

CITY OF MOUNTAIN VIEW  
RESOLUTION NO.  
SERIES 2020

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW  
APPROVING AMENDMENTS TO THE P-40 (SAN ANTONIO) PRECISE PLAN

WHEREAS, Chapter 36 in the Mountain View City Code sets forth a procedure whereby the City can amend a precise plan; and

WHEREAS, said Chapter 36 of the Mountain View City Code requires that both the City's Environmental Planning Commission and City Council hold a duly noticed public hearing before the precise plan is amended; and

WHEREAS, on October 21, 2020, the Environmental Planning Commission held a duly noticed public hearing and thereafter forwarded its recommendation to the City Council to amend the San Antonio Precise Plan; and

WHEREAS, on November 17, 2020, having given notice as required by Chapter 36 of the Mountain View City Code, the City Council held a public hearing to consider the San Antonio Precise Plan amendments;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Mountain View:

1. That the findings required for amendment of a precise plan, contained in Section 36.50.95 of the Mountain View City Code, have been made as follows:

a. The proposed Precise Plan amendments are consistent with the General Plan because the High-Density Residential General Plan designation allows the same land uses and supports housing at a similar floor area ratio (FAR) as the "Residential-Only" subarea in the San Antonio Precise Plan;

b. The property covered by the proposed Precise Plan is within the Planned Community (P) District;

c. The proposed Precise Plan amendments would not be detrimental to the public interest, health, safety, convenience, or welfare of the community because the site can efficiently support additional density because it is near transit and commercial services;

d. The proposed Precise Plan amendments promote development of desirable character, harmonious with existing and proposed development in the surrounding area, because residential transition requirements will ensure larger setbacks adjacent to existing housing to the west, and developments of similar scale and intensity exist nearby;

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 because the site is underutilized, adjacent to a 2030 General Plan Change Area, and is near transit and commercial services; and

f. The proposed amendment is in compliance with the provisions of the California Environmental Quality Act (CEQA) because an Initial Study and Mitigated Negative Declaration (IS/MND) was prepared for the Zoning Map Amendment, Precise Plan Amendment, and development project which identified environmental impacts for air quality and noise and vibration that can be mitigated to a less-than-significant level. The IS/MND was circulated for public review from March 6, 2020 to March 25, 2020. Minor changes to the project description were made after circulation that did not have an environmental effect and, therefore, recirculation of the IS/MND was not required.

2. That the San Antonio Precise Plan amendments, attached hereto and incorporated herein as Exhibit A, have been reviewed and approved by the City Council and are hereby adopted.

TIME FOR JUDICIAL REVIEW:

The time within which judicial review of this document must be sought is governed by California Code of Procedure Section 1094.6, as established by Resolution No. 13850, adopted by the City Council on August 9, 1983.

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EA/1/RESO  
899-11-17-20r-2

Exhibit: A. San Antonio Precise Plan Amendments

## C. PRECISE PLAN SETTING

The Plan Area is a primary gateway on the western edge of Mountain View, near the City’s boundaries with Los Altos and Palo Alto (see Figure 1-1). The Plan Area borders the El Camino Real Precise Plan Area and existing residential neighborhoods.

The Plan Area includes major roadways such as El Camino Real, San Antonio Road, California Street and Showers Drive, which serve both regional and local functions. It is a primarily commercial area comprised of 123 acres of land, with many large parcels (see Figure 1-2). About one-half of the Plan Area (60 acres) is within the San Antonio Center shopping area and includes regional retail and related commercial uses. The remaining 63 acres are located around the perimeter of the Center, including both regional retail and other more local-serving commercial uses adjacent to existing residential neighborhoods. The 80-foot wide San Francisco Public Utilities Commission (SFPUC) Hetch Hetchy right-of-way property bisects the Plan Area and has specific development restrictions established by the SFPUC.

The San Antonio Precise Plan provides development regulations for two main subareas: Mixed Use Center and Mixed Use Corridor (See Figure 1-3). The Plan responds to the existing land use, parcel and building conditions, and provides direction for a more integrated area. By providing guidance for circulation improvements, open space, appropriate land uses, urban design, and building form and character within these areas, the Plan promotes vitality and long-term viability of the area through its transition from an automobile-oriented commercial area to a revitalized mixed-use center.



