

**DATE:** June 24, 2014

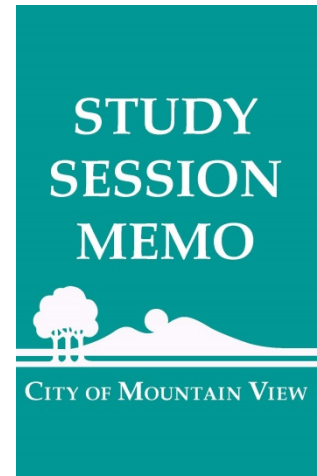
**TO:** Honorable Mayor and City Council

**FROM:** Rebecca Shapiro, Associate Planner  
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**VIA:** Daniel H. Rich, City Manager

**TITLE:** **San Antonio Precise Plan – Review of Policies  
and Standards**

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## **PURPOSE**

The purpose of this Study Session is for the City Council to provide input on policy topics and improvement standards for the San Antonio Precise Plan. The topics include draft principles and standards, as well as follow-up items from the February 2, 2014 City Council Study Session. City Council direction on these topics will be incorporated into the Public Draft Precise Plan to be released in late July or August 2014.

## **BACKGROUND**

Council and the Environmental Planning Commission (EPC) have held five Study Sessions on the San Antonio Precise Plan, including the following most recent meetings:

- January 22, 2014 (EPC) and February 4, 2014 (City Council)—Draft Plan alternatives (land use and urban design) and circulation options.
- May 21, 2014 (EPC)—Review of key policies, improvements, and standards discussed herein.

### **February 4, 2014 City Council Study Session**

The following is a summary of Council input at the February 4, 2014 Study Session:

- **Circulation:** Organize the Plan around an improved bicycle and pedestrian network and improve access to surrounding areas.

- **Pedestrian Improvements:** Improve pedestrian conditions throughout the Plan area and prioritize connections within and through San Antonio Center.
- **Bicycle Improvements:** Improve bicycle connections throughout the area.
  - Prioritize separated bicycle facilities through San Antonio Center, along the Hetch Hetchy corridor (east-west), and aligned with Pacchetti Way (north-south).
  - Study separated bicycle facilities on California Street and Showers Drive, as long as it does not require a “road diet” (e.g., vehicle lane removal).
  - Study new pedestrian/bicycle crossings of San Antonio Road and Showers Drive crossings aligned with the Hetch Hetchy corridor, but no midblock crossing of El Camino Real for the north-south path.
- **Land Use Priorities:** Enhance regional retail uses as the fundamental use within the regional retail core; allow complementary uses within San Antonio Center that do not supersede the regional retail focus. Target a mix of office and residential uses near Caltrain, on the north side of California Street.
- **Urban Design and Open Space:** Pursue a mix of the central-green and linear-parkways alternatives to improve open space amenities in the area.
- **Active Frontages:** Balance activating the interior of San Antonio Center with improvements along public streets. Coordinate active building frontages, priority pedestrian connections, and open space locations.
- **Height and Intensity:** Provide height flexibility under General Plan maximums, except for a soft cap of six stories in locations where greater than four stories are allowed by the General Plan. Study a tiered FAR structure, coordinating greater FAR with increased public benefits.

Additional Council comments included concerns about interaction between bicycles and vehicle parking areas, the need to establish a sense of place in the Plan area, and the need to manage traffic to avoid gridlock in the area.

### May 21, 2014 EPC Study Session

At their May 21, 2014 Study Session, the EPC discussed draft guiding principles, standards, and other mobility policy and improvement topics. Their recommendations and comments are included in each of the topic sections of this memo.

Seventeen (17) members of the public spoke at the Study Session, including comment on:

- Support for stated Plan principles.
- Support for Plan's bicycle and pedestrian improvements.
- Concern about San Antonio Road as a bicycle corridor.
- Concern about having adequate incentives and mechanisms for major improvements such as the central open space.
- Concern about amount of new development and traffic impacts, especially insufficient housing development.
- Need for clear direction on public benefits, and support for increased affordable housing, as a critical need.
- Concern about overburdening new development.
- Support for a strong shared parking policy.
- Need for specific criteria for retaining local businesses and services.
- Support for reduced traffic/closure of vehicle through traffic on Pacchetti Way.
- Support for urban design and programs to get more people on shuttles and trains.
- Four speakers provided comments on the Merlone Geier Phase II project or the importance of providing parking to preserve the Milk Pail Market.

