

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2025

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW
AMENDING THE SAN ANTONIO PRECISE PLAN RELATED TO THE
TRANSFER OF DEVELOPMENT RIGHTS PROGRAM
AND OFFICE DEVELOPMENT REGULATIONS AND ADOPTING
AN ADDENDUM TO THE PREVIOUSLY CERTIFIED FINAL
SAN ANTONIO PRECISE PLAN ENVIRONMENTAL IMPACT REPORT
AND FINDING THAT THE ADDENDUM AND PREVIOUSLY CERTIFIED EIR
ADEQUATELY ADDRESS THE POTENTIAL IMPACTS OF THE
PRECISE PLAN AMENDMENTS AND RELATED APPROVALS FOR THE
COMMERCIAL DEVELOPMENT PROJECT AT 365-405 SAN ANTONIO ROAD
AND 2585-2595 CALIFORNIA STREET PROJECT PURSUANT TO
SECTIONS 15162, 15164 AND 15168 OF THE
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES

WHEREAS, an application (Application No. PL-7142) was received from David Geiser, on behalf of Merlone Geier Partners IX, LP, for an amendment of the San Antonio Precise Plan to address the transfer of development and office development regulations; and

WHEREAS, procedures set forth in Chapter 36, Article XVI, Division 11, of the Mountain View City Code, whereby the City can amend a Precise Plan, have been executed; and

WHEREAS, on December 2, 2014, the Mountain View City Council certified a Final Environmental Impact Report (SCH No. 2014032001) and adopted California Environmental Quality Act (CEQA) Findings, Mitigation Measures, and a Mitigation Monitoring and Reporting Program, and, based thereon, adopted the San Antonio Precise Plan; and

WHEREAS, the City Council will be considering: (1) the adoption of certain amendments to the San Antonio Precise Plan; (2) approval of a Master Plan, Planned Community Permit, and Development Review Permit for a new 182,352 square foot, seven-story commercial building with 150,000 square feet of Transfer of Development Rights from the Los Altos School District Transfer of Development Rights Program; a Provisional Use Permit to allow an office use; and a Heritage Tree Removal Permit to remove five Heritage trees on a 0.99-acre site located at 365-405 San Antonio Road and 2585-2595 California Street; and (3) approval of a Development Agreement for The Village at San Antonio Center Phase 3 project (collectively, the "Project"); and

WHEREAS, an Addendum to the certified Final Environmental Impact Report has been prepared to analyze the potential environmental consequences of the Project; and

WHEREAS, Chapter 36 of the City Code requires the City's Environmental Planning Commission and City Council each hold a duly noticed public hearing before a Precise Plan is amended; and

WHEREAS, the Environmental Planning Commission held a duly noticed public hearing on April 20, 2022 to consider the Addendum and the Precise Plan Amendment, and recommended the City Council adopt the Addendum and approve the Precise Plan Amendment; and

WHEREAS, the City Council held a duly noticed public hearing on May 27, 2025 and, after duly considering the Addendum along with the previously certified Final Environmental Impact Report for the San Antonio Precise Plan, and all evidence presented at said hearing regarding the San Antonio Precise Plan Amendment, including the recommendation from the Environmental Planning Commission, City Council report, project materials, testimony, and written materials submitted; now therefore be it

RESOLVED: that the City Council of the the City of Mountain View makes the following findings:

1. There is no substantial evidence in the record as a whole that the Project may have a significant effect on the environment. The Project will not result in any new or additional significant impacts. An addendum is the proper and appropriate environmental document for the Project in accordance with CEQA.

2. The Project will not result In substantial changes that would lead to the identification of new or previously unidentified significant environmental effects that would require revisions of the Final Environmental Impact Report for the San Antonio Precise Plan.

3. No new information of substantial importance which was not known, and could not have been known with the exercise of reasonable diligence at the time the Environmental Impact Report for the San Antonio Precise Plan was certified, has been discovered which would require revisions of the previously certified Environmental Impact Report.

4. The City Council hereby adopts the Addendum to the Final Environmental Impact Report for the San Antonio Precise Plan as complete, adequate, and in full compliance with CEQA as a basis for considering and acting upon the Project. The Addendum has been prepared as required by law, and the document as adopted reflects the independent judgment and analysis of the City of Mountain View, which has exercised overall control and direction of its preparation; and be it

FURTHER RESOLVED: that the City Council of the City of Mountain View hereby makes the following findings for the Precise Plan Amendment per Section 36.50.95 of the City Code:

a. **The proposed Precise Plan is consistent with the General Plan.** The proposed Precise Plan is consistent with the General Plan because the amendment implements General Plan goals

for transit-oriented development by allowing employment-generating development in close proximity to public transit resources as well as revitalization of the San Antonio Change Area by implementing a transfer of development rights (TDR) Program and office development regulation changes to the previously adopted San Antonio Precise Plan (SAPP) which support continued development of a diverse mix of retail, office, residential, school, and other public facility uses;

b. **The property covered by the proposed Precise Plan or Precise Plan Amendment is within the Planned Community (P) Zoning District.** The property covered by the proposed Precise Plan Amendment is within the Planned Community (P) Zoning District as no changes to the boundaries of the SAPP are proposed as part of the Precise Plan Amendment;

c. **The proposed Precise Plan would not be detrimental to the public interest, health, safety, convenience, or welfare of the community.** The proposed Precise Plan would not be detrimental to the public interest, health, safety, convenience, or welfare of the community because the proposed amendments do not modify any applicable health and safety regulations and are designed to provide public benefit by integrating regulations for the Los Altos School District (LASD) TDR Program and allowing approval of development utilizing TDR square footage, which supports the public interest in creating a new public school in the SAPP area;

d. **The proposed Precise Plan promotes the development of desirable character, harmonious with existing and proposed development in the surrounding area.** The proposed Precise Plan promotes the development of desirable character, harmonious with existing and proposed development in the surrounding area, because the proposed amendment modifies existing TDR Program regulations to be consistent with and implementing the approved LASD TDR Program, supporting the creation of an allowed public school use within the SAPP area, and office development regulations allowing approval of a commercial development seeking to utilize TDR square footage from the LASD TDR Program in a transit-oriented location within the SAPP area. The proposed amendment does not otherwise include any substantial changes to existing land use allowances, development standards, and guidelines guiding a harmonious mix of land uses and building achieving desirable character within the SAPP area;

e. **The site has special conditions of size, shape, land ownership, existing development, or development opportunities that can only be addressed by approval of the proposed Precise Plan Amendment.** The site has special conditions of size, shape, land ownership, existing development, or development opportunities that can only be addressed by approval of the proposed Precise Plan Amendment because the amendments address provisions that are necessary to implement the City Council-approved Los Altos School District (LASD) TDR Program and allow subsequent TDR projects to be approved in support of City and SAPP goals for a new public school to be developed in the SAPP area; and

f. **The approval of the proposed Precise Plan complies with the California Environmental Quality Act (CEQA).** The approval of the proposed Precise Plan Amendment is in compliance with the provisions of the California Environmental Quality Act (CEQA) because an addendum to the San Antonio Precise Plan—P(40)—Certified Environmental Impact Report (EIR)

was prepared pursuant to CEQA Guidelines Sections 15162, 15164, and 15168, which found that, with implementation of SAPP standards and guidelines, state regulations, City standard conditions of approval and mitigation measures identified in the SAPP EIR (2014), and 2030 General Plan and Greenhouse Gas Reduction Program EIR (2013), the project would not result in any new or substantially more significant environmental impacts beyond those evaluated in the previously certified environmental review documents; and be it

FURTHER RESOLVED: that the City Council hereby approves the Precise Plan Amendment, as more specifically shown in Exhibit A, attached hereto and incorporated herein by reference, as though fully set forth herein and based on the findings above; and be it

FURTHER RESOLVED: that the Community Development Department is directed to file a Notice of Determination with the County Clerk within five (5) working days of approval of the Project in accordance with Public Resources Code Section 21152(a) and CEQA Guidelines Section 15094.