FIGURE 1-1 Surrounding Context

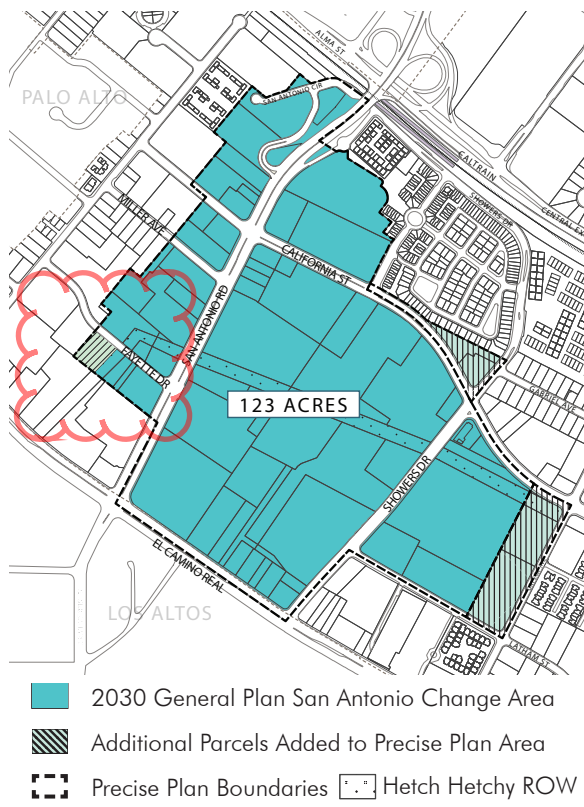
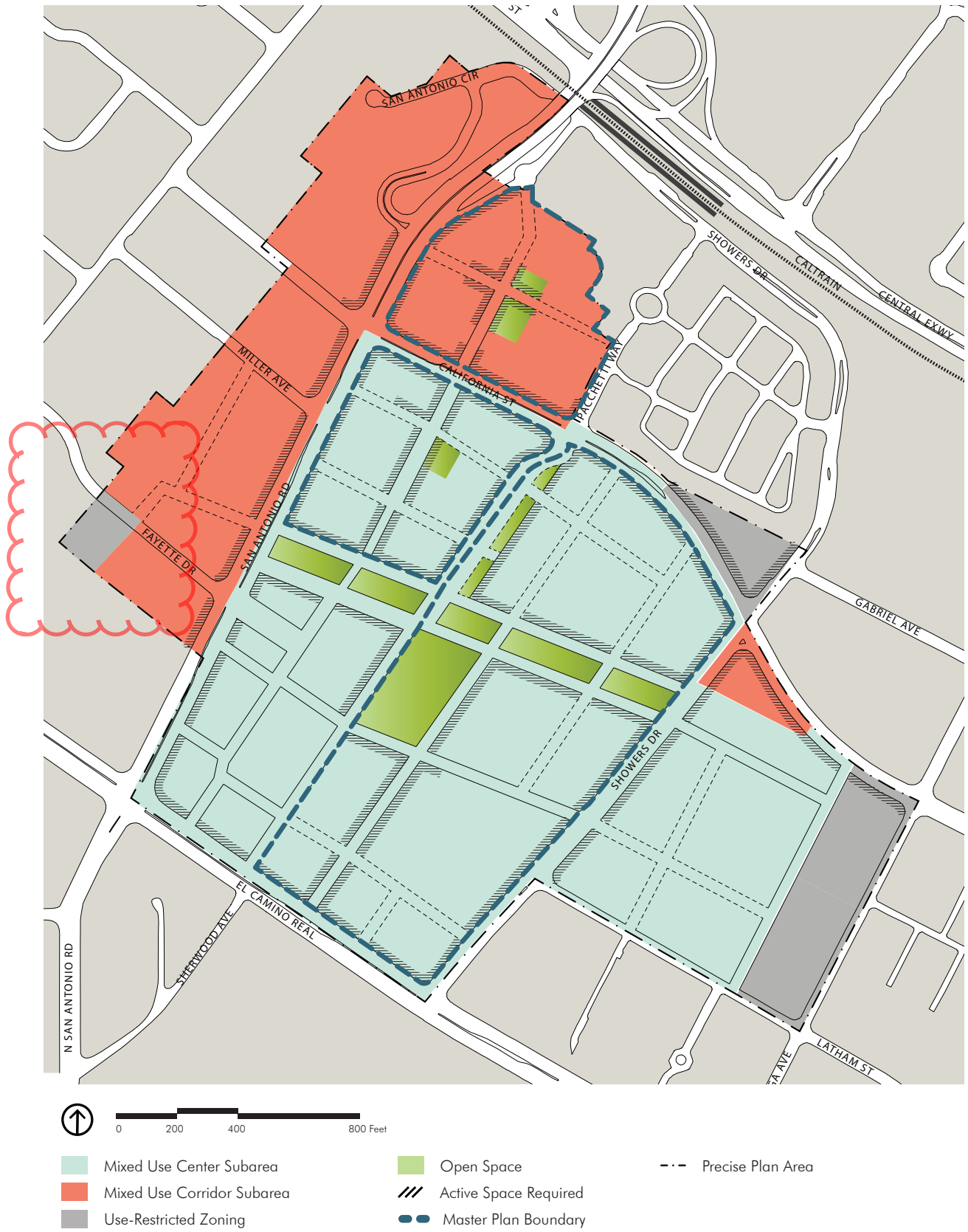