## **DISCUSSION**

This memo discusses the following Plan topics:

1. Draft Guiding Principles
2. Draft Development Standards
3. Bicycle Circulation Policy and Plan Improvements
4. Draft Plan Procedures

These key topics build on the Council-endorsed options from the February Study Session. Additional standards and requirements will be included in the Plan. Council input on these topics will help focus the drafting of additional Plan content.

### 1. Draft Principles

The draft principles were developed based on General Plan goals and policies, the San Antonio Visioning Process, and the Precise Plan process. They expand on the ideas endorsed with the preferred Plan alternative to provide more specific direction for other Plan content.

The draft guiding principles are attached to this memo as Attachment 1, with a generalized summary of these principles below. The attached draft incorporates EPC input to strengthen language for regional retail uses and shared parking; support centralized parking, but prioritize underground over structured facilities; provide more transit focus; and reorder principles based on priority-level. EPC members also identified a need for the Plan to include more specific tree canopy requirements.

#### *Draft Guiding Principles Summary*

- Revitalize the Plan area as a well-connected regional shopping destination.
- Prioritize pedestrian- and bicycle-oriented urban design and improvements.
- Enhance open space amenities and pedestrian streetscapes.
- Create a more diverse, mixed-use neighborhood.

- Support existing and small/neighborhood-serving businesses.
- Enable a park-once environment.
- Seek broad community benefits.
- Improve transit access and use.

***EPC Recommendation: Include the draft guiding principles in the Precise Plan.***

Note: The following clarifies parking terminology contained in the principles. These parking terms and principles do not eliminate each property’s responsibility to meet individual parking requirements.

1. Shared Parking: *Shared-parking principles typically apply to mixed-use development. Rather than requiring parking for each individual use, shared parking allows reduced standards when uses sharing a parking area have different peak-parking times. For example, the nearby Avalon Towers and neighboring office building share parking spaces, allowing a 20 percent reduction below what would be required of each use individually. Shared parking and mutual access agreements between properties allow shared parking to apply to multiple sites.*
2. “Park-Once Environment”: *Required or shared parking may be designed to help create a “park-once environment” by locating parking in centralized areas accessible to multiple uses. These facilities may be available for use by multiple properties through private agreements and/or a cooperatively managed parking agency or district.*

*Option:* Modify the draft guiding principles.

## 2. Draft Development Standards

### *Overview*

This section discusses draft standards for street and active frontage locations, building setbacks, and heights. The proposed standards provide firm requirements, but allow exceptions in some circumstances. They differ from design guidelines, which define expectations but generally provide greater flexibility for implementation.

This report focuses on a core group of standards. These standards will help define where new streets/connections occur, and the relationship between new buildings

and future street frontages. Many of these standards differ significantly from existing zoning in the area in order to create a significantly different character than previous development patterns. Additional draft standards are still being reviewed, and will include standards and/or guidelines for topics such as landscaping and open space, parking, and public benefits.

*A. Street Network and Active Frontage Locations*

In February, Council provided clear direction that improving the circulation network (see Attachment 2) for pedestrians and bicyclists should be the starting point for the Plan. As part of this effort, Council also supported aligning active building and site areas with major open space locations and pedestrian paths.

The planned network of improved public streets and new connections is expected to fundamentally change the long-term layout of the area. The most significant change is planned within the regional retail core, where internal connections will be more street-like and provide improved pedestrian and bicycle circulation. Some of these new connections may be pedestrian/bicycle-only paths. The Plan will provide typical street cross-sections to identify design expectations for roadways, sidewalks, and landscape buffers. Other development standards will be based on the different street frontage types (shown below and described in more detail in the next section of this memo).

The Plan area layout will require new active frontages along major pedestrian pathways and open space locations. Required active frontage locations are also identified in the graphic below. The Plan will include requirements for the design and character of these spaces, which may be interior or exterior active use areas, which will promote pedestrian activity and visual interest along key frontages.

The EPC was provided this graphic as reference information only, to support their review of other draft development standards, but did not provide any input.



