

CITY OF MOUNTAIN VIEW  
RESOLUTION NO.  
SERIES 2014

A RESOLUTION AMENDING THE SAN ANTONIO CENTER  
PRECISE PLAN DISTRICT REFERENCE MAP AND ASSOCIATED LANGUAGE

WHEREAS, an application was received from Merlone Geier Partners for an Amendment to the San Antonio Precise Plan for The Village at San Antonio Center Phase II Project (the "Project"), a mixed-use development at 405-425 San Antonio Road, 377 San Antonio Road, 391 San Antonio Road, and 455 San Antonio Road (APN 148-22-002, 148-22-003, 148-22-004, and 148-22-008) (the "Property"); and

WHEREAS, the Environmental Planning Commission (EPC) held a public hearing on June 18, 2014 on said applications and unanimously recommended that the City Council not approve the Project and included specific recommendations; and

WHEREAS, on July 1, 2014, having given notice as required by the City Council, a public hearing was held on said application, and all evidence presented at said hearing was received and considered; and

WHEREAS, following a noticed public hearing on July 1, 2014, the City Council finds and determines that the following San Antonio Center Precise Plan Amendments ("Precise Plan Amendments") are consistent with the General Plan of the City of Mountain View, because they implement the goals and policies of the San Antonio Change Area and the Mixed-Use Center land use designation by placing compatible office, retail, hotel, restaurant, cinema, and commercial uses near existing and complementary residential and commercial uses; provide high-density, mixed-use development near multiple transit uses; and provide convenient vehicular, bicycle, and pedestrian access with the adjacent public street system; and

WHEREAS, the Precise Plan Amendments implement the Project, which is proposed to include retail, restaurant, commercial (which may include uses such as office, professional office, restaurant, or retail), hotel, and cinema uses as well as associated improvements (structured parking, circulation, bicycle improvements, etc.) on the Property subject to the P District Standards set forth in Ordinance No. \_\_\_\_\_. The Precise Plan Amendments facilitate, and are consistent with, the Zoning Map Amendment approved in Ordinance No. \_\_\_\_\_, which establishes a new P District for the Property; and

WHEREAS, the Property is currently within the Planned Community—San Antonio Precise Plan (P(9)) Zoning District. The Precise Plan Amendments, which remove the Property from the San Antonio Center Precise Plan, are in conformance with, and internally consistent with, the procedures set forth in the Zoning Ordinance, including Section 36.50.60 regarding the adoption and amendment of Precise Plans; and

WHEREAS, the Project has appropriate access to adjacent California Street and San Antonio Road, will provide for adequate utility connections and facilities, and is not subject to physical constraints to development. The Project, including the Precise Plan Amendments, will result in development of uses on the Property that are compatible with the existing surrounding residential and commercial uses; and

WHEREAS, the Precise Plan Amendments would not be detrimental to the public interest, health, safety, convenience, or welfare of the City. The new P District established by Ordinance No. \_\_\_\_\_ and the Project promote development that is of desirable character, is harmonious with existing and proposed development in the surrounding area, and is consistent with objectives, standards, and regulations that reflect community goals and values; and

WHEREAS, the Project promotes development of a desirable character, harmonious with existing and proposed development in the surrounding area. The new P District established by Ordinance No. \_\_\_\_\_ and the Project align with the policies of the San Antonio Change Area regarding scale and massing with other development in the area; and

WHEREAS, the Project site has special conditions of size, shape, land ownership, and development opportunities that can only be addressed by approval of the proposed Precise Plan Amendments and resulting P District as the Project meets the goals and policies of the General Plan for the San Antonio Change Area but exceeds the current zoning standards set forth in the existing San Antonio Center Precise Plan (P(9) District). While future zoning changes are anticipated as part of the San Antonio Precise Plan to allow more intense development consistent with the Project, to ensure prompt delivery of the substantial community benefits and uniquely harmonious, high-quality development opportunities offered by the Project, advancing the Project pursuant to its own P District designation and approving the Precise Plan Amendments described in this Resolution are required; and

WHEREAS, the City Council's adoption of these Precise Plan Amendments and approval of the Project comply with the California Environmental Quality Act (CEQA). An Environmental Impact Report (EIR) for The Village at San Antonio Center Phase II Project has been prepared and certified by the City Council. A Draft EIR was circulated for public comment for the required 45-day period, which ended April 28, 2014. Staff received 16 comment letters on the Draft EIR and has provided a response to these

comments in a Final EIR. All but one significant impact of the Project have been mitigated to less than significant with the incorporation of mitigation measures and standard City conditions of approval. The Project would cause a significant impact to the operation of the San Antonio Road and El Camino Real intersection under the Cumulative plus Project condition, and mitigation (Mitigation Measure TRA-MM-4) is available to reduce the impact to a level of less than significant, but implementation of the mitigation would require the approval of agencies other than the City and, therefore, the impact is significant and potentially unavoidable. The City Council adopted a Statement of Overriding Considerations finding that the benefits of the Project outweigh the significant and potentially unavoidable cumulative impact to the San Antonio Road and El Camino Real intersection. The City Council also adopted a Mitigation Monitoring and Reporting Program for the Project;

NOW, THEREFORE, BE IT RESOLVED that the City Council of Mountain View hereby finds and determines that the amendments to the P(9) San Antonio Center Precise Plan have been reviewed and approved by the City Council, as described in the document attached hereto, and which shall be on file in the Office of the City Clerk, are hereby adopted.

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NM/7/RESO  
819-07-01-14r-E-3

SAN ANTONIO CENTER PRECISE PLAN  
P(9)

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

NOVEMBER 29, 1988

RESOLUTION NO. 15488

<u>AMENDED</u>	<u>RESOLUTION NO.</u>	<u>SUMMARY</u>
July 9, 1991	15288	Changing landscaping, signing, building height, storefront review, bicycle circulation and parking requirements, and revising exhibits accordingly.
November 26, 1991		Finalizing wording regarding tenant signs as directed by Council on July 9, 1991.
February 11, 1992	15373	Remove language limiting veterinary clinics to one specific location.
March 8, 1994	15674	Significantly revising format and criteria, including goals, uses, development criteria and the development review process.
April 25, 1995	15828	Changes promoting child care facilities.
March 4, 2008	17288	Add language prohibiting large-scale building material stores and/or lumber stores.
June 14, 2011	17620	Allow 188,000 square feet of additional commercial area and up to 350 residential units.