FIGURE 1-2 San Antonio Precise Plan Area



**FIGURE 1-3** San Antonio Precise Plan Concepts

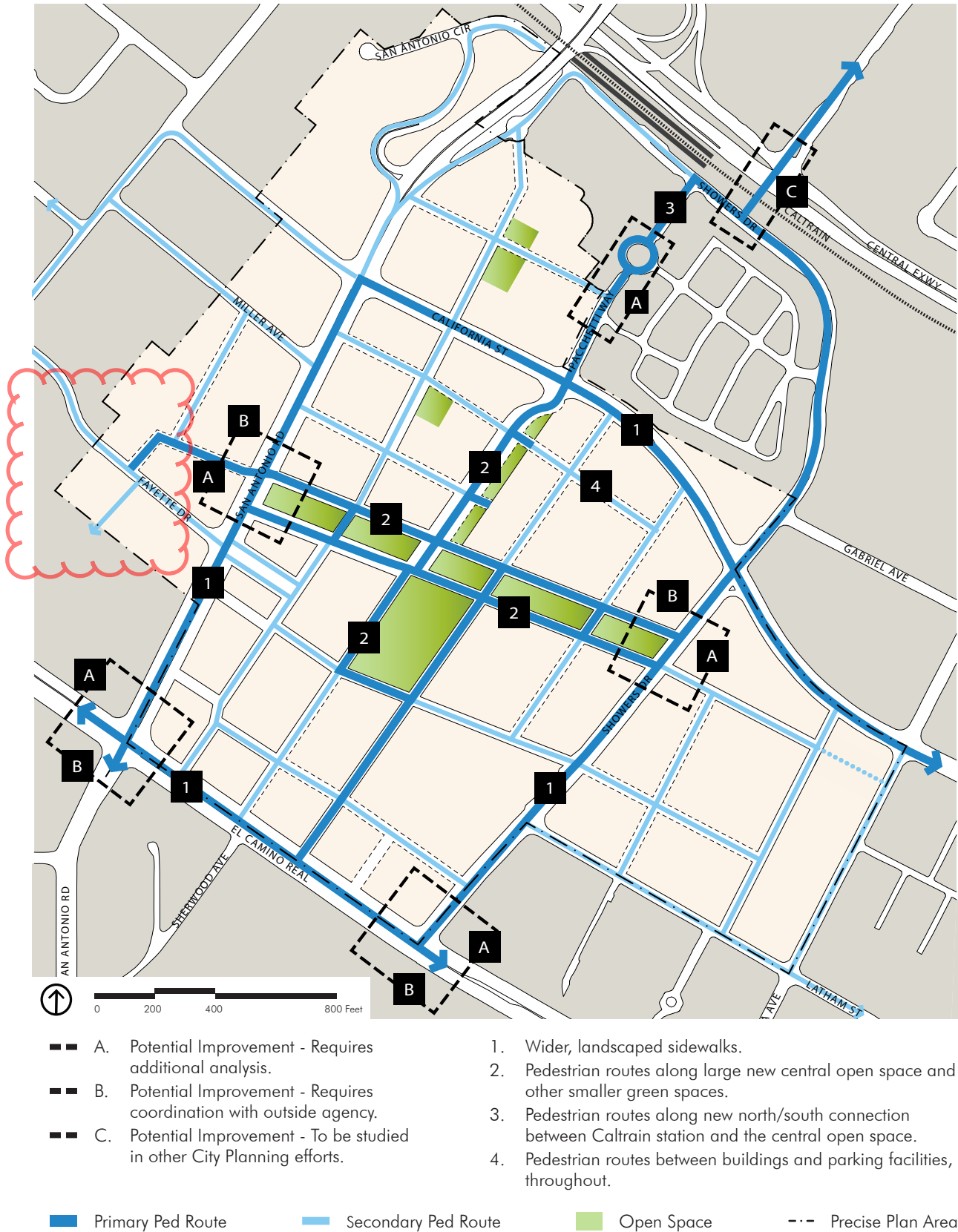
- **CIRC-2.3:** Prioritize bicycle facilities with separated bicycle lanes in key locations on public streets and within San Antonio Center. Coordinate the design and location of pedestrian and bicycle facilities with Plan Area transit stations and stops.
- **CIRC-2.4:** Coordinate circulation improvements across adjacent properties to support current and future shared access and coordinated parking.
- **CIRC-2.5:** Minimize driveway curb cuts and other potential vehicle conflicts with pedestrians and bicyclists.
- **CIRC-2.6:** Ensure that street configurations prioritize pedestrian and bicycle comfort, and accommodate necessary delivery, emergency and solid waste vehicle access.



