

## Other Precise Plan Changes

### City Council Direction

Title	Council Direction	Description	Precise Plan Sections
<i>Development Review Process</i>	Study threshold for Base FAR projects to be reviewed by the City Council and EPC	<p>Currently, only a few major areas in Mountain View require City Council review of Base FAR projects (Downtown, Evelyn Avenue Corridor, and Grant Park Plaza). However, these areas do not have clear thresholds for “small” and “large” projects as Council approval authority is generally for all new buildings in these areas.</p> <p>The Draft Precise Plan sets the Council and EPC review threshold at 70,000 square feet, based on the analysis below:</p> <ul style="list-style-type: none"> <li>• Since 2008, 16 projects in North Bayshore and East Whisman larger than 70,000 square feet. None between 20,000 and 70,000.</li> <li>• No sites in East Whisman can build more than 50,000 net new within Base, so Council would not have to review small additions or additional buildings without demolition and redevelopment.</li> <li>• 70,000 square feet is a development about 4 acres office or 1.6 acres residential at the Base FAR. Council would see most residential Base FAR projects, and office projects on about 30% of parcels (the amount in East Whisman bigger than 4 acres).</li> </ul>	Permitting Process (Section 6.2.1)

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<p><i>Neighborhood Commercial</i></p>	<p>Council requested information about grocery store development and requested additional neighborhood commercial uses be required near the Middlefield Station (May 7, 2019)</p>	<p>The City’s economic consultant provided the following findings regarding grocery store demand:</p> <ul style="list-style-type: none"> <li>• There is adequate demand at build-out for a grocery store.</li> <li>• Additional costs to construct a store, site constraints, and other issues will complicate integrating a store into a mixed-use development.</li> <li>• Grocery stores will need nearby, visible, and adequate parking. While this may be a challenge for some smaller developments, larger developments may be able to fit the grocery store parking along with private resident or office parking.</li> </ul> <p>Based on these findings and Council direction, specifically that a vibrant and “critical mass” mix of neighborhood commercial uses should be created near the station, the following Precise Plan changes are proposed:</p> <ul style="list-style-type: none"> <li>• <i>Increase Requirement at Station</i> – Increase minimum neighborhood commercial requirement near the station from 1,500 square feet to 5,000 square feet.</li> <li>• <i>High-Rise Requirement</i> – Require neighborhood commercial uses for the high-rise standards near the station, as described in the staff report.</li> <li>• <i>Additional Required Depth</i> – Require additional depth for neighborhood commercial spaces, from 40’ to 55’, which is needed to attract a range of commercial uses, including small grocery stores.</li> </ul>	<p>Required Neighborhood Commercial Areas (Section 3.7.3)</p>