# San Antonio Center Precise Plan

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# PART I

## BASIS OF PRECISE PLAN POLICY

### 1.1 PURPOSE

The purpose of this document is to provide a framework for development in the San Antonio Center (the "Center") which will guide future actions. The Center was originally designed as an auto-oriented shopping destination and is composed of large, single-story retail stores surrounded by expansive parking lots. The intent of this Plan is to guide future development by encouraging a mix of uses and the creation of vibrant, active, pedestrian-oriented street frontages throughout the Center while enhancing internal and external connectivity.

### 1.2 SAN ANTONIO CENTER BOUNDARIES

The San Antonio Center is a primary gateway into the City since it is located on the western edge of Mountain View near the cities of Los Altos and Palo Alto. The Center is bounded by El Camino Real, San Antonio Road, California Street and Showers Drive.

The entire Center measures 56 acres and has multiple ownerships. The site is bisected by an 80' wide San Francisco Public Utilities Commission Hetch-Hetchy property with specific development restrictions. The San Antonio Center Precise Plan divides the Center into two Areas (see Figure 1):

Area 1 – Contains ~~16~~ 11 acres primarily located at the corner of San Antonio Road and El Camino Real and properties abutting the southern side of the Hetch-Hetchy easement.

Area 2 – Contains the remainder of the Center totaling ~~40~~ 35 acres.

Separate Planned Community Permit – Contains approximately 10 acres primarily located to the north of the Hetch Hetchy easement and east of Pacchetti Way, excluding the corner parcels at California Street and San Antonio Road.

### 1.3 THE VISION AND GOALS FOR SAN ANTONIO CENTER

Coordinated efforts amongst the property owners are a key element to improving the current condition of the shopping center. The goals of this Plan are to encourage individual property upgrades and assemblages that will develop in phases, provided that each phase promotes the overall viability and

desired coordination of the Center. Area 1 is poised to become the newly developed portion of the Center and will help invigorate the Center by introducing a mix of varying land uses and densities. This Area will also set the tone for any further revitalization efforts for the Center by providing the basic framework for circulation, architectural and open space designs.

This Plan provides the land use and design criteria to guide the rebuilding and strengthening of the San Antonio Center. While it encourages extensive redevelopment and consolidation of retail, office and residential space, it allows for gradual change, recognizes the separate ownerships and long-term ground leases, and provides the ability to use each property independently. Older buildings can be remodeled, uses can be added and new construction can occur; however, each change will provide the basis for greater coordination throughout the site. This Plan also presents design criteria focused on aiding in the development of a pedestrian-oriented Center by incorporating new streetscapes within newly developed parcels that are linked with older sections of the Center. An integrated grid circulation system, gathering places and high-quality architectural building design will add vitality to the existing Center. In order for the Center to be successful, access; pedestrian, bicycle and vehicular circulation; parking; landscaping; signing; and building design shall be coordinated. To ensure coordinated access and circulation, reciprocal parking and access agreements will be required for all properties provided, however, residential uses shall provide private resident parking.

#### 1.4 **PRINCIPLES AND OBJECTIVES**

The 1992 General Plan, the 2009 Economic Resources Strategy, the Guiding Principles of the Grand Boulevard Initiative and the General Plan 2030 Visioning Process Report all support the following goals which form the basis of the specific criteria which are contained in this Plan:

- A. **Regional Status** – Reinforce the regional status of the Center by ensuring that it provides regional services to Mountain View residents and attracts customers from the surrounding area.
- B. **Improve Design and Image** – Make substantial design improvements to the Center's buildings and site, creating a quality image of an attractive shopping center at this gateway location.
- C. **Retail Sales Tax** – Revitalize the Center to enhance the success of the retail businesses and bolster retail sales tax revenues.



- D. **Coordination** – Ensure that access, signage, building design and on-site circulation support the image of a single cohesive center.
- E. **Pedestrian Connections** – Encourage pedestrian walkway connections and amenities to help attract customers, link uses and revitalize the Center.
- F. **Bicycle Connections** – Provide safe and well-designed connections and amenities for bicyclists who are either residents or users of the Center.
- G. **Integrated Circulation System** – Redesign the existing circulation pattern in a grid-like system with tree-lined sidewalks and pedestrian amenities throughout the Center and links to the surrounding neighborhood.
- H. **Links to Transit** – Create efficient routes throughout the Center linking users to the San Antonio Caltrain Station, El Camino Real Transit Service and the VTA's Transfer Bus Station.
- I. **Flexibility** – Recognize the dynamic nature of the retail industry and accommodate through Plan flexibility and development review process.
- J. **Mix of Uses** – While continuing to reinforce the Center as a shopping destination, promote uses that create a synergistic and dynamic environment.
- K. **Place-Making** – Create interesting and special gathering experiences and frontage that transform the shopping center into a dynamic environment where people want to be and interact.
- L. **Open Space** – Incorporate smaller open spaces such as plazas and private courtyards that can vary in character and function while providing recreation and open space opportunities.
- M. **Sustainable Development** – Pursue sustainable design, engineering and construction methods.

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## PART II

### USE CRITERIA

#### 2.1 PURPOSE

The Center is intended to serve patrons and residents who will be arriving by transit, bicycle, on foot or by private vehicle. A full line of comparison retail goods is desired to encourage comparison shopping. Large-scale retail establishments will help anchor the Center for the smaller tenants and attract local patrons as well as patrons from other communities. Neighborhood retail uses will help serve nearby residential areas and newly created residential units in the Center. Locating new residential units in the Center will enliven the area and create more demand for varied uses, and residents will take advantage of the close proximity to transit for their transportation needs. Storage and other uses which create long, uninteresting wall spaces along pedestrian ways should also be avoided. The Plan will rely on the expertise and coordination of the Center managers to maintain the tenant and use mix.