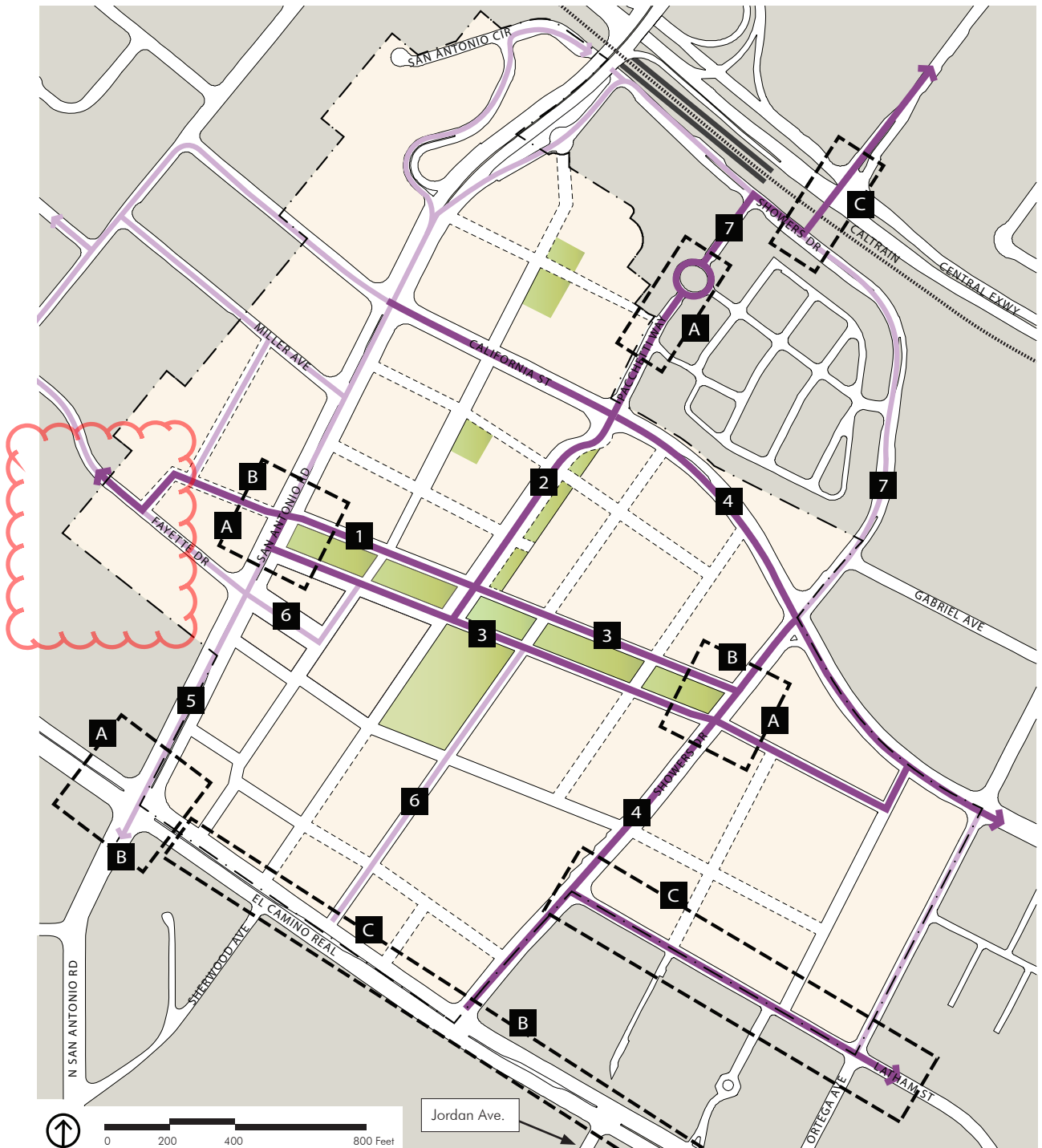
**FIGURE 2-1** Street Network



**FIGURE 2-2** Vehicle Circulation Concept



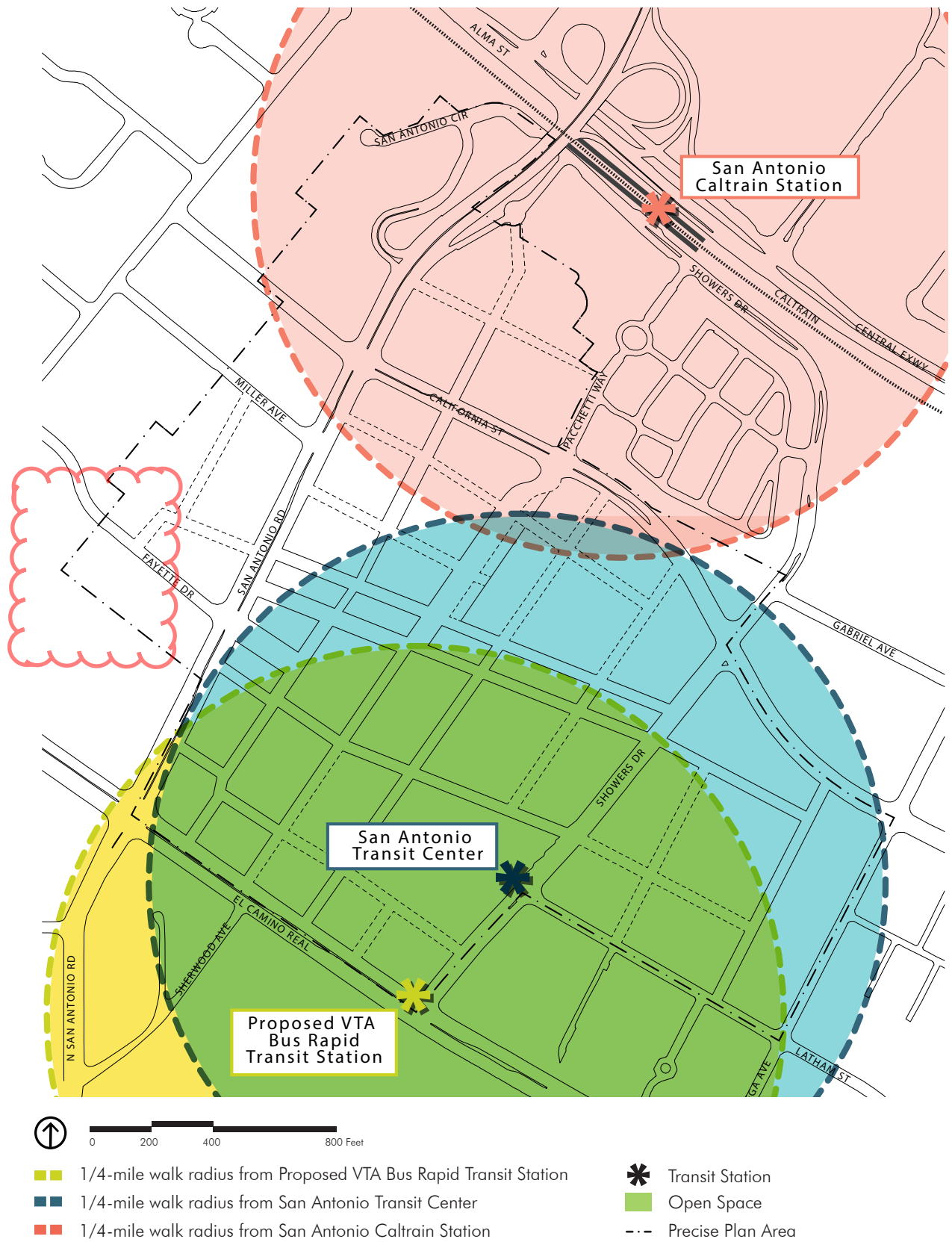
**FIGURE 2-3** Pedestrian Circulation Plan



- A. Potential Improvement - Requires additional analysis.
  - B. Potential Improvement - Requires coordination with outside agency.
  - C. Potential Improvement - To be studied in other City Planning efforts.
1. Parallel parking along Hetch Hetchy right-of-way.
  2. Buffered Class II bicycle lanes or cycle track along Pacchetti greenway.
  3. Special shared roadway with green "sharrow" markings.
  4. Buffered Class II bicycle lanes.
  5. Class II bicycle lanes.
  6. Shared roadway with green "sharrow" markings (internal markings).
  7. Shared roadway to connect to the San Antonio Caltrain Station.
- Primary Bicycle Route    
  Secondary Bicycle Route    
  Open Space    
  Precise Plan Area

