

Other Precise Plan Changes

City Council Direction

Title	Council Direction	Description	Precise Plan Sections
<i>TDR Bonus Alternative</i>	Council identified the TDR Bonus Alternative as the preferred office growth alternative (June 25, 2019)	<ul style="list-style-type: none"> • Development Reserve of 2,000,000 square feet • Maximum 0.5 FAR in the South Employment Area (along Bernardo and Ravendale Avenues) • Bonus FAR up to 0.75 FAR in South Employment Area when projects purchase Transfer of Development Rights from a School District • Jobs-Housing Linkage Ratio of 3 units per 1,000 sf, instead of 2.5 units per 1,000 sf 	Employment Character Area (Section 3.5) and Bonus FAR Programs (Section 6.1)
<i>Base FAR in Village Center</i>	Council directed staff to change the Village Center Base FAR (June 25, 2019)	The Base FAR for residential projects in the Village Center was increased from 0.9 FAR to 1.0 FAR.	Village Center Character Area (Section 3.6)
<i>Vehicle Access across Light Rail and Public Street Flexibility</i>	Council approved removal of Street C and general flexibility to provide pedestrian/ bicycle improvements instead of new public streets in other locations (June 25, 2019)	<p>“Street C” (between Ellis and Logue Avenues, across the light rail tracks) was removed from the Draft Precise Plan based on VTA policies and because it was not necessary to reduce LOS deficiencies in the area. In its place is a grade-separated multi-use path.</p> <p>In addition, the Plan includes new flexibility to allow applicants to request an alternative publicly accessible connection instead of a full public street through a prescribed process.</p>	Figures 9 & 10 (et al), Blocks and Streets (Section 3.7.1)

Title	Council Direction	Description	Precise Plan Sections
<i>Parking FAR in Employment Character Area</i>	Council requested analysis of a maximum FAR inclusive of parking in the Employment Character Area (June 25, 2019)	<p>In recently constructed office projects, floor area for parking has been approximately 50 to 85 percent of a building's office floor area. Based on this finding, staff recommends that FAR in the Employment Area, inclusive of parking, be limited to twice the allowed Non-Residential FAR. For example, parking plus office in the High Intensity subarea would be limited to 2.0 FAR.</p> <p>This allows projects some flexibility for neighborhood commercial parking, offsite and shared parking, and garages on constrained sites that may be less efficient, without creating the potential for large parking structures that may be out of scale with surrounding development.</p>	General Floor Area and Floor Area Ratio Standards (Section 3.3.2)
<i>Public Art</i>	Council directed staff to update the Community Benefits list to include public art and to find other opportunities to include public art in projects (June 25, 2019)	The Community Benefits list was updated to include public art on public land. The Implementation Action list now includes an action to update the Precise Plan consistent with the City-wide Public Art Strategy, which is now under way.	Community Benefits (Table 33 in Section 6.1.2), Implementation Action list (Section 6.5)

Title	Council Direction	Description	Precise Plan Sections
<i>Undergrounding Overhead Utilities</i>	Council requested information about undergrounding overhead electric on North Whisman Road and elsewhere in the area (June 25, 2019)	<p>PG&E allocates annual funds (currently \$250,000) for undergrounding overhead electric and telecommunication lines and the City works with PG&E to prioritize these projects. The City Council periodically approves the priority list, with the last time being 6/25/2013. When there are sufficient funds, the City creates a Capital Improvement Project for design and construction. PG&E takes the lead on the design.¹</p> <p>North Whisman Road is the next project scheduled. Based on the rate of accumulation of funds from PG&E and the cost of the project (\$5,000,000 in 2013 dollars) it would be 15+ years until there are sufficient funds to complete this project, although there could be other cost sharing opportunities with PG&E that could reduce this time.</p> <p>Community benefit funds could be used in conjunction with PG&E funds to accumulate sufficient funds for this or similar projects. Table 33 (Community Benefits) in Section 6.1.2 was updated to include electric and telecommunications systems. Projects would not be able to apply their community benefits to required undergrounding serving their site.</p>	Community Benefits (Table 33 in Section 6.1.2)

¹ The last completed project was Rengstorff Avenue from Old Middlefield Way to Charleston Road in 2012. In 2013 Council approved the next Rule 20A project on California from Escuela Avenue and Mariposa Avenue. This project is still under design with PG&E and staff does not have an estimated construction date.