**DRAFT** Street Types and Active Frontage Space Locations  
FIGURE 3-2

Major Public Streets	Flexible Connections
Neighborhood Streets	Required Active Frontage Space
Greenways	Open Space
San Antonio Center Internal Streets	Precise Plan Area

**Staff Recommendation:** Include the draft street types and required active frontage locations in the Precise Plan.

*Option:* Modify the draft street types and/or required active frontage locations.

## B. *Block Length*

At the February Study Session, Council emphasized the need to break down very large blocks and improve the grid of streets in the area to create better pedestrian connectivity. Establishing a typical maximum block length is an important tool to transform the street network.

The Plan proposes a maximum block length of 400', which is similar in length to downtown Mountain View blocks. Where existing blocks are longer than this standard, a new internal street or pedestrian connection will be required with any new development. Example locations are shown in the street type/active frontage graphic.

The proposed block length allows for larger regional retail buildings, given City objectives to preserve and enhance regional retail uses. The Plan would permit flexibility from this standard if an applicant can demonstrate a larger block length is needed to support a regional retail use and still meets other objectives for access between buildings, parking areas, and open space.

***EPC Recommendation:* Include the 400' block length standard in the draft Plan.**

*Options:*

- Modify the draft block length standard.
- Modify the exception language to be more restrictive or provide greater flexibility.

## C. *Minimum and Maximum Setbacks*

The Plan proposes minimum and maximum setback standards to ensure buildings engage streets and active frontages. The minimum and maximum setback standards for each street type establish “build-to” zones where a minimum percentage of proposed building wall area would be required to be constructed. This will improve the existing urban design for pedestrians by prioritizing buildings along streets and reducing the visibility of surface parking areas.



The draft standards require portions of buildings to be located within a certain distance of the frontage line (typically the curb line of the adjacent street) and vary by street frontage locations. The draft standards and their purpose are described below.

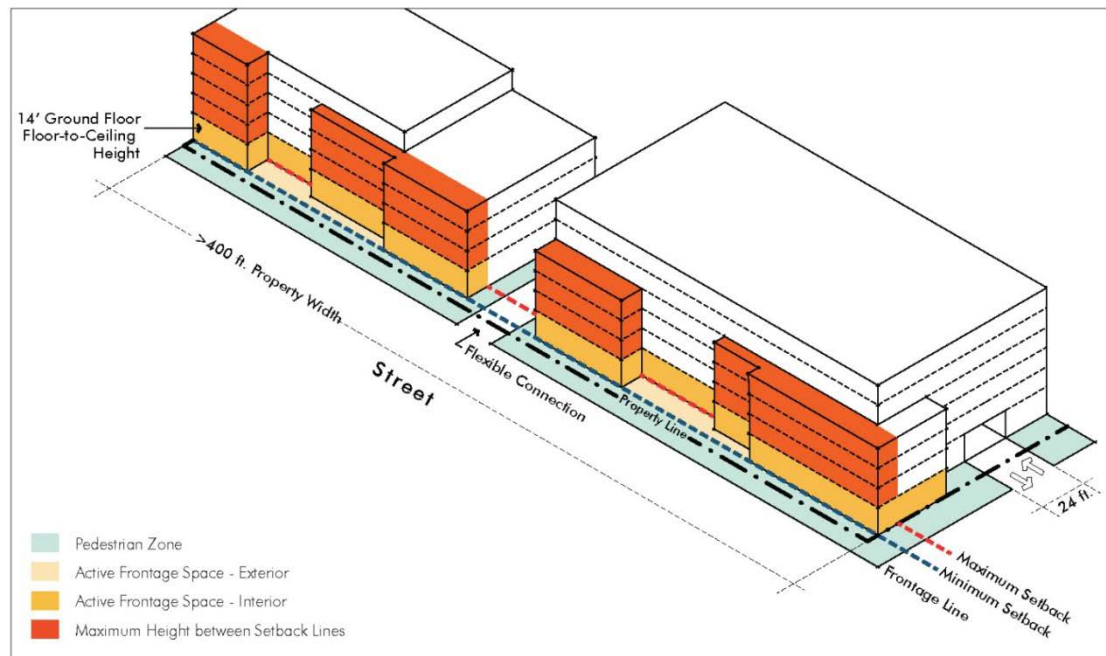
**Table 1 – Draft Setback Standards**

<b>Street Type</b>	<b>Min./Max. Setback Lines</b>	<b>% of Building Between Setback Lines</b>
<i>Major Public Streets and Greenways</i>	18' / 28'	75%
<i>Neighborhood Streets</i>	24' / 34'	No Minimum
<i>El Camino Real</i>	18' / 28'	50%
<i>San Antonio Center Internal Streets and Flexible Connections</i>	No Minimum or Maximum	No Minimum