**FIGURE 2-4** Bicycle Circulation Plan

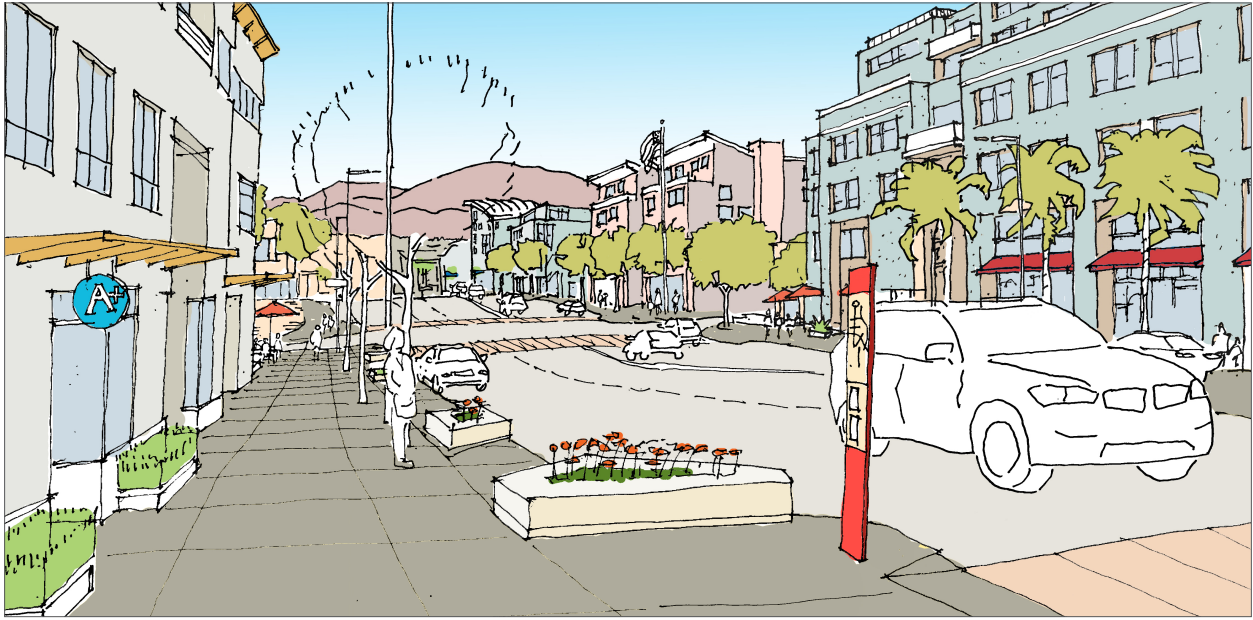




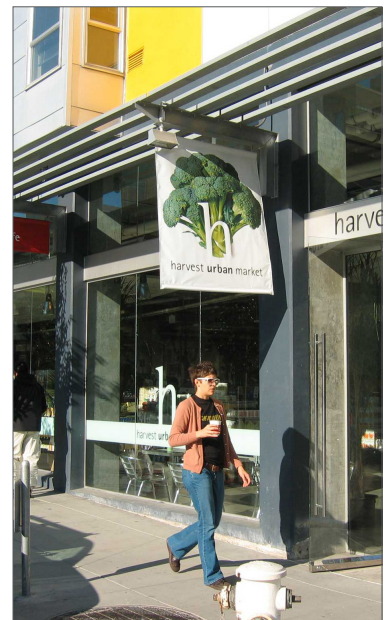
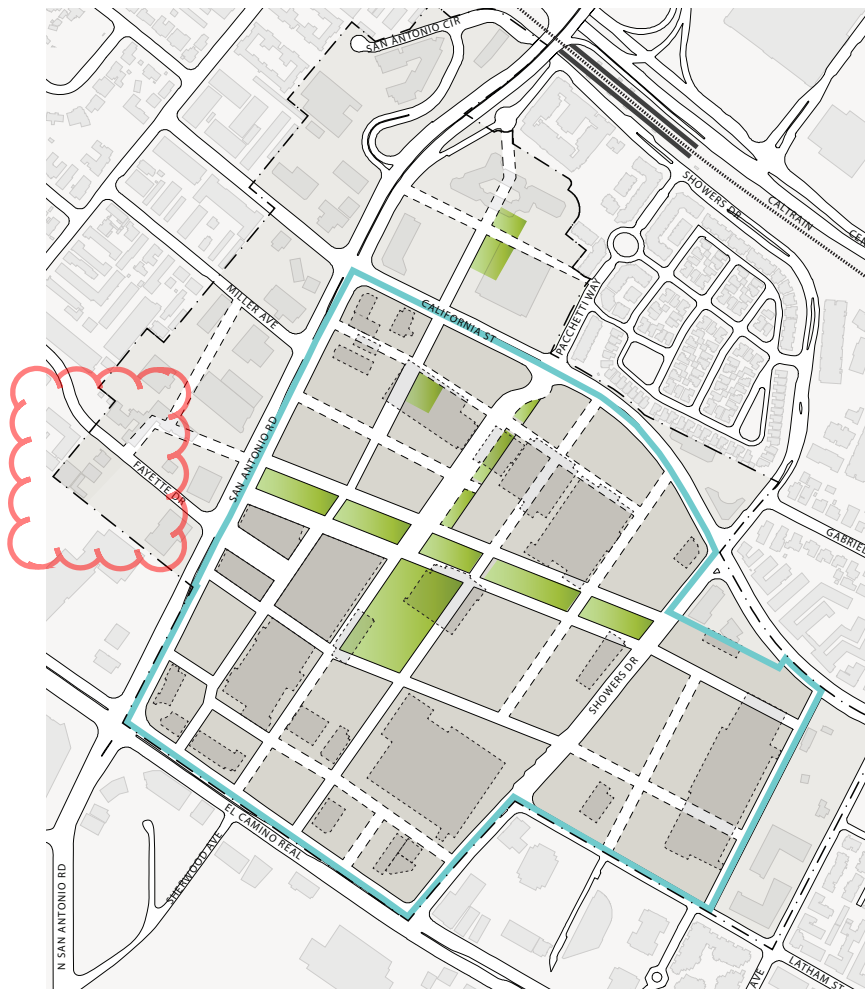
**FIGURE 2-5** Transit and Walkability Plan



**FIGURE 2-6** Open Space and Urban Form



Sketch illustrating the character desired for the Mixed Use Center.