While the Center will remain as a major regional shopping center, other uses are included as provisional uses which complement its retail function and add activity to the Center. Such uses shall require approval as described in the Administration Chapter of the Precise Plan.

#### 2.2 PRINCIPALLY PERMITTED USES

Shopping centers should provide a broad spectrum of uses. A combination of eating and drinking facilities, large- to small-scale retail stores and personal service uses are recommended to provide a compatible range of goods and services to the community. Large-scale retail establishments will help anchor the smaller tenant uses and will provide a draw for regional shoppers.

The following uses are principally permitted uses in both Areas 1 and 2 of the Center:

- A. **Large-Scale Retail Businesses.** Large-scale retail establishments are those that sell multiple categories of goods such as department stores, or single category goods such as home furnishings or office equipment. These establishments typically occupy 10,000 square feet or more.
- B. **Medium and Small-Scale Retail Businesses and Personal Service Establishments.** Medium- and small-scale retail establishments are those

that occupy between 1,000 and 10,000 square feet and typically sell specialty goods such as jewelry, cards, gifts, shoes, specialty foods, etc. Personal service establishments provide services of a personal convenience nature, such as cleaning, repair or sales incidental thereto. Examples of personal service establishments include beauty salons and barbershops, nail salons, art, dance or music studios, shoe repair shops, Laundromats, dry cleaning establishments, tailors and office services such as typing, copying and faxing.

- C. **Restaurants**, including those with outdoor seating and/or serving beer and wine clearly ancillary to food service. Drive-up food service facilities are not allowed.

Generally, appropriate uses as identified in the following list are designated to provide guidelines for complementary uses that would benefit both the Center and the community. This list is not intended to prohibit other uses. The service and retail uses that are generally appropriate within the Center are:

- Apparel stores
- Variety stores
- Jewelry stores
- Delis and take-out food shops
- Shoe stores
- Grocery stores
- Coffee shops
- Beauty/health Stores
- Bookstores
- Office supply/stationary stores
- Pet stores
- Sporting goods stores
- Barbershops
- Junior department stores
- Candy stores
- Community rooms
- Liquor stores
- Appliance stores
- Housewares
- Bakeries
- Cleaners
- Photography studios
- Art galleries
- Multi-category large-scale retail
- Single category large-scale center
- Florists
- Gift stores
- Art shops
- Hobby shops
- Beauty salons
- Fabric stores
- Music shops
- Post office
- Restaurants and cafés
- Consumer electronics
- Camera shops
- Hardware stores
- Furniture stores
- Drug stores
- Museums
- Specialty food stores
- Home goods stores
- Department stores

## 2.3 PROVISIONAL USES

While the focus of the Center will be retail, residential mixed-use development may be permitted within Area 1 of the Center. Residential mixed-use development is typically a building with ground-level commercial uses or parking and multi-family stacked units above. Residential uses are intended to complement the commercial uses on-site and invigorate the Center by providing a 24-hour presence.

The following uses may be acceptable subject to City review.

### **Areas 1 and 2:**

- A. New office uses in existing buildings and new office uses in new developments.
- B. A hotel.
- C. Any establishment providing entertainment, permitting dancing or serving alcoholic beverages (other than beer and wine in conjunction with food).
- D. Veterinary clinics, pet hotels and pet day-care facilities enclosed within the building.
- E. Child-care facilities, private school establishments and tutoring centers.
- F. Dentists and optometry offices.
- G. Financial institutions such as banks, accountants and tax preparers.
- H. Health and fitness centers.
- I. Movie theaters.

### **Area 1 only:**

- A. Up to 350 residential units with private resident parking (limited to the parcel south of the Hetch-Hetchy easement).

## 2.4 PROHIBITED USES

The following uses are prohibited from being located in the Center since these uses do not support the vision and goals for the San Antonio Shopping Center:

- A. All drive-through or drive-up operations are prohibited. Drive-through and drive-up operations are those where food or other products or services may be purchased by motorists without leaving their vehicles. Such facilities include drive-up teller windows in banks, and drive-up oil changing facilities, etc., but does not include automatic teller machines (ATMs).
- B. Vending machines such as those used to dispense sodas, snacks, movie rentals and cigarettes are prohibited, except when located within a fully enclosed building, and not including reverse vending recycling redemption centers.
- C. Large-scale, warehouse-type building material stores and/or lumber stores are prohibited. Large-scale building material stores and lumber stores are wholesale or retail establishments selling lumber and/or other construction materials and building supplies.
- D. Auto-oriented uses, including service stations and repair garages for minor repair.
- E. [Other uses not consistent with the purpose and vision outlined for the Center.](#)

## 2.5 TEMPORARY USES

Outdoor or seasonal product sales are considered to be temporary uses and shall comply with the Administration Chapter of the Precise Plan.

## PART III

### DESIGN CRITERIA

#### 3.1 PURPOSE

The following design criteria are intended to provide a framework for the character and development envisioned for the San Antonio Center. The criteria define the general mandates for a comprehensive development concept for all properties at the San Antonio Center.

#### 3.2 DESIGN REQUIREMENTS FOR ALL DEVELOPMENTS

##### 3.2.1 **Applicability**

For all changes of occupancy or use, new tenancies and building additions, the Zoning Administrator may require owners to make exterior improvements, including landscaping, trash enclosures, painting and parking lot improvements. The extent of required improvements shall relate to the magnitude of the change requested, the building size and the extent of upgrading already accomplished on the property. It may also relate to the length of the lease. Generally, the improvements must be made prior to occupancy.

All projects shall substantially apply with this Design Requirements for all Developments and Section 3.3, Design Guidelines for All Developments.

##### 3.2.2 **Site Design**

###### A. Coordination:

Site improvements and buildings shall be coordinated with adjacent properties to ensure the potential, if not the immediate, realization of shared access and coordinated parking (residential uses shall provide private parking). Grading, parking and landscape treatment shall relate to adjoining properties. Mutual access agreements shall be required.