RS/2/RESO
803-05-27-25r

Exhibit: A. Precise Plan Amendment



SAN ANTONIO PRECISE PLAN



CITY OF MOUNTAIN VIEW

SAN ANTONIO PRECISE PLAN



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ACKNOWLEDGEMENTS

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TABLE OF CONTENTS

1. PLAN INTRODUCTION	1
A. Overview _____	1
B. General Plan Vision _____	1
C. Precise Plan Setting _____	2
D. Guiding Principles _____	4
E. Plan Structure and Content _____	7
2. AREA-WIDE POLICIES	9
A. Circulation _____	10
B. Open Space, Urban Form and Character _____	20
C. Land Use _____	24
D. Parking and Transportation Demand Management _____	32
3. STREETScape & MOBILITY	37
A. Street Network _____	37
B. Street Improvement Standards _____	42
C. Intersection Design Standards _____	60
D. Street Design Guidelines _____	64
4. DEVELOPMENT STANDARDS & GUIDELINES	67
A. Land Use Standards _____	68
B. SubArea Intensity and Height Standards _____	74
C. Frontage and Setback Standards _____	78
D. General Standards and Exceptions _____	82
E. General Design Guidelines _____	86
5. ADMINISTRATION & IMPLEMENTATION	97
A. Administration _____	98
B. Implementation Strategy _____	104

APPENDIX A: Mitigation Monitoring and Reporting Program (MMRP)

APPENDIX B: Public Benefits Value Resolution

LIST OF FIGURES

FIGURE 1-1 Surrounding Context	2
FIGURE 1-2 San Antonio Precise Plan Area	2
FIGURE 1-3 San Antonio Precise Plan Concepts	3
FIGURE 1-4 How to Use the Precise Plan	7
FIGURE 2-1 Street Network	11
FIGURE 2-2 Vehicle Circulation Concept	13
FIGURE 2-3 Pedestrian Circulation Plan	15
FIGURE 2-4 Bicycle Circulation Plan	17
FIGURE 2-5 Transit and Walkability	19
FIGURE 2-6 Open Space and Urban Form	23
FIGURE 2-7 Mixed Use Center Subarea with Existing Building Footprints	27
FIGURE 2-8 Mixed Use Corridor Subarea with Existing Building Footprints	29
FIGURE 2-9 Master Plan Areas	31
FIGURE 3-1 Street Types	39
FIGURE 3-2 Illustrative Street Phasing	41
FIGURE 3-3 Street Section Key Map	42
FIGURE 3-4 Sidewalk Diagram (Typical)	42
FIGURE 3-5 San Antonio Road Section (A-A)	45
FIGURE 3-6 California Street Section (B-B)	47
FIGURE 3-7 Showers Drive Section (C-C)	49
FIGURE 3-8 Typical Neighborhood Street Section (D-D)	51
FIGURE 3-9 Hetch Hetchy Greenway Section (E-E)	53
FIGURE 3-10 Pacchetti Greenway Section (F-F)	55
FIGURE 3-11 Typical Main Internal Street Section (G-G)	57
FIGURE 3-12 Typical Flexible Connection with Vehicle Access Section (H-H)	59
FIGURE 3-13 Key Intersections	61
FIGURE 4-1 How to use the Precise Plan	67
FIGURE 4-2 San Antonio Precise Plan Land Use Subareas	71
FIGURE 4-3 Street Types	79
FIGURE 4-4 Example Frontage Setback Standard	80
FIGURE 4-5 Conceptual Example of Height & Setback Standards	80
FIGURE 4-6 Residential Height Transitions	83
FIGURE 5-1 TDR Program Sending Site	101

LIST OF TABLES

TABLE 2-1: Vehicular Parking Reduction Standards _____	35
TABLE 2-2: Transportation Demand Management Requirements _____	36
TABLE 3-1 El Camino Real Standards _____	43
TABLE 3-2 San Antonio Road Standards _____	45
TABLE 3-3 California Street Standards _____	47
TABLE 3-4 Showers Drive Standards _____	49
TABLE 3-5 Neighborhood Street Standards _____	51
TABLE 3-6 Hetch Hetchy Greenway Standards _____	53
TABLE 3-7 Pacchetti Greenway Standards _____	55
TABLE 3-8 Main Internal Street Standards _____	57
TABLE 3-9 Flexible Connection with Vehicle Access Standards _____	59
TABLE 3-10 Pedestrian and Bicycle Improvement Standards _____	62
TABLE 4-1 Allowed Land Uses _____	68
TABLE 4-2 Permitted Active Space Types _____	72
TABLE 4-3 Mixed Use Corridor Intensity and Height Standards _____	75
TABLE 4-4 Mixed Use Center Intensity and Height Standards _____	77
TABLE 4-5 Frontage and Setback Standards _____	81
TABLE 5-1 Public Benefits _____	103
TABLE 5-2 Implementation Actions _____	105
TABLE 5-3 Potential San Antonio Funding Sources _____	108

SAN ANTONIO PRECISE PLAN

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

DECEMBER 2, 2014

EFFECTIVE DATE: JANUARY 8, 2015

RESOLUTION NO. 17924

AMENDED	RESOLUTION NO.	SUMMARY
October 2, 2018	18248	Designate cannabis businesses as a land use.
May 23, 2019	18337	Amend cannabis business land uses.
November 17, 2020	18520	Incorporate 2645-2655 Fayette Drive.
November 12, 2024	18947	Eliminate minimum parking requirements for residential development or any residential component of a mixed-use development.



Mixed-use regional retail.



Residential buildings facing the street.

C. LAND USE

The Plan Area is organized into two subareas: Mixed Use Center and Mixed Use Corridor. Each subarea supports the Plan's overall vision for a mix of retail, residential and other commercial uses serving residents, workers and visitors traveling to and from the Plan Area by walking, bicycling, transit or private vehicle.

The subareas differ by their historic use, primary functions, interface with surrounding areas, land use policy objectives and planned intensity and amenity areas. The Plan specifies certain parcels where a particular land use, (e.g. mixed-use residential, residential, regional retail or office) is recommended due to the parcel's proximity to existing residential neighborhoods and transit stops, and to maintain the vision as a center for regional retail. These are identified later in this section on Figure 2-9.

Policies

The following policies are the Plan's overarching land use policies. The objectives for the subareas and master plan areas, including their different functions and land use priorities, are described on the following pages.

- **LU-1.1:** Preserve and enhance the core of the area as a vibrant regional shopping destination, with complementary uses to generate additional interest and activity in the area.
- **LU-1.2:** Prioritize new residential units in the area to help create activity throughout the day and support commercial uses.
- **LU-1.3:** Encourage a range of new housing types to meet the City's affordable housing requirements and leverage proximity to transit services in the Plan Area.
- **LU-1.4:** Support existing and new neighborhood-serving, small businesses and organizations that provide local goods, services and other community needs.
- **LU-1.5:** Ensure additional office development is secondary to the Plan's land use priorities for retail and residential development.
- **LU-1.6:** Prioritize higher-intensity, transit-oriented uses in locations closest to transit services, including mixed-use residential and office development.
- **LU-1.7:** Support creative public-private partnerships to facilitate development of a public school in the Plan Area.
- **LU-1.8:** Support Plan Area strategies to transform land use over time, respond to existing property conditions and allow incremental improvements and comprehensive redevelopment to achieve the Plan's objectives for land use, open space, urban design and circulation.
- **LU-1.9:** Prioritize development policies and standards that ensure a pedestrian-oriented character as new development occurs, through engaging ground-floor uses, limited surface parking lots, and design requirements.



Mixed-use regional retail.



Mixed-use residential.

Mixed Use Center Subarea

Recent redevelopment has provided a basic framework for circulation, urban design and open space, which this Precise Plan builds and improves upon. Overall, this subarea (see Figure 2-7) is envisioned as a location where new higher General Plan intensities encourage redevelopment to create an active mixed-use environment. The Plan assumes that large-scale retail uses (big and medium “box” businesses) providing comparison and convenience shopping will continue to anchor the subarea, while residential uses and other complementary uses will add vitality, create more demand for the shopping areas and serve surrounding neighborhoods.

To achieve a cohesive development accomplishing the defining Plan policies and development concepts, the subarea is envisioned to be redeveloped to achieve the broad land use vision in this section and more specific objectives defined for this subarea’s two Master Plan areas (see the Master Plan section on the following pages). To ensure the proper mix of new uses is achieved, implementation strategies and administrative processes for future land uses are identified in Chapter 5.

Commercial

Regional retail currently exists and will remain the core use in the Center and in the adjacent retail area on the east side of Showers Drive. The Plan envisions:

- Regional retail buildings are redeveloped over time.
- A new mix of land uses are integrated into the subarea, including entertainment and neighborhood-serving retail and services. Complementary commercial uses could include a movie theater, restaurants and cafes, neighborhood shops, and day-care (see Chapter 4 for a full list of permitted uses).
- Mixed-use buildings will replace surface lots and large, inward-facing buildings.
- Limited surface parking, underground parking garages and attractively designed parking structures will provide efficient parking for new development.