Title	Council Direction	Description	Precise Plan Sections												
<p><i>Office Character Area Targets</i></p>	<p>City Council directed staff to amend the character area targets to clarify the role of the targets in the Plan and to determine if larger ranges may be appropriate.</p>	<p>Additional language has been added to the Character Area Strategy to clarify that individual developments may not be required to comply with each specific target, but the City may request project changes or certain community benefits if targets are not broadly being met.</p> <p>The office character area targets were revised to accommodate additional growth in the Mixed-Use area near the light rail station and to be consistent with the TDR Bonus Alternative, as shown in Table 1.</p> <p style="text-align: center;"><b>Table 1: Office Character Area Targets</b></p> <table border="1" data-bbox="911 743 1535 1065"> <thead> <tr> <th data-bbox="911 743 1131 824">Character Area</th> <th data-bbox="1131 743 1325 824">Draft (net new sq.ft.)</th> <th data-bbox="1325 743 1535 824">Revised (net new sq.ft.)</th> </tr> </thead> <tbody> <tr> <td data-bbox="911 824 1131 906">Mixed-Use</td> <td data-bbox="1131 824 1325 906">250,000 to 500,000</td> <td data-bbox="1325 824 1535 906">600,000 to 1.2 million</td> </tr> <tr> <td data-bbox="911 906 1131 987">Employment North</td> <td data-bbox="1131 906 1325 987">600,000 to 1 million</td> <td data-bbox="1325 906 1535 987">300,000 to 900,000</td> </tr> <tr> <td data-bbox="911 987 1131 1068">Employment South</td> <td data-bbox="1131 987 1325 1068">800,000 to 1.35 million</td> <td data-bbox="1325 987 1535 1068">600,000 to 1 million</td> </tr> </tbody> </table>	Character Area	Draft (net new sq.ft.)	Revised (net new sq.ft.)	Mixed-Use	250,000 to 500,000	600,000 to 1.2 million	Employment North	600,000 to 1 million	300,000 to 900,000	Employment South	800,000 to 1.35 million	600,000 to 1 million	<p>Character Areas Strategy (Chapter 2)</p>
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<i>TDR Bonus Alternative</i>	Council identified the TDR Bonus Alternative as the preferred office growth alternative (June 25, 2019)	<ul style="list-style-type: none"> <li>• Development Reserve of 2,000,000 square feet</li> <li>• Maximum 0.5 FAR in the South Employment Area (along Bernardo and Ravendale Avenues)</li> <li>• Bonus FAR up to 0.75 FAR in South Employment Area when projects purchase Transfer of Development Rights from a School District</li> <li>• Jobs-Housing Linkage Ratio of 3 units per 1,000 sf, instead of 2.5 units per 1,000 sf</li> </ul>	Employment Character Area (Section 3.5) and Bonus FAR Programs (Section 6.1)
<i>Base FAR in Village Center</i>	Council directed staff to change the Village Center Base FAR (June 25, 2019)	The Base FAR for residential projects in the Village Center was increased from 0.9 FAR to 1.0 FAR.	Village Center Character Area (Section 3.6)
<i>Vehicle Access across Light Rail and Public Street Flexibility</i>	Council approved removal of Street C and general flexibility to provide pedestrian/ bicycle improvements instead of new public streets in other locations (June 25, 2019)	<p>“Street C” (between Ellis and Logue Avenues, across the light rail tracks) was removed from the Draft Precise Plan based on VTA policies and because it was not necessary to reduce LOS deficiencies in the area. In its place is a grade-separated multi-use path.</p> <p>In addition, the Plan includes new flexibility to allow applicants to request an alternative publicly accessible connection instead of a full public street through a prescribed process.</p>	Figures 9 & 10 (et al), Blocks and Streets (Section 3.7.1)

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

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

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

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

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



**Advisory Body Direction**

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

Title	Advisory Body Input	Description	Precise Plan Sections															
<i>Unit Mix</i>	The EPC recommended the revised unit mix in the Resolution (Attachment 4)	<p>The unit types targets (i.e., number of bedrooms) were moved from the Character Area Strategy to the Affordable Housing Strategy, which was renamed “Diverse Housing,” so the unit types goal would not be limited to the Mixed-Use Character Area only. The revised unit types targets are shown below in Table 2, expressed as ranges that were informed by the original targets.</p> <p style="text-align: center;"><b>Table 2: Revised Unit Mix</b></p> <table border="1" data-bbox="856 821 1572 1183"> <thead> <tr> <th data-bbox="856 821 1117 862">Unit Type</th> <th data-bbox="1121 821 1325 862">Draft</th> <th data-bbox="1329 821 1572 862">Revised</th> </tr> </thead> <tbody> <tr> <td data-bbox="856 865 1117 943">Micro/Studio</td> <td data-bbox="1121 865 1325 943">10 percent</td> <td data-bbox="1329 865 1572 943">10 percent to 20 percent</td> </tr> <tr> <td data-bbox="856 946 1117 1024">1 Bedroom</td> <td data-bbox="1121 946 1325 1024">30 percent</td> <td data-bbox="1329 946 1572 1024">20 percent to 40 percent</td> </tr> <tr> <td data-bbox="856 1027 1117 1105">2 Bedroom</td> <td data-bbox="1121 1027 1325 1105">40 percent</td> <td data-bbox="1329 1027 1572 1105">30 percent to 50 percent</td> </tr> <tr> <td data-bbox="856 1109 1117 1183">3+ Bedroom</td> <td data-bbox="1121 1109 1325 1183">20 percent</td> <td data-bbox="1329 1109 1572 1183">10 percent to 30 percent</td> </tr> </tbody> </table>	Unit Type	Draft	Revised	Micro/Studio	10 percent	10 percent to 20 percent	1 Bedroom	30 percent	20 percent to 40 percent	2 Bedroom	40 percent	30 percent to 50 percent	3+ Bedroom	20 percent	10 percent to 30 percent	Diverse Housing Strategy (Chapter 2), as modified by the Resolution (Attachment 4)
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<i>Master Plan Rights to Development Reserve</i>	The EPC recommended the language in the Resolution (Attachment 4)	<p>Google identified a concern with the Draft Precise Plan language regarding Master Plans (see their letter in Attachment 10). The Public Draft stated that Master Plans do not confer rights to office square footage in the Development Reserve. Under this requirement, Master Plan applications and all buildings within the Master Plan would need to be submitted concurrently, and all buildings within a Master Plan would need to start construction within two to four years.</p> <p>The proposed revision allows applicants with approved Master Plans two years to submit applications for buildings within their Master Plan. If they need more time, the applicant can renew Council authorization for their Master Plan, or a Development Agreement would be necessary.</p>	Project Master Plan Submittal Requirements (Section 6.3.2), as modified by the Resolution (Attachment 4)
<i>Design Guidelines</i>	The EPC recommended the language in the Resolution (Attachment 4)	The EPC proposed and recommended various revisions to design guidelines related to sustainability, open spaces, trees in greenways and paseos, tree diversity and parking.	Design Guidelines Sections 4.3.1, 4.3.3, 4.3.4 and 4.4.3 as modified by the Resolution (Attachment 4)