- *Major Public Streets and Greenways*—These street types include the majority of designated active-use frontages. The setbacks bring new interior and exterior active use areas closer to pedestrian pathways to encourage activity on those frontages.
- *Neighborhood Streets*—Neighborhood streets provide access to adjacent residential neighborhoods. The draft setbacks are consistent with requirements for recent multi-family residential projects and will help transition to adjacent neighborhoods.
- *El Camino Real*—The El Camino Real frontage includes required active frontage locations. The draft standards pair requirements for other major public streets in the Plan area, and with draft standards from the El Camino Real Precise Plan.
- *San Antonio Center Internal Streets and Flexible Connections*—These include main internal access roads and future (flexible) connections achieving smaller blocks. These connections are an important part of the network but generally have no required active frontages. They serve a variety of roles such as loading and deliveries, bicycle and/or pedestrian connections, etc. It would be difficult to specify build-to standards to fit all cases. Setbacks for these frontages will generally occur due to street

design standards (including landscape buffers) and the development review process.

The graphic below provides a conceptual example for how block length, setback, and height requirements work together to shape how a building relates to the street. Other guidelines will provide additional design direction.



**DRAFT** Building Frontage Standards

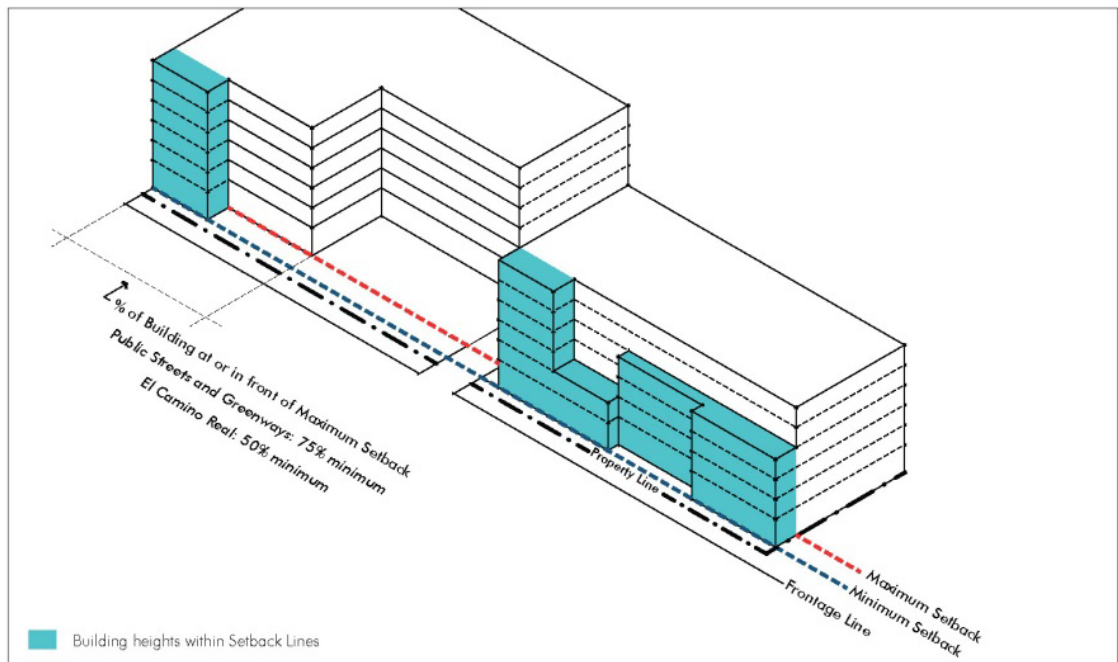
The EPC supported the setback standards as an effective tool to meet streetscape objectives. Two Commissioners expressed concern about the setbacks (especially 18' setbacks if they occur in locations without required active frontages). The EPC also requested the Plan include character guidelines for new internal streets and building-to-building setback standards.

***EPC Recommendation:*** Include the minimum and maximum setback standards in the draft Plan.

*Option:* Modify the draft setback standards.