Residential

Developing housing for the city’s diverse population is an important objective of the Plan. Residential development will:

- Complement and support the retail base.
- Be encouraged above active, ground-floor uses (including regional retail and other commercial uses) in multi-story buildings.
- Be permitted throughout the Plan Area above active ground-floor uses, but will be especially encouraged north of the Hetch Hetchy corridor.

This includes development locations along planned greenways and the northeast corner of the subarea, which is closest to adjacent residential neighborhoods. Residential uses in a regional retail environment will require careful design to ensure a high quality of life for residents and land use compatibility (see the Design Guidelines section in Chapter 4).

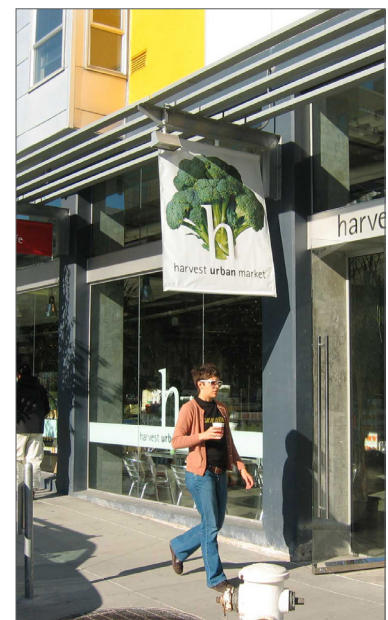
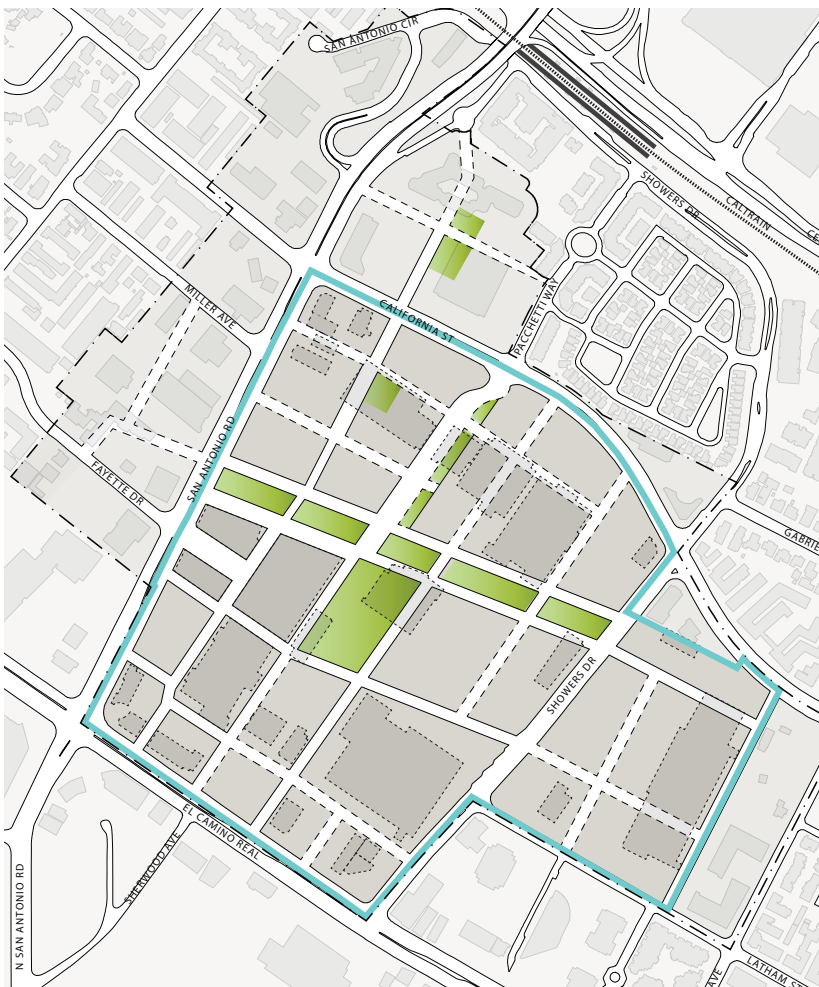
Office

New office development is encouraged close to transit, but is secondary to higher-priority retail and residential mixed-use development. Within this subarea, office uses will be:

- Provisional uses, but may be permitted according overall land use policy direction and the office development cap identified in the following pages. Leveraged to support transit services in the Plan Area over time, including VTA bus service along El Camino Real and Showers Drive, and train service at the San Antonio Caltrain Station.
- Carefully balanced with retail and residential uses.
- Tailored to serve a variety of tenants instead of creating a campus environment.



Sketch illustrating the character desired for the Mixed Use Center.



Active ground-floor retail.

- Mixed Use Center Subarea
- Existing Subarea Building Footprints
- Open Space

FIGURE 2-7 Mixed Use Center Subarea with Existing Building Footprints

Mixed Use Corridor Subarea

The Mixed Use Corridor subarea covers the majority of the remaining parcels in the Plan Area (see Figure 2-8). A combination of vertical and horizontal mixed-use development types are envisioned for this subarea that include both residential and office buildings with ground-floor retail and active space components.

The subarea is comprised of smaller parcels, which transition to the residential areas surrounding the Precise Plan Area and have allowed for smaller businesses, some locally owned. Given proximity to existing residential neighborhoods, their development standards focus on appropriate transitions. The parcels north of California Street are envisioned to become a Master Plan development comprised of mixed-use residential, office and open space (see the Master Plan section on the following pages for more detail).

As with the Mixed Use Center subarea, implementation strategies and administrative processes for new development are identified in Chapter 5. Land use standards and design guidelines are identified in Chapter 4.



Active space with neighborhood-serving retail.



Residential land uses.

Commercial

Commercial uses are permitted throughout the subarea, and are encouraged on the ground-floor of buildings facing San Antonio Road, California Street, and Showers Drive. Due to the smaller parcel size in this subarea, commercial uses should be:

- Neighborhood-serving and less focused on regional retail.
- Vertically mixed-use, where feasible. Purely commercial structures are generally discouraged, except on parcels where mixed-use development is less feasible due to size or other usual circumstances.
- Sensitively designed when adjacent to residential development to ensure a high quality of life for residents.

Residential

Residential uses are permitted throughout the subarea, and are particularly appropriate in locations adjacent to existing residential development. Residential uses should be:

- Vertically mixed-use, where feasible. Purely residential structures are generally discouraged, except along neighborhood streets and at the southwest corner of California Street and Ortega Avenue (a use-restricted parcel that uses Mixed Use Corridor standards), where commercial uses are not permitted.
- Carefully designed when adjacent to regional retail to ensure a high quality of life for residents.

Office

In general, new office development is encouraged close to transit stations and stops, but the amount of office development in the Plan Area must be:

- Provisional uses, but may be permitted according to overall land use policy direction and the office development cap identified in the following pages.
- Balanced with retail and residential uses (development phasing is described in Chapter 5).
- In close proximity to the San Antonio Caltrain Station. Therefore, office development is strongly encouraged along the eastside of San Antonio Road north of California Street.



Sketch illustrating the character desired for the Mixed Use Corridor.



FIGURE 2-8 Mixed Use Corridor Subarea with Existing Building Footprints

Master Plan Areas

The Plan identifies three “Master Plan” areas and a special Master Plan process for new development or substantial remodels. Two Master Plan locations are within the Mixed Use Center subarea, and one is located in the Mixed Use Corridor subarea (see Figure 2-9 which also identifies any location-specific land use vision). Master Plans provide an opportunity for adjacent property owners to work together to achieve defining Plan policies. The following sections describe the intent for these Master Plan areas:

1. North of California Street Master Plan Area

This Master Plan area includes three parcels bounded by San Antonio Road, California Street and the Plan Area boundary. Given its proximity to the San Antonio Caltrain Station and The Crossings, it is envisioned to include:

- Mixed-use residential uses on the eastern half and mixed-use office uses on the western half.
- A publicly-accessible open space area.
- Publicly accessible roadways that provide access through the site.
- Ground-floor retail on California Street and wrapping the corner of San Antonio Road.