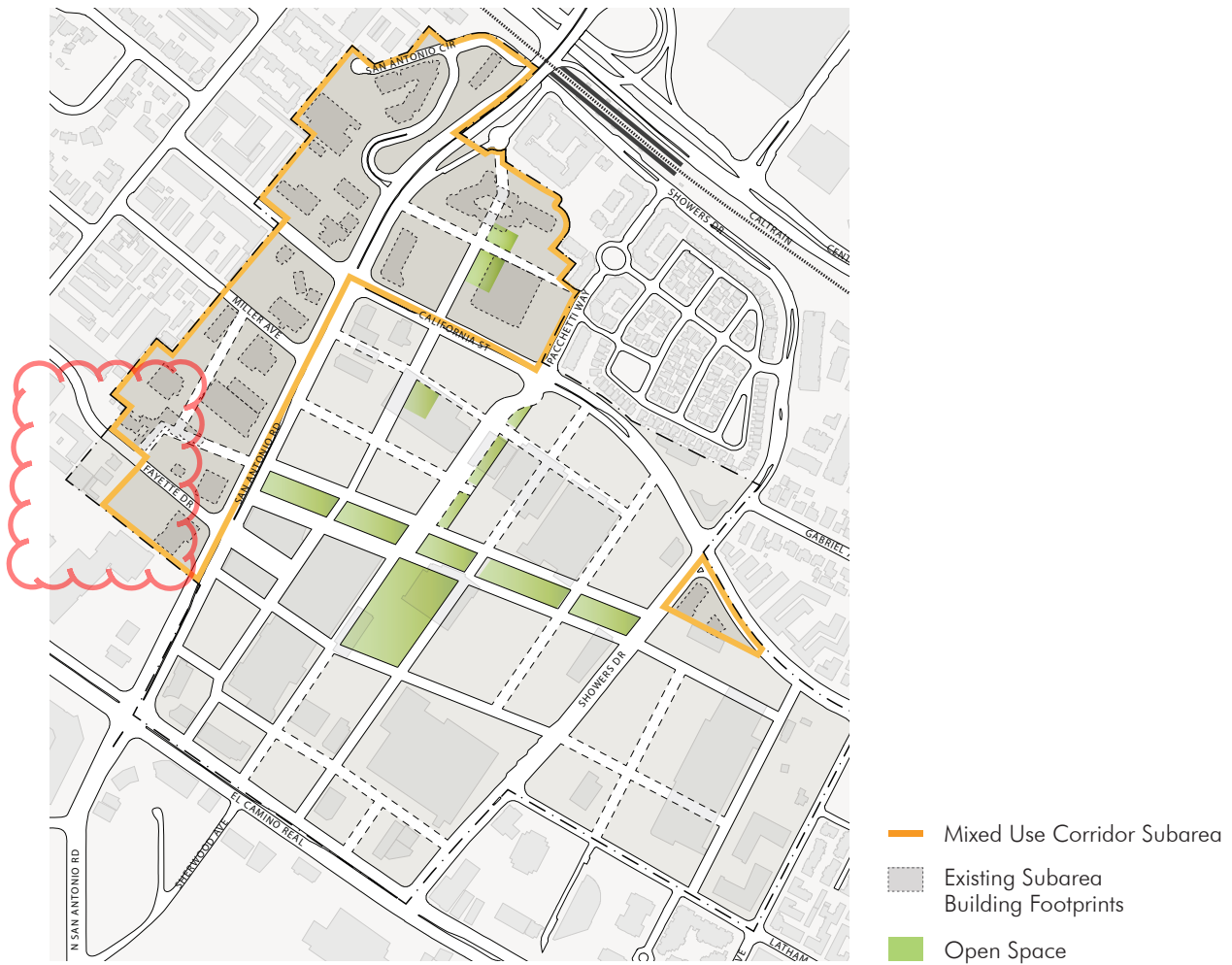
Active ground-floor retail.

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

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



Sketch illustrating the character desired for the Mixed Use Corridor.



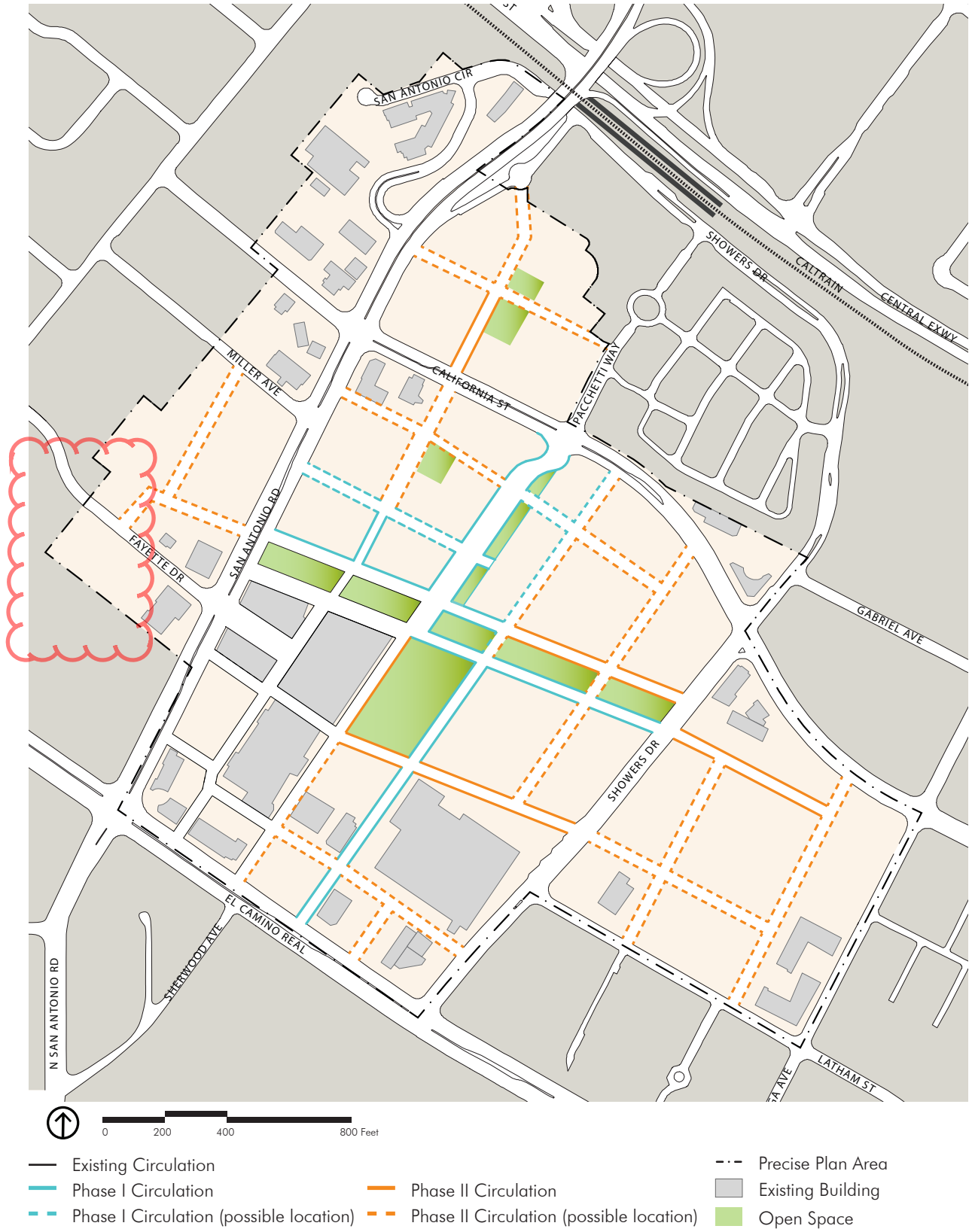
**FIGURE 2-8** Mixed Use Corridor Subarea with Existing Building Footprints