Title	Advisory Body Input	Description	Precise Plan Sections
<i>EPC Design Direction</i>	The EPC expressed concern that there may not be enough guidance in the Plan to create comfortable, inviting, and human-scaled streets. Upper floors should be stepped back, and horizontal variation should be provided. (June 19, 2019)	New design guidelines are proposed to create an “active and varied street wall”, including special features on lowers floors and variations in the street wall. In addition, new design guidelines are proposed to improve facades and interest along paseos and greenways.	Building Design Guidelines Common to All Uses (Section 4.1.1) and Greenway and Paseo Design (Section 4.3.3)
<i>Airport Land Use Commission</i>	On June 26, 2019, the Airport Land Use Commission (ALUC) reviewed the Precise Plan for consistency with the Comprehensive Land Use Plan (CLUP), and recommended approval of the Draft Precise Plan, with conditions	<ul style="list-style-type: none"> <li>• Maximum Density in Moffett Field’s turning safety zone, which is already consistent with the Plan’s FARs.</li> <li>• Consistency with the CLUP regarding noise and land use compatibility, which primarily affects land uses in the northeast corner of the Mixed-Use Character Area, within the Neighborhood Park Master Plan area. The conceptual location for the Neighborhood Park was changed on the maps (see Figure 7) and additional language was added to the Master Plan requirement</li> <li>• Dedication of avigation easement for new buildings when requested.</li> <li>• The ALUC also requested consistency with the height limits in the CLUP, but this language was already reflected in Section 3.3.1, General Height Standards.</li> </ul>	Employment Character Area (Section 3.5), Figure 7, Master Plan Submittal Requirements (Section 6.3.2), Dedication Requirements (Section 6.2.5)

## **Other Minor and Organization Changes**

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

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

Staff proposes to revise the Character Area standards to remove the minimum building setbacks for service streets, greenways, multi-use paths and paseos (ie, the minimum distance between building and path). Instead, the Mobility Chapter would set required building-to-building distances, which adds flexibility for the design of these connections but does not change the effect on site design and configuration. For example, this revised standard may allow a project to meander the path or place amenities (such as bicycle racks or benches) on one side or another.

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

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

### ***3. Compliance with City-Wide BMR***

Additional language was included in Residential Bonus FAR Standards (Section 6.1.5), as modified in the Resolution (Attachment 4), to clarify that these projects must comply with City-wide Below-Market-Rate (BMR) Requirements, and include more affordable units in rowhouse projects; a minimum average across multiple target incomes;, and opportunities for alternative mitigations. Additional requirements are also specified, including minimum income requirements to maintain consistency with State Density Bonus Law, and that East Whisman projects with proposed alternative mitigations must be located in East Whisman.