2. Northwest San Antonio Center Master Plan Area

This Master Plan area includes multiple parcels and is bounded by San Antonio Road to the west, California Street to the north, the Pachetti Way greenway to the east, and the Hetch Hetchy greenway to the south. It is considered a gateway project given its location on a major commute route, near the City boundary with Palo Alto. It is envisioned to include:

- A combination of retail, entertainment, residential, hotel and office uses.
- A publicly accessible major plaza area.
- Publicly accessible roadways to provide shared access through the site.

- Ground-floor retail and other active uses along California Street, the Hetch Hetchy corridor, San Antonio Road, and the internal north/south flexible connection facing a centrally located plaza.
- Limited ground-floor retail facing the planned Pachetti Way greenway.

3. East San Antonio Center Master Plan Area

This Master Plan includes multiple parcels, as well as the Hetch Hetchy right-of-way, and is bounded by California Street to the north, Showers Drive to the east, El Camino Real to the south, and the planned extension of Pachetti Way to the west. Any redevelopment in this area must preserve the Area’s role as a regional retail/shopping destination. It is envisioned to include:

- Residential uses above renovated regional retail and other active commercial uses.
- Parking garages either underground or wrapped with active or retail uses, or limited office development.
- Major open space improvements, including a central publicly-accessible park and the planned Hetch Hetchy greenway.
- Publicly accessible roadways with pedestrian and bicycle facilities that provide access within and through the site.
- Ground-floor retail throughout the Master Plan area except on designated service lanes.

Although Master Plan Areas 2 and 3 are identified as standalone Master Plan locations, street improvements in these areas must be coordinated with the remainder of the Center. Each Master Plan shall contain sufficient detail about site design, based on Plan policies and standards, and architectural design such that it could be feasibly built and result in a final development that achieves applicable Plan objectives. Master Plans should be fully integrated internally and with the adjacent areas, including subsequent development phases. Chapter 5 describes the administrative process for Master Plans, including more detailed information on the topics they must address.



FIGURE 2-9 Master Plan Areas

Office Development Regulations

The Plan supports revitalization of the area as a regional and local shopping destination, with a second priority to develop additional residential uses to support the retail shopping base and increase and diversify housing stock. While the Plan envisions a diverse mix of higher-intensity uses near transit services, a balanced mix of new uses is also needed.

In order to prioritize residential development and balance office development with future housing growth, the Plan requires the following strategies and standards for office development:

- **Office development cap.** An area-wide maximum of 600,000 square feet of net new office development is allowed. Up to 400,000 square feet may occur within the Northwest San Antonio Center Master Plan Area (see Figure 2-9). Except as noted below, office development beyond this cap will require an amendment to this Plan. There is no cap on housing development in the Plan Area.
- **Exceptions.**
 - An exception to the office development cap is allowed for limited office development to support existing small business expansion and facilitate the creation of work spaces for small businesses, according to the administrative process detailed in Chapter 5.
 - An exception to the office development cap for the Northwest San Antonio Center Master Plan Area may be allowed for Transfer of Development Rights (TDR) floor area transferred into the Northwest San Antonio Center Master Plan Area as part of a TDR project approval, according to the TDR Program process detailed in Chapter 5.

D. PARKING AND TRANSPORTATION DEMAND MANAGEMENT

The Plan requires parking and transportation demand management (TDM) strategies to address urban design objectives for the configuration of structured parking and limitations on surface parking lots, and principles to reduce the amount of automobile travel to/from the Plan Area in order to contribute to the overall transition from a suburban style shopping center into a more urban mixed-use destination.

Policies

The following policies are the Plan's overarching policies for parking and TDM. The standards and objectives for the parking and TDM are described on the following pages.

- **PTDM-1.1:** Provide consolidated, centralized underground garages and/or parking structures to facilitate a "park once" experience in the Mixed Use Center subarea.
- **PTDM-1.2:** Prioritize underground parking to limit the visual impact of parking structures.
- **PTDM-1.3:** Wrap aboveground parking structures with residential or commercial uses and/or employ other design enhancements to improve their appearance.
- **PTDM-1.4:** Locate garage and service bay openings in alleys and at the rear of buildings.

B. SUBAREA INTENSITY AND HEIGHT STANDARDS

Mixed Use Corridor Subarea

This subarea covers the majority of the Plan Area outside the Mixed Use Center subarea. A combination of vertical and horizontal mixed-use development is envisioned in this area. This would include both residential and office mixed-use with ground-floor retail in required active space locations. In both subareas, office development will need to comply with the development phasing requirements identified in Chapters 2. Retail in this subarea is focused on more neighborhood-serving uses since it abuts existing residential neighborhoods.

The intensity and height standards below apply to all projects in the Mixed Use Corridor subarea. Applicants shall use the base intensity and height standards **below**, unless a Tier 1 development is requested according to the standards below and the administrative process described in Chapter 5 [or a proposed development participates in the Transfer of Development Rights Program described in Chapter 5.](#)

Intensity and Height Standards

The Mixed Use Corridor subarea allows lower-intensity mixed-use and residential development. It serves as a buffer between the more intensive Mixed Use Center subarea and the existing residential neighborhoods surrounding the Plan Area. Table 4-3 provides the details of the following intensity and height standards.

- **Base Floor Area Ratio (FAR).** To build to the Base FAR, a proposal shall meet the development standards identified in Table 4-3. Public benefits are not required.
- **Tier 1 FAR.** If a development proposes higher FAR and heights (as identified in Table 4-3), the Tier 1 process will be required, including an agreement specifying required public benefit contributions.
- **Exemptions from FAR calculations.** Floor area

for existing small businesses preserved as part of a new development or relocated small businesses, is exempt from FAR calculations at the discretion of the Zoning Administrator and/or City Council. This exemption applies to:

- Up to 7,500 square feet of building area for one or more qualifying businesses, such as nonprofit organizations; other cultural/public services providers; and existing neighborhood-serving retail businesses, providing goods and services to residents in the surrounding area and generally excluding businesses with multiple regional, statewide and/or national locations.

An agreement or similar notice of development restriction shall be recorded on the property deed to identify the approved FAR exemption and reservation of FAR exempt space for qualified small businesses.

- **Flexible FAR.** FAR can be calculated cumulatively across multiple, adjacent parcels that comprise one project site at the discretion of the Zoning Administrator and/or City Council as part of a major redevelopment and/or Master Plan application, and as long as other Plan standards and guidelines are addressed.
- **Dedications for circulation improvements.** New development may be required to provide dedications and/or easements deemed necessary for circulation. Public right-of-way improvements, new paths, or other circulation improvements, and utility easements will not be deducted from the site's gross lot area for the purposes of calculating FAR.

Open Area Standards

- **Common usable open space (residential).** Residential projects shall provide a minimum of 175 square feet of common usable open space per residential unit. See Section D for more information.
- **Minimum open area/landscaping:**
 - Non-residential: 15%
 - Mixed-Use/Residential/Hotel: 40%
- **Consolidate spaces.** Open area shall be consolidated in usable setback and open space areas wherever feasible.



Conceptual drawing illustrating land use, building design, and streetscape concepts found in the Mixed Use Corridor subarea standards.

TABLE 4-3 Mixed Use Corridor Intensity and Height Standards

	INTENSITY TYPE	
	Base	Tier 1
MAXIMUM FLOOR AREA	1.35 Up to 0.50 can be office or commercial	1.85 FAR Up to 0.50 FAR can be office or commercial
MAXIMUM STORIES	3 stories	4 stories ¹
MAXIMUM BUILDING HEIGHT	45 feet	55 feet ¹
PUBLIC BENEFITS REQUIREMENT	No public benefit contribution required.	Public benefit contribution required.

¹. Up to 5 stories (65 feet) will be considered on a case-by-case basis if project provides significant public benefits or major open space improvements per Figure 4-2. Additional height (in feet) may be allowed if needed to accommodate commercial uses.

Mixed Use Center Subarea

This subarea covers the central portion of the Plan Area (see Figure 4-2), and is generally bounded by San Antonio Road to the west, California Street to the north and El Camino Real and Latham Street to the south. This area prioritizes regional retail, “big-box” or “mid-box,” uses and mixed-used residential development with active ground floor uses and character. In the future, residential development may occur above regional retail uses, and there is particular focus for mixed-use residential development in the northeast corner of the existing San Antonio Center, where mixed-use residential development will help create an active pedestrian corridor.