**FIGURE 2-9** Master Plan Areas



**FIGURE 3-1** Street Types



**FIGURE 3-2** Illustrative Street Phasing

## B. STREET IMPROVEMENT STANDARDS

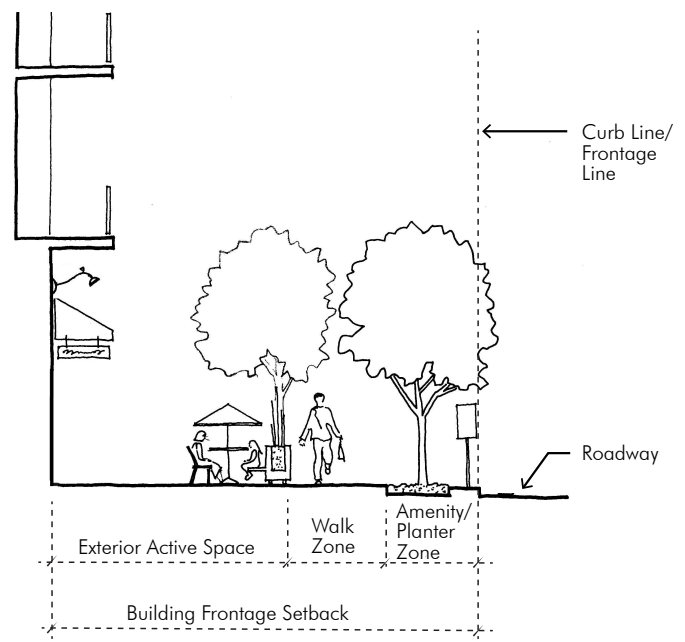
The following sections provide improvement standards for required streets to support future development and achieve Plan objectives for improved multimodal environment and urban design. As shown in Figure 3-1, there are five street types in the Plan Area: major public streets, greenways, neighborhood streets, main internal streets, and flexible connections.

The following pages provide street cross sections for each street type, including standards for the typical minimum dimensions of roadways (curb-to-curb distance), travel lanes, parking lanes, bicycle facilities, walk zones, amenity/planting zones, and exterior active spaces. The locations of these cross sections are identified on the Key Map (Figure 3-3). Intersection improvements are discussed later this chapter.

The enclosed street cross-sections describe typical proposed improvements. Because conditions such as turn lanes, medians, and existing property lines vary along different streets, the specific roadway design and required easements on a project frontage will need to be determined by the City during the development review process. An illustrative diagram depicting typical sidewalk standards is shown in Figure 3-4. City requirements for when street improvements and public access easements must be provided are identified in Chapter 5.