D. *Maximum Heights between Minimum and Maximum Setback Lines*

Setback and height standards are important to ensure pedestrian-scaled massing. In general, the Plan’s strategy is to limit heights to a maximum of four stories in the area between the minimum and maximum setback lines, with some specific exceptions. In locations where up to six-story buildings may be allowed, this means taller building areas will be set back further from the street or will step back from shorter wall areas.



**DRAFT** Conceptual Building Frontage Options

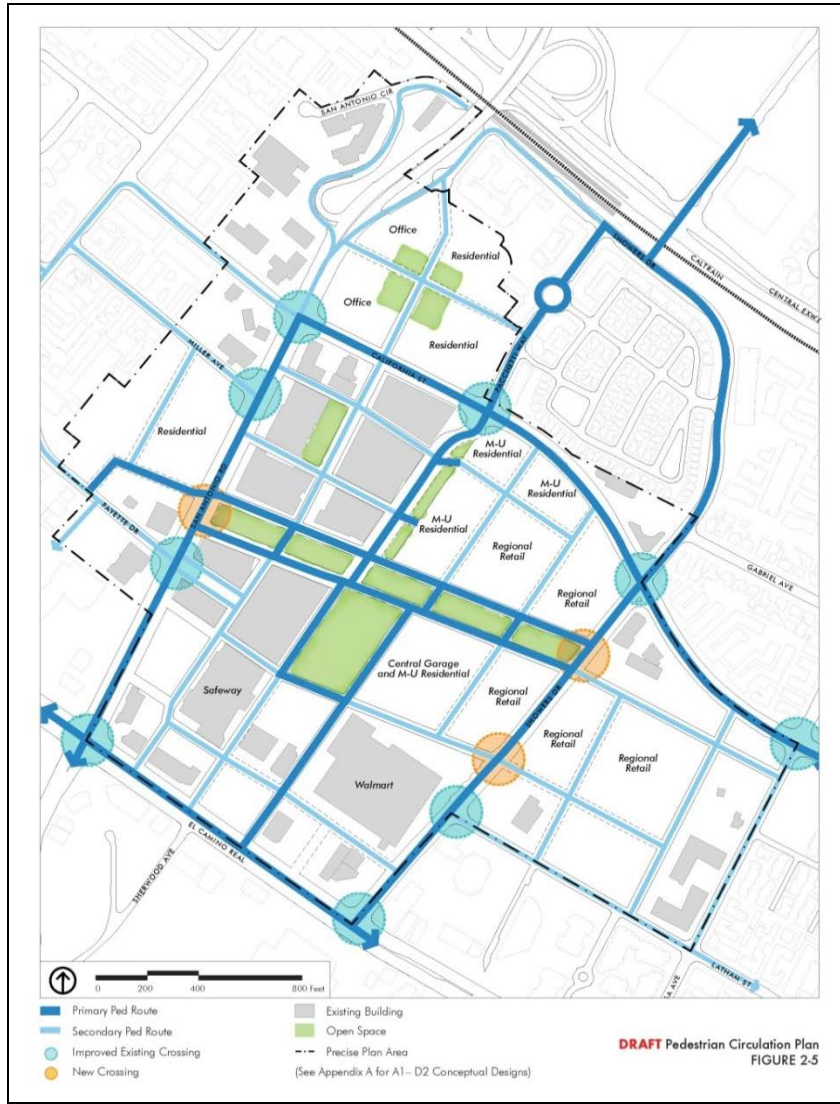
The Plan will include guidelines or standards to allow some building wall area above four stories to locate closer to the street (see examples in the graphic). This flexibility would allow more architectural variety and interest along the street with elements such as corner towers or other focal features. The Plan will also identify areas with specific design standards and/or limitations, such as more stringent upper-floor stepback requirements adjacent to the Plan’s central open space.

The EPC supported this height regulation strategy with little additional comment. One Commissioner requested a specific standard for stepback of upper floors, and expressed concern about how taller buildings would fit in with existing buildings.

***EPC Recommendation:* Include the height standard and design strategy in the draft Plan.**

*Option:* Modify the draft height standards limited heights along street frontages.