The intensity and height standards below apply to all projects in the Mixed Use Center subarea. Applicants shall use the base intensity and height standards **below**, unless a Tier 1 development is requested according to the standards below and the administrative process described in Chapter 5 [or a proposed development participates in the Transfer of Development Rights Program described in Chapter 5.](#)

Intensity and Height Standards

The Mixed Use Center subarea is the primary location in the Plan for taller, mixed-use development. These higher intensities and building heights help support development of the open space amenities, circulation improvements and goods and services planned for the subarea. The Plan uses frontage setbacks and upper floor step back standards to preserve the pedestrian scale. Table 4-4 provides the details of the following intensity and height standards.

- **Base Floor Area Ratio (FAR).** To build to the Base FAR, a proposal shall meet the development standards identified in Table 4-4. Public benefits are not required.
 - **Tier 1 FAR.** If a development proposes higher FAR and heights (as identified in Table 4-4), the Tier 1 process will be required, including an agreement specifying required public benefit contributions.
 - **Exemptions from FAR calculations.** Floor area for existing small businesses preserved as part of a new development or relocated small businesses is exempt from FAR calculations at the discretion of the Zoning Administrator and/or City Council. This exemption applies to:
 - Up to 7,500 square feet of building area for one or more qualifying businesses, such as nonprofit organizations; other cultural/public services providers; and existing neighborhood-serving retail businesses, providing goods and services to residents in the surrounding area and generally excluding businesses with multiple regional, statewide and/or national locations.
- An agreement or similar notice of development restriction shall be recorded on the property deed to identify the approved FAR exemption and reservation of FAR exempt space for qualified small businesses.
- **Flexible FAR.** FAR can be calculated cumulatively across multiple, adjacent parcels that comprise one project site, at the discretion of the Zoning Administrator and/or City Council as part of a major redevelopment and/or Master Plan application, and as long as other Plan standards and guidelines are addressed.
 - **Special building height standards.** Per Table 4-5, upper floors on new development along open space and greenways are required to step back to provide sunlight to the open space and avoid a canyon effect. Building walls on upper floors shall have voids and podium open space areas facing the public open spaces and greenways. Buildings of 6 stories or greater are required to provide significant public benefits specified in Chapter 5, prior to approval.
 - **Dedications for circulation improvements.** New development may be required to dedicate street easements for public right-of-way improvements. These easements shall be part of the site’s gross lot area for the purposes of calculating FAR.

Open Space Standards

- **Common usable open space (residential).** Residential projects shall provide a minimum of 175 square feet of common usable open area per residential unit. See Section D for more information.
- **Minimum usable open space/landscaping.** A minimum of 15 percent of the total parcel area is required to be open space; it shall be consolidated in major, publicly-accessible locations.
- **Exclusions.** The following are not included in the minimum requirement: Streetscape/landscaping and amenity areas, including individual entry plazas or other open spaces for office and mixed-use buildings, or private common open space for residential uses.



Conceptual drawing illustrating land use, building design and streetscape concepts found in the Mixed Use Center subarea standards.

TABLE 4-4 Mixed Use Center Intensity and Height Standards

	INTENSITY TYPE	
	Base	Tier 1
MAXIMUM FLOOR AREA	0.35 FAR or an addition of less than 20% of existing square footage on a parcel at the time of Plan adoption, whichever is less.	2.35 FAR Up to 0.75 FAR can be office or commercial
MAXIMUM STORIES	2	6 ¹
MAXIMUM BUILDING HEIGHT	35	75 feet ¹
PUBLIC BENEFITS REQUIREMENT	No public benefit contribution required.	Public benefit contribution required.
¹ . Up to 8 stories (95 feet) will be considered on a case-by-case basis for a project with significant public benefits. Additional height (in feet) may be allowed if needed to accommodate commercial uses.		

Use Restricted Subareas

Development within the Use Restricted subareas shown in Figure 4-2 shall comply with Precise Plan circulation, streetscape and urban design principles, policies and design guidelines. Specific land use limitations and alternate development standards, where applicable, are identified below.

Residential Only

For the “Residential Only” areas in Figure 4-2, the following standards and guidelines shall apply to future development:

- **2645-2655 Fayette Drive and Southwest corner of Ortega Avenue and California Street.** Only Residential uses are allowed on this parcel (per Table 4-1, excluding Mixed Use categories). Redevelopment shall adhere to the applicable Mixed Use Corridor subarea development standards and guidelines.
- **Northwest corner of Ortega Avenue and Latham Street.** Only Residential uses are allowed on this parcel, based on the standards and conditions of the original Planned Community Permit for the existing development on the parcel. Minor modifications to the existing development shall follow the administrative processes in Chapter 5. Redevelopment shall adhere to the applicable Multiple-Family (R3) zoning district standards for the Medium-High Density Residential land use designation densities allowed on the parcel in the General Plan.

Commercial Only

- **Two parcels on the northwest corner of California Street and Showers Drive.** For the “Commercial Only” areas in Figure 4-2, the following standards and guidelines shall apply. Commercial uses are allowed on these parcels, consistent with the Neighborhood Commercial (CN) zoning district standards and the following special restriction: Buildings shall not exceed 1 story or 25 feet in height, except for minor architectural elements that cover only a minor part of the building may extend to 30 feet.

C. FRONTAGE AND SETBACK STANDARDS

Most new development will have building frontage on new and improved streets and connections. The block standards provide direction or minimum requirements for the frequency of new/improved connections within the Plan Area. Each street type in the Plan Area, as shown in Figure 4-3, has frontage and setback standards that determine the physical characteristics of the building frontage on existing and new streets and connections. Figure 4-2 identifies “Neighborhood Transition Areas” where special set backs are required adjacent to existing residential neighborhoods beyond the Plan Area. See the Frontage and Setback Standards in Table 4-5 and additional frontage design guidelines later in this chapter that apply throughout the Plan Area.

Block Length

In order to transform the Plan Area into a more walkable area that connects to existing neighborhoods, block lengths will be a maximum of 400 feet. This distance will allow for regional retail building footprints, but will also ensure that the Plan Area has a pedestrian scale and block pattern to encourage people to walk or bike to and within the Plan Area. For existing parcels that are located along a block greater than 400 feet in length, a new development must provide either a new connection or a pedestrian route to break apart the block(s) into segments no greater than 400 feet. A recommended configuration of block segments is shown in Figure 4-3.

Block Length Flexibility

In general, minor flexibility in block lengths shall be permitted at the discretion of the Zoning Administrator and/or City Council. In instances where new development includes a regional retail use and a 400-foot block segment may be detrimental to the viability of this use, a block length of up to 500 may be permitted.

5 ADMINISTRATION & IMPLEMENTATION

This chapter describes the City actions and processes to implement the vision, guiding principles, policies, plans and standards of the San Antonio Precise Plan. This chapter provides direction on:

- **Administration:** This section describes the development review process, including development phasing and Master Plans; exempt and non-conforming projects; parking exceptions; public benefits; infrastructure requirements, including public easements; and environmental mitigation.
- **Implementation:** These strategies identify implementation activities, capital improvement projects and funding mechanisms needed to implement the Plan's policies, programs and improvements.

These processes and strategies provide an important long-term blueprint for achieving the Plan's vision and goals and provide flexibility in light of changing market and property conditions and funding availability.

A. ADMINISTRATION

Permitting Process

All applications for new construction, modifications to existing buildings and changes in use shall be reviewed for conformance with the General Plan; San Antonio Precise Plan, including policies, improvement plans, standards and guidelines; and Zoning Ordinance.

The following development review processes shall apply to development proposals in the Plan Area:

- **Minor improvements.** Minor improvements include projects identified as “administrative” in the Development Review section of the Zoning Ordinance, such as minor site or façade modifications and additions of less than 1,000 square feet. Minor improvements in full compliance with this Plan may be approved administratively, without public notice or hearing, through a Minor Planned Community Permit.
- **“Base” development and provisional uses.** New construction consistent with the “Base” FAR and height standards in each subarea and on use-restricted parcels, and other major applications may be approved by the Zoning Administrator at a Zoning Administrator public hearing through a Major Planned Community Permit. Provisional Use Permits may also be approved at a Zoning Administrator public hearing.
- **Tier 1 development.** New construction consistent with the Tier 1 FAR and height standards in each subarea and on use-restricted parcels including the development project, any proposed exceptions, flexible FAR allocation, and the composition of a proposal’s public benefits may be approved by the City Council, following review and recommendation by the Environmental Planning Commission through a Major Planned Community Permit.
- **Master Plan development.** Any new construction, building addition or substantial remodel within a Master Plan area (see Figure 2-9) will trigger the Master Plan process detailed later in this Chapter.