The applicant shall submit a comprehensive site plan of the entire Center area showing how the development fits with other existing or approved developments at the Center, including the Master Circulation Plan. It is the applicant's responsibility to demonstrate



how the proposed development meets the goals and criteria of this Precise Plan. Additional exhibits in support of the application are encouraged.

The Hetch-Hetchy right-of-way should be considered as a unifying open space and circulation element that runs through the entire Center.

**B. Intensity:**

The maximum building potential for any new project will be reviewed and approved by the Community Development Director for the construction affecting less than 50,000 gross square feet or the City Council for projects affecting more than 50,000 gross square feet as defined in the Administration section of the Precise Plan. ~~the entire Center will be 961,000 square feet (gross) of commercial development divided in the following manner:~~

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~~Lot A—a maximum of 311,000 square feet (gross) of commercial development and 350,000 square feet (gross) of residential development but in no case over 350 residential units.~~

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~~Lot B—a maximum of 650,000 square feet (gross) of commercial development.~~

**C. Circulation:**

The San Antonio Center includes a disconnected circulation system that significantly contributes to the lack of unity and wayfinding within the Center. The implementation of an integrated network of complete streets for pedestrians, bicyclists and motorists is required to improve the circulation system and the success of the Center.

**1. Vehicular**

- a. A well defined internal circulation route which provides clear, direct access to all areas of the Center shall be provided. For descriptive purposes this route shall be called "the interior circulation route." This interior circulation route shall generally comply with the Master Circulation Plan (see Figure 2) and shall accommodate vehicular and bicycle traffic in both directions in a unified street grid pattern system streets. Large-scale and small-

scale developments shall coordinate their site designs to access the interior circulation route. The interior circulation route shall be shown on all development proposals and must connect to existing or demonstrated potential routes on adjacent parcels.

- b. Entry/exit driveways from public streets shall proceed directly to the internal circulation route. These driveways should accommodate traffic in both directions.

## 2. **Pedestrian**

Pedestrians are a critical component to the success of this Center. Engaging pedestrians from the main public rights-of-way and providing interesting paths of travel within the Center are important components to the redesign of the Center.

- a. A safe, attractive, clear pedestrian circulation system throughout the Center is a critical unifying element and will contribute to the successful revitalization of the Center. The pedestrian circulation system shall be designed to encourage pedestrian rather than vehicular travel on the site, and to encourage destination shoppers to venture into other stores and areas of the Center.
- b. Direct pedestrian connections to pedestrian crosswalks at surrounding streets, as well as at all major vehicular entranceways, shall be part of the integrated pedestrian network. Pedestrian access to the building should be visually and functionally clear from all public rights-of-way.
- c. Pedestrian paths and connections throughout the Center shall facilitate pedestrian mobility and include consistent sidewalks that incorporate landscaping and paving treatments, pedestrian-level lighting and signage. Coordination of the design and location of pedestrian connections is required.
- d. A separated sidewalk is required along the El Camino Real frontage with a minimum planter width of 6' and a minimum sidewalk width of 10'.

- e. A separated sidewalk is required along the San Antonio Road frontage with a minimum planter width of 6' and a minimum sidewalk width of 5'.
- f. Special attention shall be directed at linking pedestrians to the San Antonio Caltrain Station, El Camino Real Transit Service and the VTA's bus transfer station on Showers Drive.

### 3. **Bicycle**

Bicycling is increasingly becoming an important mode of transportation in Mountain View and other Bay Area communities. Providing the Center's users with well-designed and integrated paths of travel is an important component to the Center's circulation design.

A bicycle access and bicycle circulation system through the Center shall be required as shown in the Master Circulation Plan. A bicycle circulation route within the Center with paths and connections to surrounding streets, as well as at all major vehicular entranceways, shall be part of the integrated bicycle network. The provision of bike parking facilities at convenient and evenly distributed locations throughout the Center shall be required in accordance with the Zoning Ordinance for both commercial and residential uses.

#### D. **Parking:**

The majority of parking provided at the San Antonio Center is surface parking. While parking is necessary for the success of the Center, it should be provided in a manner that does not hinder the vision for the Center.

- 1. **Number of Spaces Required.** Vehicular parking for all permitted or provisional uses other than residential shall be provided for the Center or any incremental development in compliance with City of Mountain View ordinances governing the number of required parking and loading spaces including handicap parking spaces. Private residential parking shall be provided at a ratio of one parking space per bedroom. Bicycle parking shall be provided in accordance with the City of

Mountain View Zoning Ordinance governing the number, style, location or type of required bicycle parking facilities.

2. **Alternative Parking Options.** In order to reduce the number of surface lots in the Center, alternative parking options to surface lots is encouraged for both redevelopment and new development projects. Rooftop parking and other structured parking, such as podium and underground parking, is permitted. Above-grade parking garages along a public street frontage, however, are discouraged. The Zoning Administrator may reduce the total amount of required parking if the applicant provides alternative parking options for the Center, including, but not limited to, rooftop parking and parking structures. Wayfinding amenities to parking structures will be required.
3. **Deferral of Spaces.** The Zoning Administrator may approve deferral of one or more required on-site parking spaces to a future time if the applicant can demonstrate that the tenant will not need the number of parking spaces required by this chapter for that use and the parking to be deferred can be utilized for other aesthetic amenities not otherwise required under this Precise Plan.
4. **Dimensions.** Parking stall, backup and aisle dimensions shall also comply with applicable City of Mountain View standards and requirements.
5. **Location.**
  - a. The parking spaces required (including loading, bicycle and handicap) shall be determined for each proposed development and shall be contained within the ownership associated with said proposal; however, all parking other than private residential parking shall be accessible to other properties in accordance with the existing Reciprocal Parking Agreement in the Center.
  - b. Parking should be avoided along the principal interior circulation route or entrance driveways, nor curvilinear sections where the line of sight is restricted, at intersections of the road with other primary drives, or other locations where dangerous turning movements may result.

E. **Landscaping:**

Landscaping in the Center can become a key component to its success as it can be designed to create interesting street frontages and open spaces such as plazas and private courtyards that vary in character and function while providing place-making opportunities.