### 3. Bicycle Circulation Policy and Plan Improvements



**Table 2 – Endorsed Bicycle Improvements**

<p><u>San Antonio Road</u></p> <p>Add bicycle lanes.</p>
<p><u>California Street</u></p> <p>Upgrade to protected bicycle lanes.*</p>
<p><u>Showers Drive</u></p> <p>Upgrade to protected bicycle lanes.*</p>
<p><u>El Camino Real</u></p> <p>No bicycle lanes or crossings at this time.**</p>
<p><u>San Antonio Center</u></p> <p>Protected bicycle lanes along Hetch Hetchy ROW (east-west) and Pacchetti Way extension (north-south).***</p>
<p>* ROW may be adjusted, but may not include vehicle lane removal.</p> <p>** At a recent El Camino Real Precise Plan Study Session, Council endorsed a long-term strategy for bicycle improvements on El Camino Real.</p> <p>*** Includes analysis of potential new crossings where the Hetch Hetchy ROW meets San Antonio Road and Showers Drive.</p>

The bicycle and pedestrian circulation plans (shown above and in Attachment 2) have been updated to reflect Council’s February endorsements and provide information on proposed primary and secondary connections. Table 2 identifies the major bicycle improvements within the Plan area. These circulation improvements will require changes to existing public streets and new connections through private properties.

The Plan will include standards to improve existing pedestrian zones within the public right-of-way (ROW), including wider sidewalks and enhanced landscape buffers. The street standards will also include several specific bicycle facility upgrades for the Plan area.

Since February, the existing City ROWs and endorsed improvements have been studied in greater detail. One of the main findings is that additional ROW dedications are needed to improve both the pedestrian and bicycle facilities in public ROWs (see Attachment 2).

Thus, without vehicle lane removals, implementing full improvements for both travel modes will likely occur incrementally over the long term because they are dependent on redevelopment.

The EPC supported these improvements and dedications, with two specific modifications discussed below.

A. *North-South Bicycle Connectivity*

Throughout the General Plan and Precise Plan processes, Council and the community have equally supported improvements to bicycle and pedestrian connectivity within the Plan area as well as access between the Plan area and surrounding neighborhoods, cities, and key destinations.

The Plan identifies new bicycle lanes on San Antonio Road and protected bicycle lanes on Showers Drive and in San Antonio Center. While these facilities will improve existing conditions within the Plan area, only San Antonio Road connects to areas south of El Camino Real. Council, the EPC, and members of the public have expressed concern about the bicycle environment on San Antonio Road, even if bicycle lanes are added. Thus, the bicycle improvements may not adequately address guiding principles and objectives for north-south connectivity to adjacent cities, including key destinations such as schools.

Overall, the EPC supported the Merlone Geier Phase II development plan to construct the San Antonio Road bicycle lanes. However, while the EPC supported all of the endorsed bicycle options, they recommended the Precise Plan team study connection options between the proposed Showers Drive protected bicycle lanes and Jordan Avenue (or some other roadway on the south side of El Camino Real) to meet objectives for bicycle access to Los Altos for families and children.

El Camino Real presents a barrier to connecting Showers Drive to south of El Camino Real. The EPC-recommended connection would link the improvements proposed in Mountain View to Jordan Avenue bicycle improvements identified in the 2012 Los Altos Bicycle Transportation Plan to enhance school access routes in Los Altos and improve bicycle access to El Camino Real.

***EPC Recommendation: Amend the bicycle circulation plan to study options to link Showers Drive to south of El Camino Real.***

*Options:*

- Do not modify the endorsed bicycle circulation plan.
- Modify San Antonio Road improvements to provide a protected bicycle lane.



*B. East-West Bicycle Connectivity*

At the February Study Session, Council endorsed separated bicycle and pedestrian pathways along the Hetch Hetchy ROW, including new crossings of San Antonio Road and Showers Drive. This strategy was supported largely because of the corridor's location away from higher-volume public streets. At the time, it was thought the facilities could be located on or partially on the Hetch Hetchy greenway.

The San Francisco Public Utilities Commission (SFPUC) owns the Hetch Hetchy ROW and the underlying potable water pipeline through the area. The surface land is typically improved and used by adjacent properties in the San Antonio area, and will continue to serve that purpose for now. However, the Plan envisions the area improved with a landscaped greenway instead of paved parking/driveway areas in the future.

Since February, staff has learned the SFPUC is studying a new overall policy for recreational uses on their ROW. The SFPUC has asked the City to remove any Plan proposal for bicycle facilities on the ROW while this policy is being developed. A new policy may not be finalized before the Precise Plan is complete, and an alternate circulation option is needed if the SFPUC does not support bicycle lanes in the ROW.