Exempt Projects

The following projects are exempt from the Plan’s permitting processes and standards:

- Any project deemed complete prior to Plan adoption.
- All projects identified as exempt in the Zoning Ordinance.
- Changes of use, where the new use is permitted and the new use will not result in an increase in required parking. Exterior modifications may require development review.
- Any project deemed complete prior to Plan adoption.

Non-Conforming Buildings and Uses

Non-conforming buildings and uses do not comply with existing Precise Plan requirements, but were developed under previous zoning or Precise Plan regulations. On a case-by-case basis, the Zoning Administrator shall determine the hearing process involving non-conforming buildings and uses, including requests for alteration, replacement, expansion, and changes of use. A Planned Community Permit shall be required for any application involving a non-conforming site, building, or use, and shall be reviewed by the Zoning Administrator based on:

- Planned Community Permit findings;
- Criteria and process in the Zoning Ordinance’s requirements for non-conforming buildings and uses; and
- The Precise Plan’s purpose, intent and guiding principles.

Site & Building Renovation & Rehabilitation

- **General Requirements.** Other new development requiring Major Planned Community Permits, but not proposing comprehensive redevelopment, should bring sites into greater conformance with this Plan. The focus of improvements may include pedestrian and bicycle circulation improvements to building entrances, through the site and between buildings; improved landscape screening or tree canopy, reductions in the number of driveways, exterior open space and amenity areas and coordination with adjacent parcels, if possible. The scope of required improvements will be based on the cost and extent of the proposed development, as evaluated through the development review process.

- **Building Placement.** New structures on sites with existing structures should comply with the Plan's block standards, active space requirements and frontage setbacks and improvement requirements.
- **Façade Improvements.** Façade improvements to existing structures should conform to design guidelines in Chapter 4 and include complementary features to new buildings in the Plan Area. Entrances should orient onto existing or planned pedestrian pathways.

Parking Exceptions

Managing the supply, demand and configuration of parking is a key feature of the Plan's urban design and circulation strategies. As detailed in Chapter 2, certain project types, locations and management strategies may qualify a development proposal and/or use for a minor reduction in parking standards if an applicant can provide a parking plan or demonstrate special conditions apply.

The following exception process applies to projects such as new commercial tenants or minor site plan changes that do not require a major Planned Community Permit. Parking exceptions for major redevelopment will be considered through the associated development review process.

- **Minor Planned Community Permit.** Applications that do not comply with the parking ratios in the Zoning Ordinance may be eligible for a minor Planned Community Permit if the project complies with the conditions for parking reductions detailed in Table 2-1 in Chapter 2. Reductions from different conditions or programs may be added together.
- **Parking impacts.** If projects approved under this process result in parking impacts, the Zoning Administrator may hold a public hearing to determine if all requirements and conditions of the Permit have been met or to apply additional conditions of approval to the Permit.
- **Additional reductions.** Reductions greater than allowed by Table 2-3 may be possible through a public hearing process, as described in the Zoning Ordinance.
- **Off-site parking.** Applicants may be allowed to meet minimum parking requirements through the use of nearby off-site facilities, if they are designated for that purpose. Determination of capacity of those

facilities shall be on a case-by-case basis.

- **Location of off-site parking.** The allowable distance for a project to use off-site parking is 600 feet walking distance, from the nearest corner of the parking facility to the nearest corner of the destination building. The project site shall not be on the opposite side of a major public street from the proposed off-site parking location. The Zoning Administrator and/or City Council may modify the distance if potential neighborhood parking impacts are addressed and there are no major barriers to pedestrian access.

Office Development Exception

In general, no application for an office development will be accepted unless the proposal and/or Plan Area conforms to the office development regulations in Chapter 2. This exception applies when office development in the Plan Area has reached its cap. Certain project types may qualify for this exception if they do not exceed the following size thresholds and meet the Plan intent to provide flexibility to develop office space for existing or new small businesses in the Plan Area.

- **Additions.** An addition to an existing office development of up to 12,500 net new square feet may be permitted, to provide space for small businesses on multi-tenant sites.
- **New development.** A new office development of up to 25,000 net new square feet or inclusion of up to 25,000 net new square feet of office area in a mixed-use development, may be permitted to provide space for a mix of small businesses.

Applications for this exception must demonstrate the proposal complies with the Plan's office development policies and exception standards. This exception does not exempt a project from compliance with other Plan requirements.

Master Plan Process

The Plan requires a Master Plan process for specific locations in the Plan Area, with the aim of integrating new development, and encouraging integrated planning for larger developments under certain circumstances involving multiple adjacent parcels. The process allows

the City to accommodate incremental improvements and achieve the Plans' key principles and policies for circulation, land use, open space and urban design regardless of when development occurs.

The process provides flexibility in regard to specific standards by providing an administrative process focused on key development objectives. This process will allow property owners, developers and the City to jointly determine the optimal mix of development and improvements to translate the Precise Plan vision into an actionable plan. This section outlines the conditions and requirements for the Master Planning process.

Conditions for Master Planning

Projects in the three locations shown in Figure 2-9 shall submit a Master Plan proposal, as part of the development review process, with any proposal for a new building, building addition or substantial remodel. The Master Plan process is voluntary for Master Plan proposals outside these areas. Master Plans shall be used for development on adjacent parcels.

Coordination

The project applicant shall coordinate with the City to understand development proposals for surrounding parcels; coordinate street, pedestrian and bicycle connections; and identify other key Master Plan issues.

Master Plan Preparation

The project applicant(s) shall develop a Master Plan including the following minimum components:

- Signed development applications from all property owners within the applicable Master Plan area. If any property owners do not sign the development applications, thereby not participating in the Master Plan development, the Master Plan may still be submitted for participating parcels. However, the Master Plan must show how the project would integrate with the remainder of the applicable Master Plan area, including both existing development and future achievement of key Precise Plan principles, policies, standards and guidelines on the other parcel(s).
- Materials such as maps, surrounding and proposed uses, proposed building locations, circulation plan, total square footage, open space, public benefits proposal, conceptual onsite utilities and City utility connections, conceptual grading strategy, and other materials to demonstrate compliance with the

purpose and intent of the Precise Plan and other City codes.

- Circulation and parking strategy, including but not limited to proposed on- and off-site improvements, linkages to adjacent properties, shared access conditions, shared parking facilities, and any additional analysis required for potential intersection improvements, including improved bicycle and pedestrian crossings. Offsite improvements include bicycle, pedestrian, transit, and vehicle circulation improvements.
- Land use strategy, including how the Master Plan area would comply with land use policies, and subarea and Master Plan objectives identified in Chapter 2.
- Urban design strategy, including a conceptual architecture and open space plan, including how the location, intensity, and uses of planned and future buildings and open spaces function and relate to each other, the project site, and surrounding area.
- Phasing and implementation strategy, including the timing and plans for any public improvements.
- Other components as deemed necessary by the City.

Shared Parking

If the project applicant proposes a centralized parking structure to serve multiple properties within or beyond the applicable Master Plan area, the Master Plan will include the parking structure location and vehicle access routes, number of proposed parking stalls, number of parking stalls required for the new and/or existing development utilizing the structure, and the non-automobile connections between the project site, public streets and other parcels utilizing the structure. Parking structures shall meet the policies and standards and guidelines described in Chapter 2 and Chapter 4, respectively.

Calculation of FAR

Existing or proposed Master Plan developments with multiple parcels may provide flexibility through the Master Plan process to calculate FAR cumulatively across the Master Plan area. Building intensities (FAR) may be adjusted between subject parcels if 1) the Master Plan and subsequent Planned Community Permit demonstrates conformance with the purpose and intent of the Precise Plan, including but not limited to provision of open space and circulation improvements, superior building siting and architectural design, and

neighborhood transitions; 2) the overall FAR of the Master Plan does not exceed the allowable FAR of the combined subject parcels; and 3) the maximum allowable building heights are not exceeded.