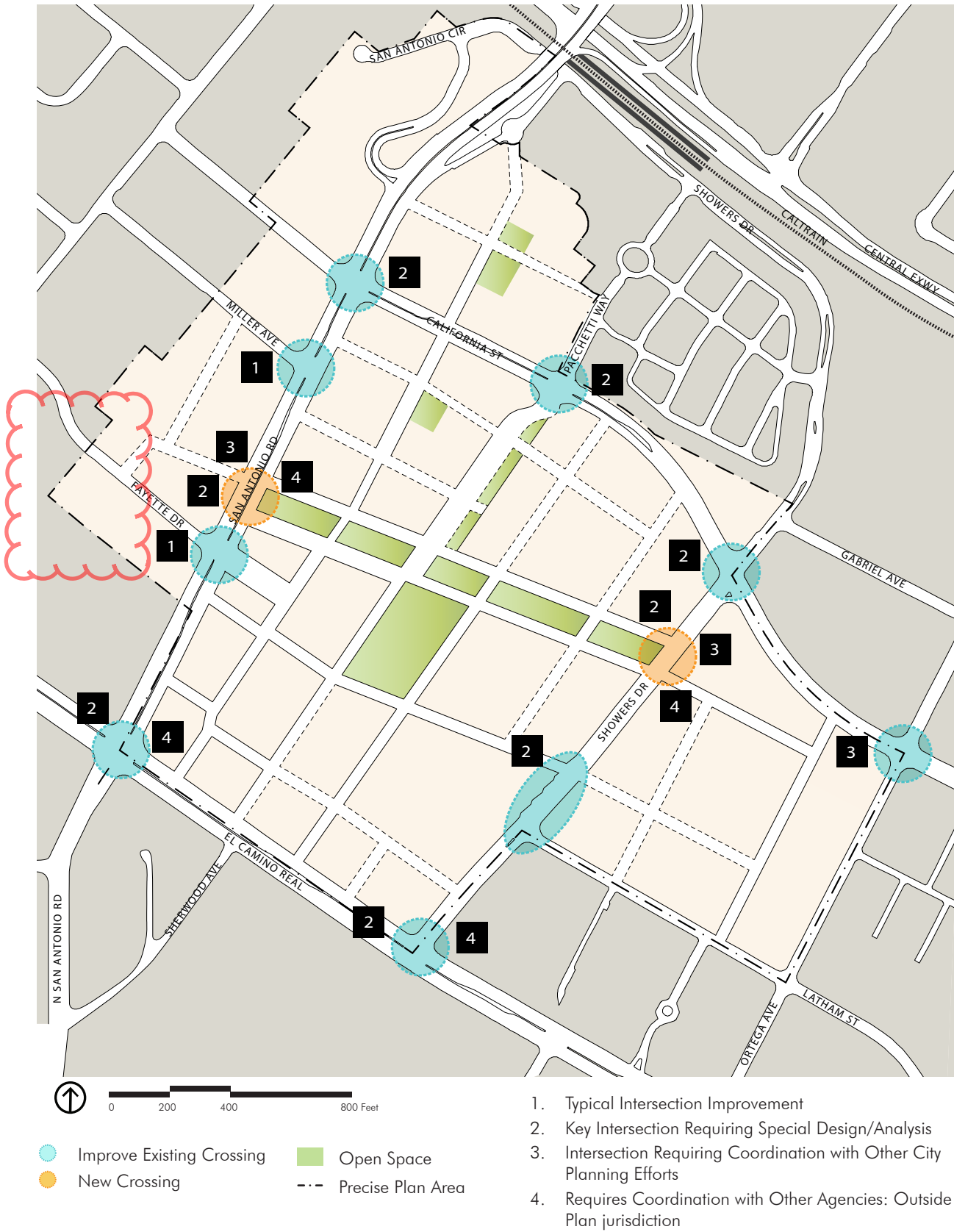


**FIGURE 3-3** Street Section Key Map

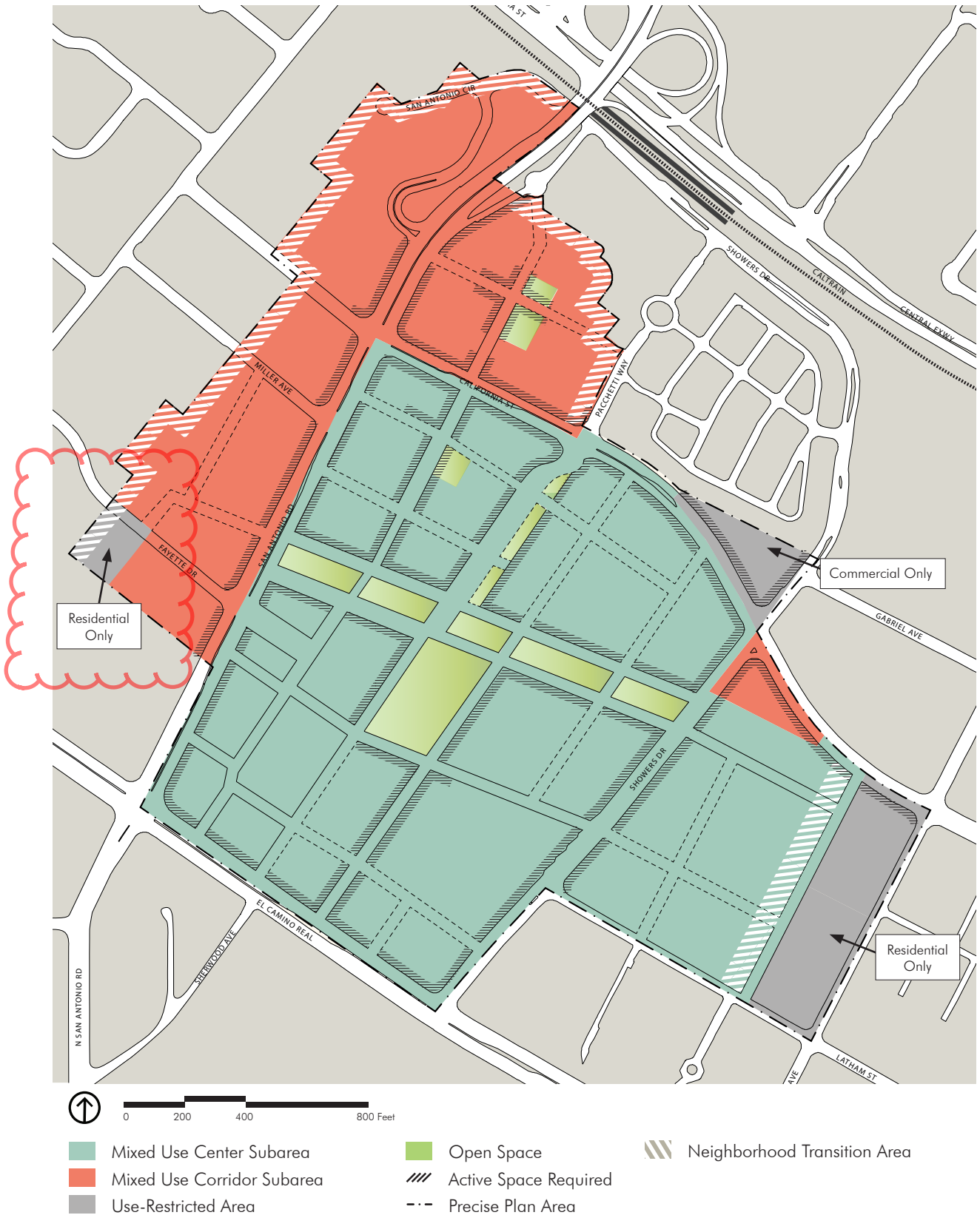


**FIGURE 3-4** Sidewalk Diagram (Typical)





**FIGURE 3-13** Key Intersections



**FIGURE 4-2** San Antonio Precise Plan Land Use Subareas

## 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.



**FIGURE 4-3** Street Types