All landscaping plans will comply with the requirements set forth in the City of Mountain View's Landscaping Ordinance unless specifically specified in this section. A detailed landscape plan for the Center shall be developed to unify the site and to set forth detailed landscape requirements. This plan shall show a unified grid system of streets with a focus on how the proposed landscaping along walkways, pedestrian-scaled lighting and signage help create attractive streetscapes within the Center. The plan shall encompass the entire property on which the development is proposed and will coordinate with existing landscaping on adjacent properties.

1. **Minimum Amount Required.** Each area of the Center (defined as a proposed or existing development that is designed and submitted as a single unit and maintained and operated under a single property manager) shall provide a minimum of 15 percent of the total site area of landscaping. Landscaping is defined as the total lot area minus the areas covered by buildings and vehicle-oriented paving.
2. **Streetside Landscape Buffer.** Perimeter landscaping shall be supplemented with groundcovers, shrubs, trees and features that are sufficiently tall and continuous to screen parking lots. Lush foundation planting along building walls will be required to add interest to the streetscape.
3. **Tree Canopies.** Both perimeter and interior landscaping shall include a predominance of canopy trees. The location and spacing will be dependent on type of tree used, but the effect shall be consistent tree cover that will provide shade. Generally, a minimum 24" box tree shall be installed every 3 parking spaces. Generally where there are 25 or more parking spaces in an otherwise unbroken row, a minimum 8' wide tree island shall be installed every 10 to 12 spaces. These trees will help provide an identifiable image for the Center.

4. **Landscaping Along Pedestrian Ways.** Landscaping will be required along sidewalks with the installation of 24" box street trees, shrubs and groundcovers that also buffer building, parking and street edges. Integral planters or wing walls that incorporate landscaped areas and/or sitting areas are also highly recommended. The use of landscaping along pedestrian walkways along with appropriate lighting will provide a safe and comfortable pedestrian experience.
5. **Landscaping Along Vehicular Ways.** Landscaping will be required along all vehicular entries from the surrounding City streets to the interior circulation road. Landscaping shall be maintained so as to not obstruct views from vehicles at driveways. Vegetation at all site distance zones shall not exceed 3' in height.
6. **Irrigation.** All landscaped areas shall be provided with fixed irrigation systems and will meet the Water Conservation requirements set forth in the City's Landscaping Ordinance.

F. **Minimum Lot Size:**

All newly created lots must be a minimum of 40,000 square feet. Existing lots of record may be developed with the uses permitted by this plan and in accordance with the development standards of this plan.

3.2.3 **Building Design**

One of the keys to a successful Center is to encourage substantial design improvements to the Center's buildings and site, creating a quality image of an attractive shopping center.

A. **Building Orientation:**

All buildings in the Center shall be contiguous to pedestrian walks to minimize the need for pedestrians to cross vehicular areas in moving from store to store or building to building and to encourage shoppers to use nonvehicular forms of transportation. Moreover, buildings shall be oriented so that primary entries and display windows are accessible and clearly visible to shoppers and/or to the street for major tenants. To create an engaging and interesting pedestrian experience, welcoming storefronts should front the Center's main

public streets and internal grid system. Backs of buildings and walls without storefronts should be avoided along public streets.

B. **Building Setbacks:**

No minimum setback for buildings is required from public streets or internal streets. Through the development review process, the City may determine that setback area is necessary on a case-by-case basis.

Parking lots shall be set back at least 25' from public streets, measured to the nearest face of curb.

C. **Coordinated Design:**

Coordinated architectural features, building groupings, open space areas and major circulation routes shall be used to unify the site. From the peripheral streets and the parking lots, one should be aware of an inviting image and forms which create a sense of both flow and unity.

D. **Sustainable Design:**

All buildings will be required to meet current City of Mountain View Green Building Ordinance requirements. Through the project review process, methods of exceeding the City's minimum requirements will be encouraged depending on the scope of the proposed project.

E. **Transit Amenities:**

All new construction shall provide transit amenities including, but not limited to: transit pass subsidies, convenient and secure bicycle parking, on-site pedestrian/bicycle pathways leading to transit centers with appropriate lighting and signage, special parking for carpool/vanpool/electric vehicles and charging stations for electric vehicles.

### 3.2.4 **Sign Design**

Signage for the Center should be designed to be attractive and modern and provide the patrons and residents wayfinding opportunities throughout the Center.

A. **Master Sign Program:**

All properties with greater than 10,000 square feet of gross floor area shall have a master sign program designed in accordance with the general provisions outlined in this Plan. The master sign program shall contain the criteria for freestanding signs, signage for freestanding stores, storefront signs, general sign criteria and directional signs as stated below. Signage shall be designed to minimize the amount of needed signage and to be in keeping with Center architecture. Signage shall be specifically located and sized for visibility without being intrusive to the site or neighborhood. Exceptions to the sign regulations listed below can be permitted with a Master Sign Program and shall be subject to review and approval of the Zoning Administrator.

B. **Signage for Freestanding Stores:**

Freestanding stores may have one building-mounted sign per building frontage, generally 1 square foot per linear foot of frontage, up to a maximum of 300 square feet, and only oriented toward that the frontage it is on.

C. **Storefront Signs:**

Signs as part of storefronts on multi-tenant buildings must be within the tenant's storefront area and not beyond and must comply with the Master Sign Program. No signs may be placed on roofs. All signs that are parallel to the front wall of a store must be designed as an integral part of the storefront itself and included in the original design submitted. Storefronts may have one building-mounted sign and one pedestrian-oriented suspended sign or vertical blade sign. Total building-mounted sign area shall not exceed one (1) square foot for every one (1) linear foot of store frontage. Vertical blade or suspended signs may not exceed five (5) square feet and may not project below seven (7) feet above the ground.

D. **General Sign Criteria:**

1. No signs may be placed on roofs.
2. Signs shall be parallel to the wall on which it fronts unless it is a pedestrian-oriented-suspended sign.