Title	Council Direction	Description	Precise Plan Sections
<i>Revised Street Sections</i>	Council directed staff to revise the street sections to better illustrate active and non-active frontage setbacks (June 25, 2019)	Revised Street Sections showing active and non-active building frontages are included in Chapter 5.	Chapter 5 (throughout)
<i>Bird Safe Standards</i>	Council requested staff study changes to the Bird Safe Standards based on Sierra Club input (June 25, 2019)	Sierra Club recommended deleting the “exceptions” language under the bird safe standards. Staff does not recommend this, since construction technology and best practices may change in the future and the current language supports this future flexibility. However, the following new language was also added to strengthen this section: “additional design measures may be required based on analysis of a qualified biologist”. The Sierra Club’s recommended prohibition on landscaping behind glass was incorporated into the standards (#5).	Bird Safe Standards (Section 3.11)
<i>Community Benefits and Public Facilities</i>	Council directed staff to address public facilities in the community benefits list (June 25, 2019)	The Community Benefits list (Table 33 in Section 6.1.2) was updated to include land for community facilities.	Community Benefits (Table 33 in Section 6.1.2)
<i>Monitoring Intersections</i>	Council directed staff to ensure more intersections may be monitored over time (June 25, 2019)	Direction to monitor additional intersections and roadway facilities was added to the development monitoring section.	Development Monitoring (Section 6.4)

Title	Council Direction	Description	Precise Plan Sections
<i>Other Council Direction - Land Uses</i>	Council provided direction at other public hearings that affected the Precise Plan	<ul style="list-style-type: none"> • Cannabis storefront retail was removed • Emergency shelters and safe parking were added as provisional uses in the Employment Character Area 	Land Uses (Section 3.2)

Advisory Body Direction

The EPC and Airport Land Use Commission provided direction on the Public Draft Precise Plan, as summarized below.

Title	Advisory Body Input	Description	Precise Plan Sections
<i>EPC Design Direction</i>	The EPC expressed concern that there may not be enough guidance in the Plan to create comfortable, inviting, and human-scaled streets. Upper floors should be stepped back, and horizontal variation should be provided. (June 19, 2019)	New design guidelines are proposed to create an “active and varied street wall”, including special features on lowers floors and variations in the street wall. In addition, new design guidelines are proposed to improve facades and interest along paseos and greenways.	Building Design Guidelines Common to All Uses (Section 4.1.1) and Greenway and Paseo Design (Section 4.3.3)

Title	Advisory Body Input	Description	Precise Plan Sections
<i>Airport Land Use Commission</i>	On June 26, 2019, the Airport Land Use Commission (ALUC) reviewed the Precise Plan for consistency with the Comprehensive Land Use Plan (CLUP), and recommended approval of the Draft Precise Plan, with conditions	<ul style="list-style-type: none"> • Maximum Density in Moffett Field’s turning safety zone, which is already consistent with the Plan’s FARs. • Consistency with the CLUP regarding noise and land use compatibility, which primarily affects land uses in the northeast corner of the Mixed-Use Character Area, within the Neighborhood Park Master Plan area. The conceptual location for the Neighborhood Park was changed on the maps (see Figure 7) and additional language was added to the Master Plan requirement • Dedication of avigation easement for new buildings when requested. • The ALUC also requested consistency with the height limits in the CLUP, but this language was already reflected in Section 3.3.1, General Height Standards. 	Employment Character Area (Section 3.5), Figure 7, Master Plan Submittal Requirements (Section 6.3.2), Dedication Requirements (Section 6.2.5)

Other Minor and Organization Changes

The following provide background on some minor staff-initiated changes for flexibility and ease of use.

1. Greenway, Service Street, Multi-use Path, Paseo Setbacks

Staff proposes to revise the Character Area standards to remove the minimum building setbacks for service streets, greenways, multi-use paths and paseos (ie, the minimum distance between building and path). Instead, the Mobility Chapter would set required building-to-building distances, which adds flexibility for the design of these connections but does not change the effect on site design and configuration. For example, this revised

standard may allow a project to meander the path or place amenities (such as bicycle racks or benches) on one side or another.

2. *Building Height - Mixed-Use Character Area*

In the Public Draft, Table 7 in the Mixed-Use Character Area set maximum heights based on the number of stories. The table was removed to clarify that maximum building heights are based on total height, regardless of the number of stories. For example, a three-story residential building shall be limited to 50', but four- or five-story buildings are also allowed to be that tall.

3. *Compliance with City-Wide BMR*

Additional language was included in Residential Bonus FAR Standards (Section 6.1.5) to clarify that these projects must comply with City-wide Below-Market-Rate (BMR) Requirements, and include more affordable units in rowhouse projects; a minimum average across multiple target incomes, and opportunities for alternative mitigations. Additional requirements are also specified, including minimum income requirements to maintain consistency with State Density Bonus Law, and that East Whisman projects with proposed alternative mitigations must be located in East Whisman.