from each group was asked to summarize results of their group’s work to all workshop participants. Each “report back” highlighted major themes discussed by the group. Although there was not consensus, commonly identified options and majority preferences from the workshop included:

- Concern about height (buildings over 4 to 6 stories)
- Good bike options are needed to connect the area in all four surrounding directions
  - Concern about San Antonio Road as a primary bike option

- Separated facilities desired given traffic conditions
  - Preference for a north/south connection(s) internal to San Antonio Center (extending to Pacchetti Way) and/or along Showers Drive
  - A strong east/west connection is needed, possibly two, with most frequent mention of a Latham Street bike boulevard and California Street
- Support of the Hetch Hetchy corridor for open space and bicycle/pedestrian connections
  - Maximize open space
  - Some regional retail uses should be retained
  - Office uses supported near Caltrain
  - Identified need for community benefits
  - Affordable housing should be provided
  - Traffic circulation is a concern
  - No clear consensus on one alternative – there are positive aspects in all three



Below is a more detailed summary of input from each group, covering each of the major categories discussed at the tables. Workshop participants were also encouraged to individually fill out worksheets on these topics. Complete input for each table and individual worksheets completed at or after the meeting are posted on the San Antonio Precise Plan website. If the group reached consensus on an alternative, the chosen alternative is provided in **bold**:

**Table 1: Even split on each urban design/land use alternative**

Urban Design and Land Use:

- More regional shopping/revenue-generating commercial and walkable shops
- Affordable housing is important
- Residential uses near Caltrain

Circulation:

- Bikes and pedestrians on Pacchetti and through San Antonio Center
- Additional pedestrian focus on Showers Drive and California Street
- California, Latham or El Camino improved for bikes – at least one, two is better
- Better connections to schools in Los Altos
- More permeable block design for San Antonio Center
- Better access for neighborhoods north of Caltrain
- Consider new pedestrian overpasses

**Table 2: Central Green Alternative**

Urban Design and Land Use:

- More affordable housing
- Require public benefits including health clinic, library, community center
- Parks for public uses

Circulation:

- Better traffic flow
- Prioritize bikes along internal routes separated from vehicles (Option B)
- Improve pedestrian routes on public streets bounding San Antonio Center first (Street Life circulation) – especially on California Street – then work inward

**Table 3: Central Green Alternative**

Urban Design and Land Use:

- Green space and roof gardens
- Maximum of 6 stories, taller buildings around central green may be okay with setbacks and stepped back heights
- Community benefits, including affordable housing is important
- Include senior housing
- Preserve the Milk Pail
- Mixed-use office and residential with ground floor retail supported

Circulation:

- Limit surface parking or structures – underground structures preferred
- Provide parking for smaller businesses
- Bicycle and pedestrian improvements are important – need more examples

**Table 4: No consensus on a preferred alternative**

Urban Design and Land Use:

- Hybrid approach supported; preferred Parkways if had to choose one
- Walkability and livability is important
  - Support Hetch Hetchy open space
  - Liked Central Green crossings, parking and pedestrian circulation
- Office uses near Caltrain
- Public benefits including open spaces or in-lieu fees (used within area)
- Retain regional retail
- 4 to 6 stories was generally accepted if results in more open space; a few supported limited taller buildings
- Preserve the Milk Pail

Circulation:

- Limited or no surface parking
- Bikes focused on Latham, but keep on-street parking
- California also good for bikes, but preserve existing traffic lanes
- Improve safety at Showers Drive and El Camino Real; consider new pedestrian overpass over El Camino Real
- Preserve existing turns along San Antonio Rd.– don't displace with bikes

**Table 5: Parkways Alternative**

Urban Design and Land Use:

- Parkways concept should have human-scaled density – not a canyon effect
- Green spaces along Hetch Hetchy, plus additional green space on both sides of it
- Maximum 6 stories, focused in the core of San Antonio Center with setbacks
- Mixed-use office by Caltrain and mixed-use residential in Center
- Provide lighting and visibility for safety purposes – especially near transit

Circulation:

- Separate bikes, cars, and pedestrians
- Create direct route to Del Medio from Caltrain
- Hybrid of the three bike options
- Central parking that allows shoppers to “park once”
- Improve access to Caltrain
- Improve connections to Latham, Hetch Hetchy/California and Pacchetti for bikes

**Table 6: Central Green + Parkways Alternatives (combined)**

Urban Design and Land Use:

- Maximum amount of parks and open spaces
  - Create large central open space with underground parking
- Activate Caltrain
- Mixed-use office near Caltrain
- Provide affordable housing as community benefit

Circulation:

- Support parkways circulation with underground parking of Central Green
- Bike trail along the Caltrain right-of-way
- Pacchetti and internal routes (Option B) with Latham (Option C) and Showers (Option A) improvements for bikes
- San Antonio Road is not good for bikes and pedestrians
- Improve access to Caltrain and bus station access, especially down Showers Dr.

**Final Comment from City Staff**

City staff noted the large community turnout and reemphasized the importance and appreciation for community involvement. Attendees were reminded of upcoming meetings for the precise plans and encouraged to continue to follow the progress of the Precise Plans and provide comment through their respective websites.

**Simas, Linda**

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**From:** Alkire, Martin  
**Sent:** Tuesday, January 21, 2014 3:05 PM  
**To:** Simas, Linda  
**Subject:** FW: Comments for EPC meeting 1/22

fyi

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**From:** Nancy Morimoto [REDACTED]  
**Sent:** Tuesday, January 21, 2014 11:39 AM  
**To:** [mountainviewellen@gmail.com](mailto:mountainviewellen@gmail.com); Lisa Matichak; [caprilesmountainview@gmail.com](mailto:caprilesmountainview@gmail.com); [grossmanrachel01@gmail.com](mailto:grossmanrachel01@gmail.com); [trf@mac.com](mailto:trf@mac.com); [mktrontell.mtvw.gov@gmail.com](mailto:mktrontell.mtvw.gov@gmail.com); Cox, Robert  
**Cc:** Alkire, Martin  
**Subject:** Comments for EPC meeting 1/22

Dear Environmental Planning Commission Members,

I hope to make it to tomorrow's meeting, but wanted to make sure you received my comments on land use, urban design and mobility options for the San Antonio Precise Plan. I've also included a few brief comments specifically on the Milk Pail situation. I'm sorry I was unable to attend the recent precise plans community workshop. I heard it was a good session.

Land Use: Focus on creating and maintaining a diversity of uses, as that will spread out traffic impacts over day/night, weekday/weekend use and enable the wise use of shared parking. Shared parking will allow the area to have a greater proportion of pleasant open spaces and quicker walking access to the various uses without having to go through or around too many parking lots and parking garages. Ways to enable/encourage shared parking arrangements should be included in the precise plan.

Urban Design: Focus on how the buildings are experienced from pedestrians' point of view- not too crowded in, finding ways to preserve some mountain views, appropriate plantings and safety from vehicles etc. How is it going with finding a place making consultant for the San Antonio Center as Council Member Bryant highly suggested?

Mobility Options: People will often cross the street where it's most convenient, without regard to the safety considerations. Generous use of signaled or at least lighted crosswalks should be encouraged. Also, protected bike paths are important.

Milk Pail: Shared parking is a well known and very useful urban planning tool that has been in use in other Mountain View shopping centers as well as the SAC itself for many years. As the Milk Pail can easily be considered an anchor to the Phase II area of the center, it behooves the city (and MG) to reinstate shared parking requirements. The Milk Pail's location next to the planned cinemas with a plaza in between is ideal for day/night shared parking, especially if better access is provided. Some small portion of the rent that tenants of Phase II pay goes to covering the cost of constructing and maintaining the parking garage and plaza parking spaces. I'm no expert on the details, but the city may be able to set a reasonable percentage based on an adjacent business's square footage and/or income and/or approximate parking needs, that would be required in order for their customers to have access to these parking facilities.

Thank you for your hard work in making this area of town work for everyone.

Sincerely,

1

Nancy Morimoto