3. Generally, signs shall have individually mounted letters.
4. Signage shall be designed as an integral part of the architectural design.
5. The size, location and design of signs shall be subject to review and approval by the Zoning Administrator through the Development Review process.

E. **Sign Modifications:**

Sign modifications which are in accordance with the approved sign program must be approved by the building owner and submitted to the Planning Division for review of consistency with the Master Sign Program and appropriateness in the specific location. In most cases, approval for individual signs can be given administratively without need for further architectural review. Any proposed changes for the Master Sign Program must be approved by the Zoning Administrator.

F. **Freestanding Signage:**

1. One major freestanding Center identification sign is permitted for the intersection of San Antonio Road and El Camino Real. One major Center identification sign is also permitted for the intersection of California Street and Showers Drive. Other major identification signs can be approved through the Development Review process. The final size, design, location and number of tenant names shall be subject to Zoning Administrator approval through the Development Review process.
2. No more than one (1) freestanding sign oriented to each of the four City street frontages is permitted. The final size, design, location and number of tenant names shall be subject to Zoning Administrator approval through the Development Review Process.
3. Compliance with Section 3.2.4.A, Master Sign Program, is required.

G. **Directional Signage:**

Directional signage shall be developed in conjunction with each new large-scale development or renovation to direct on-site traffic to other locations at the Center and to guide vehicles for deliveries, entering and exiting. Directional signs are generally needed at each intersection of the major on-site circulation routes for pedestrians, bicyclists and motorists.

H. **Supergraphics:**

Supergraphics may be allowed as part of a new redevelopment project and incorporated as part of the Master Sign Program subject to the review and approval of the Zoning Administrator.

Supergraphics are defined as being large, usually brightly colored, graphic images of simple design portraying lifestyle images.

3.3 **DESIGN GUIDELINES FOR ALL DEVELOPMENTS**

3.3.1 **Site Design**

A. **Site Furniture and Materials:**

1. Paving for all pedestrian walkways should be of similar or complementary character so as to clearly orient users and emphasize the pedestrian walk areas. High-quality paving materials such as pavers or textured or stamped concrete mixed with pavers will be encouraged.
2. Outdoor furniture such as trash receptacles, seating, bike racks, shade structures, lighting and plant materials should be designed as integral parts of the site, not randomly placed as afterthoughts. Design criteria for all these elements should be originally required as part of the development application.

3.3.2 **Building Design**

A. **Building Height:**

1. With the exception of architectural elements such as towers, parapets, commercial buildings should be limited to 55' in height. Other architectural elements may extend above the

height if the elements are deemed necessary for the architectural design.

2. Hotel and residential uses should be limited to seven stories or 80', whichever is less, and must be sited so that it does not block views into the Center from all major intersections. Architectural elements necessary for the proposed building design may extend above this height limit.

**B. Architectural Design:**

1. Although an architectural "vocabulary" may be established for the Center, the design of new buildings should avoid a forced identity such as Spanish colonial or "Town and Country." Existing and new structures should be related through the use of complementary color, texture and scale.
2. Each building on the project site should have strong design integrity. Its integrity as a building should be maintained visually yet the stores within these buildings can be set off one from another at the pedestrian level and designed not to obscure the overall building design. A unique environment should be created which maintains harmony between stores and which also allows each business to establish its own presence without competing with its neighbor for attention.
3. "False front" architecture where facade elements appear to be pasted onto flat box structures as appliqué is not permitted. Detail elements should appear integral to the design. Buildings should incorporate wall plane changes that are significant enough (at least 18" with larger changes preferred) to provide more of a sense of assembled volumes rather than appliqué over a box. Front facade materials, design articulation and details should be carried around all visible sides of the building, including those visible from adjacent residential or commercial parcels. Towers, roofs and parapet elements with visible sides should be deep enough to appear as solid volume elements, not as narrow wall extensions.
4. Building mass should be broken into smaller elements, consistent with the proportions of the architectural style selected. Facades should be broken down into smaller units through the use of offsets, projections, recesses, pitched or

stepped rooflines, overhangs, vertical accents and other elements of the building's mass; simply changing materials or color is not sufficient to accomplish this.

5. To ensure buildings along any street display the greatest amount of visual interest and reinforce the character of the streetscape, their ground levels shall be pedestrian-friendly in scale, design and use of materials. Ground floors should have elements such as: easily identifiable entries, multiple large storefront windows, projecting sills, varying door styles, pedestrian-scaled signs and attractive awnings.
6. To provide visual connection between activities inside and outside the Center's building facades facing public streets and customer parking lots, they must provide entries, arcades, display windows, trellis structures, awnings or similar elements to provide facade depth and visual interest. An exception could be considered for corner parcels where an outdoor plaza may be the main visual connection into the Center.
7. Building materials should be of the highest quality. Appropriate exterior materials include, but are not limited to, wood, tile, brick, glass, stucco, concrete, marble, stainless steel, metal panels, stone, painted steel and painted aluminum.
8. Variety through detail, which will contribute to the design at human scale, is encouraged. Arcades, trellises, lattice work, building bases, recessed windows which produce shadows, and moldings and trim which break up building surfaces and blank walls should be encouraged.
9. Parking structures should be visually enhanced with design treatment that improves their appearance and minimizes their size. Features which add detail and articulation to the structure, such as punched openings, decorative bands of accent materials, green screens, trellises, planters, artwork, etc., should be incorporated. Exterior materials should be harmonious with surrounding buildings and integral with the treatment of the buildings they are built to serve. Rooftop parking is encouraged, and shall include a minimum 36" screen wall around the periphery of the top deck.

10. Lighting standards may be a maximum of 30' to 40' in height.  
Rooftop lighting shall not be visible from the public street.