Administrative Process

The Master Plan shall be reviewed by the Environmental Planning Commission, who will forward a recommendation to the City Council for final action. Planned Community Permits submitted under an approved Master Plan shall be generally consistent with the Plan's permitting processes. Planned Community Permits for up to "Base FAR" development may be reviewed and approved by the Zoning Administrator. "Tier 1" development may be reviewed by the Zoning Administrator, who will forward a recommendation to the City Council for final action. Projects deemed complete prior to Plan adoption are exempt from the Master Plan process and standards.

Transfer of Development Rights Program for Public Schools

The Plan allows City Council authorized some transfer of development rights (TDR) to support Plan policies encouraging creative partnering solutions for development of a public school to meet the needs of the Plan Area. Since initial Plan adoption, the City has approved a TDR Program, allowing the sale and transfer of development rights from the new Los Altos School District (LASD) school site ("sending site") in the Plan Area (see Figure 5-1) to property owners/developers for use at other properties Citywide ("receiving sites"), for as long as the TDR Program remains valid and in effect.

This section outlines the basic process for consideration of any TDR proposal in the Plan Area, pursuant to the Memorandum of Understanding (MOU) between the City and LASD for the LASD TDR Program.

Conditions for Application

TDR is a voluntary process. A property owner may submit a TDR application only if they have partnered with LASD to purchase TDR square footage the School District to develop a public school in the Plan Area. The TDR process outlined below facilitates the ~~may allow a~~ transfer of FAR ~~within a single contiguous project site to transfer FAR from a property provided for a public from the LASD school site ("sending site") to a different~~

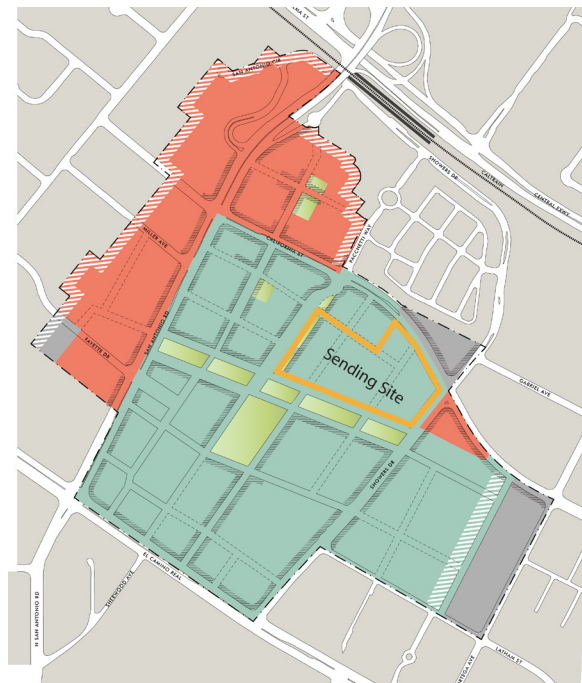


Figure 5-1 –TDR Program Sending Site

property or properties in the Plan Area ("receiving site"). The amount of available TDR area is specified in the TDR Program MOU, and no TDR applications will be considered in excess thereof or after expiration of the TDR Program.

Administrative Process

A proposal for a to use transfer of development rights TDR square footage within a project in the Plan Area requires ~~will require~~ submittal of a Gatekeeper application for a Precise Plan Amendment to evaluate and define the locations and standards for the proposed TDR project and ~~authorize~~ submittal of a formal development application for the TDR project, including the amount of transferable FAR. Once Gatekeeper ~~authorization is received, the TDR project shall follow~~ a similar permitting process as Tier 1 development

Restrictions on Sending Site

The TDR Program allows LASD to sell development rights generated on the sending site, which are not needed to develop proposed public uses on the land and based in part on permitted FAR for the sending site pursuant to Chapter 4 of the Plan. The sale and transfer of TDR area from the sending site shall permanently reduce the permitted FAR of any future development on the sending site based on the amount of TDR area sold and transferred from the property. A

recorded covenant or similar notice(s) of development restrictions shall be maintained to document FAR restrictions on the sending site.

Development on the sending site is limited to the school, joint-use open space and similar public facilities supported by the TDR Program MOU and other agreements between the City and LASD.

Exceptions

A project containing TDR square footage purchased through a City-authorized TDR Program may be allowed additional floor area and height proportional to the TDR area and exceeding the permitted development standards in the Plan, subject to development review and the following requirements:

- Council authorization of the request to use TDR square footage through Gatekeeper application prior to development review;
- Environmental review as needed to analyze development area outside of the Plan's scope; and
- Appropriate land use entitlements, which may include an agreement or similar instrument to allow use of the TDR floor area on a project site, subject to approval by the City Council.

Public Benefits Program

Public benefits refer to development contributions made by property owners or developers to provide benefit to the Plan Area in exchange for approval to develop additional intensity. The Plan defines “Base” FAR for each subarea in Chapter 4. Any development above the Base FAR shall provide public improvements and/or equivalent resources to improve quality of life in the Plan Area or city and to help implement the Plan. This exchange is voluntary for the applicant and the City. The following sections identify public benefits expectations, priorities and other strategies.

Public Benefit Requirements

- **Agreement required.** Any developer taking part in the Public Benefits Program will be required to enter into a binding agreement with the City to specify the public benefit(s) that will be provided in exchange for the higher development intensity that is requested. The City will negotiate the terms of the Agreement, including the period during which

the development entitlement will be available to the developer and public benefits that will be provided by the developer. A developer may elect to negotiate this agreement in the form of a Development Agreement as defined in the Zoning Ordinance.

- **Public benefit value.** Tier 1 development projects shall provide public benefits, with incremental value proportional to the proposed development intensity (e.g. building square footage) above Base FAR. Public benefit value shall not be required for aboveground parking structures in the Mixed Use Center subarea or underground parking. The per square foot value will be updated periodically by the City, consistent with CPI, or if necessary to address market changes, based on maintaining a reasonable development return for a range of parcel and project sizes as well as consideration of whether overall development costs remain competitive with nearby communities (taking into account comparable development and existing fees).
- **Cost increases.** If the costs of providing agreed-upon public benefits increase after entitlement, the public benefit package will still be required.

Public Benefits List

The public benefits in Table 5-1 were determined through the Plan process. Other benefits may be determined in the future or may be identified during the development review process based on local, Plan Area needs. The City will maintain a prioritized list of public benefits. In general, public benefits should be provided within or accessible from the Plan Area.

Project applicants may elect to directly construct or provide the benefits in Table 5-1, if they can demonstrate to the satisfaction of the City that the value of the public benefit is equivalent to the value identified above. Provision or construction of benefits is preferred. However, the City will have the discretion to accept a monetary contribution to construct the benefit or improvement.

Examples listed in Table 5-1 are not intended to limit the City's discretion to determine the appropriate public benefit value required in exchange for increased intensity.

TABLE 5-1: Public Benefits

TYPE OF PUBLIC BENEFIT	EXAMPLES OF PUBLIC BENEFIT
Affordable Housing	<p>Development of affordable units on- or off-site, including:</p> <ul style="list-style-type: none"> • Provision of units over and above the amount required under existing regulations. On-site units preferred over off-site units. • Provision of units instead of payment of housing impact fees.
Pedestrian and bicycle amenities	<p>On-site and off-site pedestrian and bicycle improvements, above and beyond those required by the development standards. These may include but are not limited to:</p> <ul style="list-style-type: none"> • Enhanced pedestrian-oriented streetscapes. • Protected bicycle lanes and pedestrian pathways, improved bicycle and pedestrian crossings/signals, bicycle racks/shelters. • New pedestrian and bicycle connections to transit facilities, schools, neighborhoods, etc. • Removal or contribution to removal of existing pedestrian and bicycle barriers (e.g. grade-separated crossings). • Upgrading traffic signals to enhance pedestrian and bicycle safety.
Public parks and open space	<p>Providing publicly accessible parks, plazas, tot lots, etc., above and beyond existing Park Land Dedication Fees and required open area standards or contributions to off-site publicly accessible open spaces available to the community.</p>
Other	<ul style="list-style-type: none"> • Contributions to and/or space provided for community facilities, affordable small business/non-profit spaces, etc. • Providing publicly accessible parking to serve area-wide/shared parking needs. • Off-site utility infrastructure improvements above and beyond those required to serve the development. • Funds in lieu of improvements. • Other public benefits proposed by the developer and approved by the City Council.