**PART IV**  
**ADMINISTRATION**

**4.1 GENERAL**

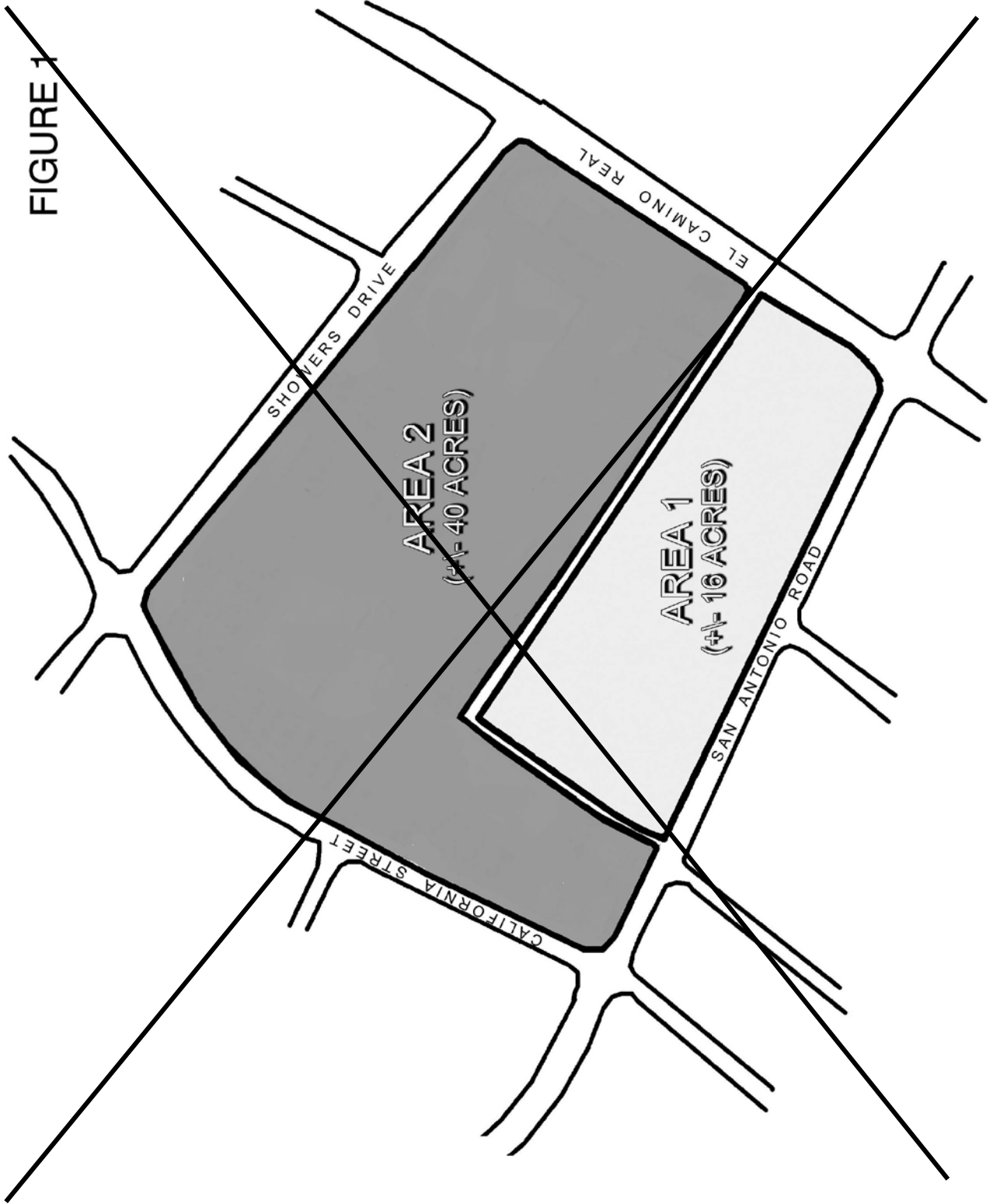
**4.1.1 Development Review Process**

The Zoning Administrator shall administer discretionary City review of any exterior changes, new building area, signage, changes of use and interpretation of this Precise Plan based on the Zoning Ordinance Administration (Chapter 36, Article XII) section of the Mountain View City Code and the following criteria:

- A. New construction of buildings affecting less than 50,000 gross square feet shall be submitted for review and a public hearing before the Zoning Administrator for final action.
- B. New construction of buildings affecting ~~more than~~ 50,000 or more gross square feet, or any project with residential uses, shall be submitted for review and a public hearing before the Zoning Administrator, where a written recommendation and any suggested conditions will be forwarded to the City Council for final action at a public hearing.

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FIGURE 1



REMOVE THIS FIGURE AND REPLACE WITH FIGURE 1 BELOW

NEW FIGURE 1

FIGURE 1

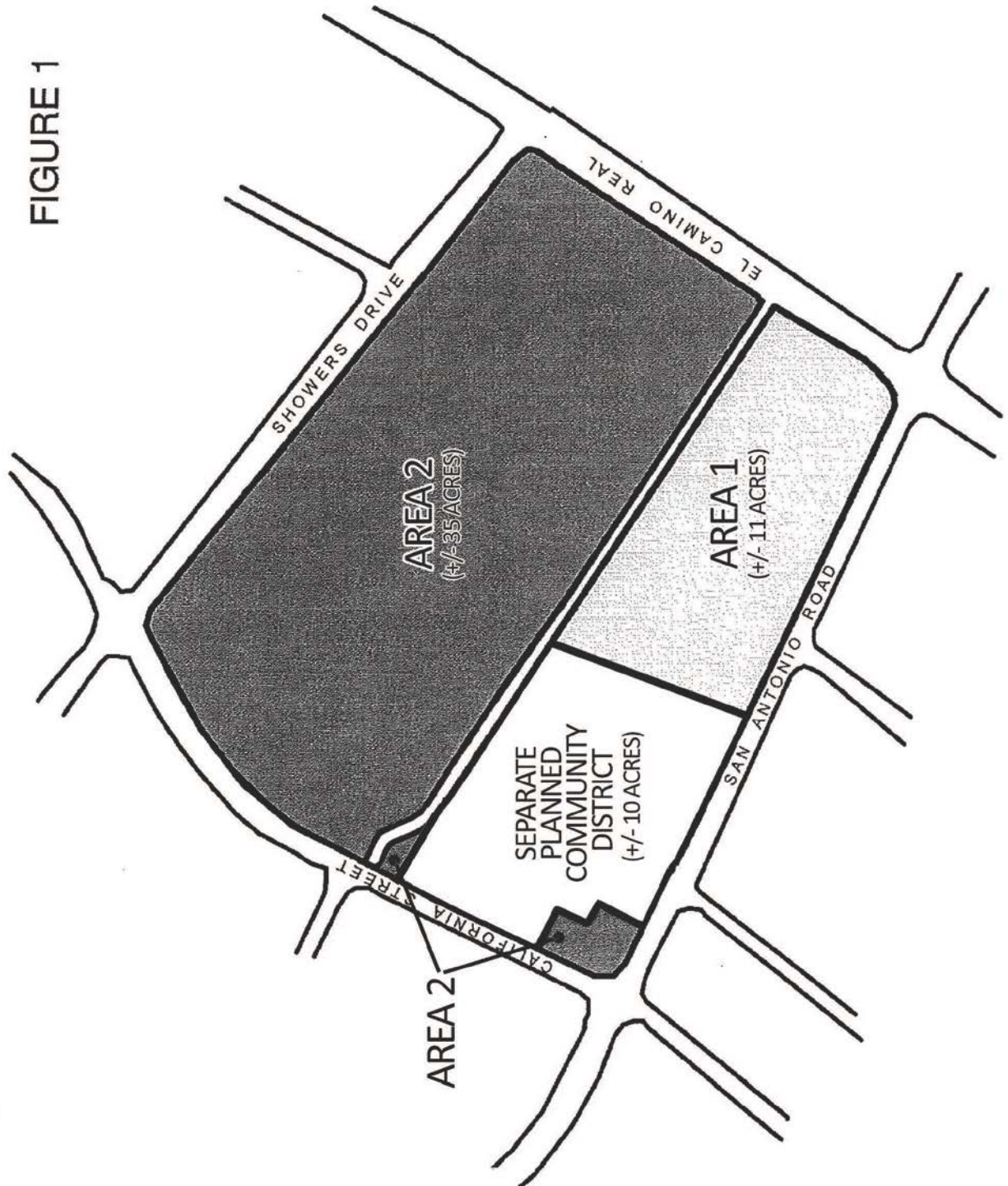
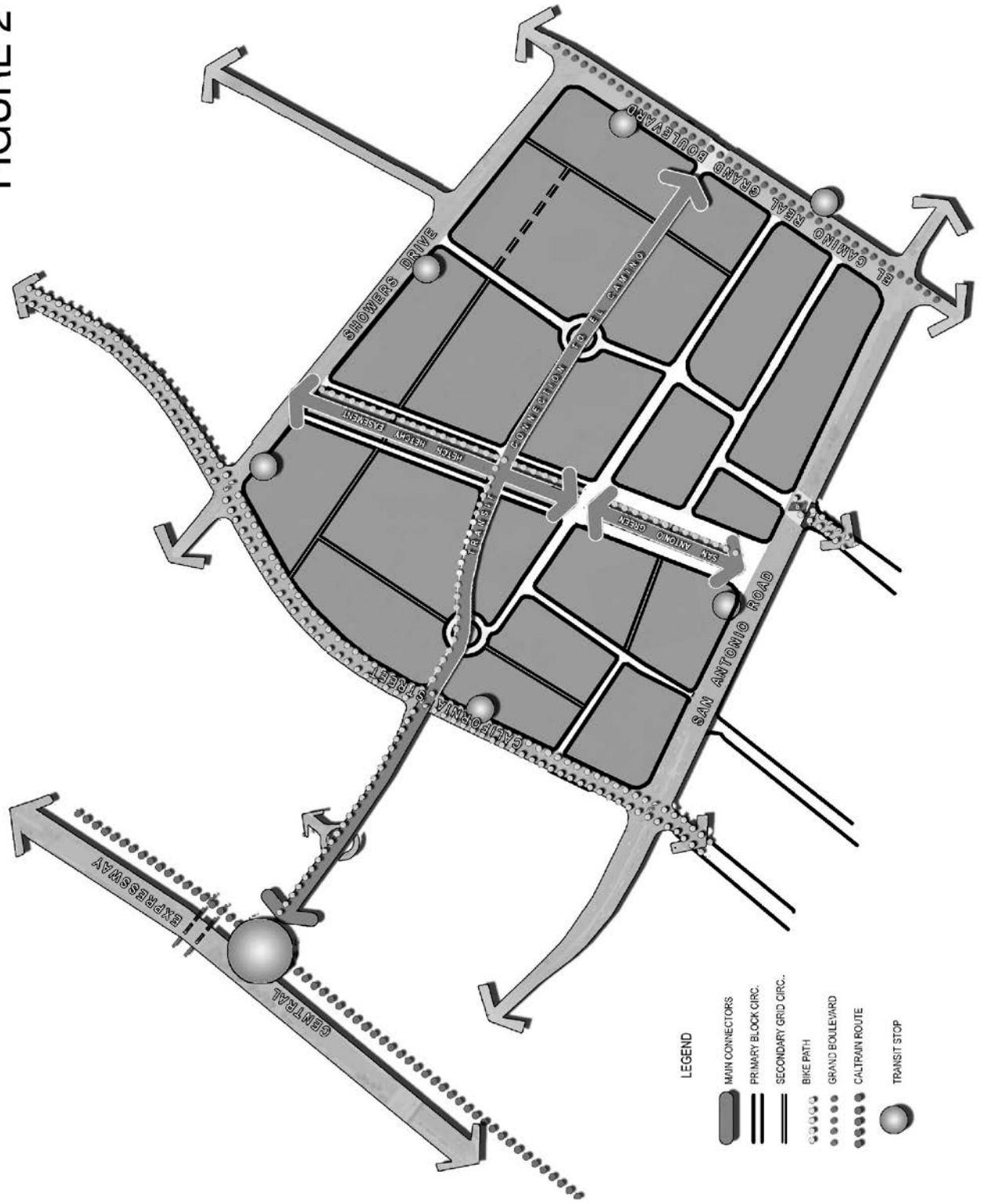




FIGURE 2



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