Public Access and Utility Easements

The Plan relies on increased sidewalk widths and planter areas, new and improved bicycle facilities and new connections through large blocks to achieve the Plan's envisioned urban design, pedestrian environment and overall connectivity conditions. These improvements are necessary to accommodate the increased pedestrian and bicycle activity resulting from development, since existing improvements are often narrow, discontinuous and do not provide adequate buffer or integration with the roadway system.

New connections are necessary to reduce travel distances and provide more direct connections between Plan Area destinations and from surrounding areas to Plan Area destinations. These improvements will result in a smaller network of blocks that is more consistent with standard City blocks. New development will also require new, onsite infrastructure to provide public utility services to future users.

The following are requirements for easements, improvements related to new sidewalk widths and bicycle facilities, new connections through sites, and utility infrastructure:

- **Public sidewalk widening, bicycle facilities and easements.** Proposed public street design, including sidewalk widths and bicycle facilities are identified in Chapter 3. Where existing public street frontages do not meet these standards, public access easements will be required from private property owners to provide compliant improvements to support the Plan Area's pedestrian activity. The necessary easement widths will vary based on street frontage and current property line locations.

These easements and improvements will be required with the following permit types:

- Major Planned Community Permits
- Minor Planned Community Permits involving site plan changes, parking reconfiguration, or demolition of all or portions of structures along public street frontages.

These easements and/or widening improvements may be required with the following permit types, based on the cost, extent, or intensity of the project as determined through the development review process:

- Minor Planned Community Permits, not involving improvements along public streets
- Provisional Use Permits

For purposes of illustration, projects may include but are not limited to: façade remodels, changes in use of a major tenant or parking reductions (Section 36.32.65 of the Zoning Ordinance). When requirements for sidewalk improvements are determined by the City to be unreasonable based on project scope, an irrevocable offer of dedication may be required so improvements can be built in the future.

If the project site has existing, non-conforming structures, public utilities or heritage trees within the required easement or improvement areas, the Zoning Administrator will determine the dimensions of the easement and improvements based on the location and type of structure and heritage tree ordinance and policies.

- **Connections through private property and public access standards.** Standards and locations for new publicly-accessible pedestrian and/or bicycle connections through project sites are identified in Chapter 2 (multimodal circulation plans), Chapter 3 (mobility improvement standards), and Chapter 4 (block standards). Public access easements and improvements will be required

from private property owners to provide compliant improvements supporting the Plan Area's pedestrian activity. These easements and improvements will be required with the following permit types:

- Major Planned Community Permits
- Minor Planned Community Permits involving major remodels, site plan changes, and parking reconfigurations.

For Minor Planned Community Permits, the Zoning Administrator will determine the scope of the required easements and improvements based on the cost, extent, or intensity of the project as determined through the development review process.

For Major Planned Community Permits and Master Plan applications, the Zoning Administrator and/or City Council may consider exceptions to requirements to provide public access easements on certain roadways based on the function of the roadway and the provision of other publicly accessible connections.

- Limited easements may be considered, with the right to exclude disruptive or illegal activity.
- **Utility easements.** New public service easements will be required of new development, since new development will create the need for new utility locations and/or demand for services. These easements will occur along public street frontages as determined by the Public Works Director.
- **FAR and setback calculations.** These easements will be allowed to count toward lot area for the purposes of calculating allowed floor area (FAR). Setbacks are not measured from the easement and in most locations the sidewalk easement is within the required setback area.

Environmental Mitigation

New development may be subject to the mitigation measures specified in the Plan's Environmental Impact Report (EIR). Some projects may require additional environmental review under the California Environmental Quality Act (CEQA). Any mitigation required as a direct consequence of a proposed project (see Appendix A), including off-site traffic mitigation as defined by CEQA, may not be considered public benefits as defined in this Plan.

TABLE 5-2: Implementation Actions

IMPLEMENTATION ACTION	DESCRIPTION	PARTIES INVOLVED
SHORT-TERM ACTIONS		
Zoning Map & Zoning Text Amendments	Amend the City's zoning map to reflect adoption of this Plan.	Planning
Public Benefits Fund	Establish a San Antonio Public Benefits Fund for in-lieu payment of Public Benefits Program requirements.	Planning, Finance
Latham Street Bicycle Improvements	Study potential bicycle boulevard improvements on Latham Street. Coordinate Plan Area improvements with the Bicycle Transportation Plan (BRP).	Public Works
California Street Improvements	Coordinate Plan improvements for California Street with the California Street/Escuela Avenue Improvement Study (CIP Project No. 1441).	Planning, Public Works
El Camino Real Connectivity Improvements	Collaborate with outside agencies to study potential bicycle and pedestrian improvements to cross and travel along El Camino Real.	Public Works, Planning
Pacchetti Way Improvements	Actively work with developers and landowners on potential design solutions and feasibility analysis for improving Pacchetti Way (north of California Street) as an extension of the Plan's major north/south connection to the San Antonio Caltrain Station, including traffic calming options to limit cut-through vehicle traffic while preserving existing neighborhood access. Require design studies through the development review process. [Note: Action timing may be dependent on when redevelopment activity occurs.]	Public Works, Planning, property owners
New Public Street Crossings Study	Actively work with developers and landowners on a detailed study of potential design solutions and feasibility of new pedestrian and bicycle crossings of San Antonio Road and Showers Drive, aligned with the Hetch Hetchy right-of-way. Ensure design work considers integration with nearby intersections such as San Antonio Road/Fayette Street and Showers Drive/California Street. Require design studies through the development review process. [Note: Action timing may be dependent on when redevelopment activity occurs.]	Public Works, Planning, property owners
MEDIUM-TERM ACTIONS (~ 2017 – 2020)		
Caltrain Undercrossing	Study potential improvements and funding sources to improve the existing undercrossing of the Caltrain tracks and Central Expressway. Coordinate potential designs with property owners.	Public Works, Planning
Review Plan Based on Final BRT Alignment	Once a final alignment for El Camino Real BRT is determined, review the Precise Plan to determine any impacts or necessary revisions for topics such as streetscape, bicycle network, or intersection design.	Planning, Public Works
Citywide Parking Standards	Complete a comprehensive update of citywide parking standards. Consider reduced parking standards for certain uses, TDM packages, shared parking, or other special conditions. Consider parking maximums in certain locations or for certain types of uses. Adopt standards and ordinances to allow and encourage shared parking.	Planning
ONGOING ACTIONS		
Review of Precise Plan	Conduct an initial Precise Plan review within three years of adoption to ensure the plan functions as intended for new construction and capital improvements.	Planning, Public Works

TABLE 5-2: Implementation Actions *(Cont.)*

IMPLEMENTATION ACTION	DESCRIPTION	PARTIES INVOLVED
Precise Plan Reporting	Conduct annual reports on development entitlements, targets, capital improvement projects and public benefits.	Planning
Office Development Monitoring	Monitor office development phasing and housing production.	Planning
Caltrain Coordination	Continue to coordinate with Caltrain on service and station improvements at the San Antonio Caltrain Station, including any designs for an improved undercrossing of the Caltrain tracks.	Public Works, Planning
School District Coordination	Continue to coordinate with the Los Altos School District <u>to implement the Transfer of Development Rights (TDR) Program and development of on</u> any potential school sites in the Plan Area.	Community Development, City Manager
Public Benefits Monitoring	Annually assess the San Antonio Precise Plan Public Benefits Program to determine how frequently it is utilized, how effective it has been in funding public benefits, if contributions are of a sufficient value, and any necessary changes to the process or funding requirements.	Planning
Public Benefits List	Maintain and update a prioritized list of priority public benefit projects or improvements in anticipation of future development applications.	Planning, Public Works
Parks and Public Space	Work with San Antonio residents, employers, and property owners to identify areas where new public neighborhood-serving parks may be added.	Community Services, Public Works, Planning, property owners
TDM Monitoring and Reporting	Monitor employers and property owners within the Plan Area implementing transportation demand management (TDM). Require regular reporting for any project with TDM and identify enforcement requirements as a condition of approval, including and require parking monitoring to ensure any reduced parking rates for TDM programs do not cause offsite impacts.	Planning
Shared Parking	<p>In coordination with property owners and the Transportation Management Association:</p> <ul style="list-style-type: none"> Identify groups of businesses and property owners who could benefit from use of shared parking. Modify any zoning codes or ordinances that may restrict or discourage shared parking. Develop standards and practices to evaluate, manage, and enforce shared parking arrangements. Actively work with local employers, landowners, and developers to implement shared parking. 	Planning, property owners