The design of the bicycle improvements along this corridor affects the look, feel, and function of the area, and how travel modes interact. The majority of the EPC preferred to retain and relocate the endorsed protected bicycle lanes outside the Hetch Hetchy ROW because of the extra protection it provides for bicyclists. This option would keep pedestrian, bicycle, and vehicle traffic fully separate. It would require a wider internal street adjacent to the Hetch Hetchy ROW, and could encourage higher bicycle travel speed and potential conflicts with pedestrians.

Some of the EPC preferred the "super-sharrow" option because of the narrower paved area, the potential for slower overall travel speeds, and/or to limit the amount of private property used for circulation improvements. This option would mix bicycle and vehicle traffic within a narrower, shared street. It is similar to the Merlone Geier Phase II proposal, which includes green-painted "super sharrows," special materials, curb bulb-outs, parallel parking, and other measures to clearly identify the bicycle facility within the shared roadway and calm travel speeds for all modes.



***EPC Recommendation:* Relocate the endorsed protected bicycle lane outside the Hetch Hetchy ROW.**

Note: The Bicycle/Pedestrian Advisory Committee (B/PAC) reviewed the Merlone Geier Phase II project on May 28, 2014, and recommended the “super-sharrow” option for the project rather than the protected bicycle lane option.

*Option:* Modify the bicycle circulation plan to provide a shared roadway option.

#### 4. Draft Plan Implementation

In addition to providing development standards, one of the main functions of Precise Plans is to identify tools and processes to implement any geographically specific land use direction and publicly accessible improvements. The first step to accomplishing this is to clearly identify expectations and processes to achieve these expectations. Although the implementation plan has not been completed, the following are key high-level topics and tools for implementing the Plan:

- **Land Use:** The Plan area includes two General Plan land use designations—Mixed-Use Corridor and Mixed-Use Center. Both of these designations allow a mix of retail, commercial, office, residential, and other complementary land uses. The overall Plan land use strategy is to specify ground-floor, active-use requirements, but be more flexible on upper-floor uses. There are two qualifications to this overall approach, based on Council direction at the February Study Session:
  - Regional retail uses should be preserved as the focal land use within the retail core, with residential and other uses allowed as a complement to the regional retail focus.
  - A specific mix of residential and office development should occur on the parcels at the northeast corner of California Street and San Antonio Road, near the San Antonio Caltrain Station.

The Precise Plan’s environmental analysis will be consistent with build-out projections from the General Plan SEIR (as shown below). These numbers were developed by the City based on a reasonably foreseeable amount of development

in the Plan area under the General Plan horizon. The General Plan analysis includes constructed projects such as Merlone Geier Phase I.

**Table 3—Projected Growth, San Antonio Precise Plan Area**

<b>Development Type</b>	<b>2013 Conditions*</b>	<b>2030 General Plan SEIR Analysis**</b>	<b>Net New Development</b>
<i>Residential</i>	195 units	1,770 units	1,575 units***
<i>Retail/Commercial</i>	895,000 s.f.	1,315,000	420,000 s.f.
<i>Office/Industrial</i>	205,000 s.f.	1,084,000	879,000 s.f.
<i>Lodging</i>	—	170 rooms	170 rooms

\* These are the approximate conditions in the Precise Plan area (numbers are rounded). The housing numbers exclude the 330 units built with the Merlone Geier Phase I project because they were included in the 2030 General Plan analysis.

\*\* The analysis includes existing conditions, Merlone Geier Phase I, and pipeline projects.

\*\*\* The remaining housing capacity under the General Plan analysis is 1,245 units if you factor in the 330 units built with the Phase I project.

The Precise Plan’s environmental analysis will provide information on potential impacts of a reasonably foreseeable land use implementation scenario, but does not inherently limit alternate development schemes. The land use policies and FAR allowances of the Plan would allow alternate or additional amounts of residential, retail-commercial, and/or office development as long as fundamental Plan objectives are met and any necessary environmental analysis occurs.

- **Plan Intensities and Public Benefits:** The Plan will specify allowed intensities for the Precise Plan area, up to the maximum allowed under the General Plan—1.85 FAR for Mixed Use Corridor areas and 2.35 FAR for Mixed Use Center areas. Detailed public benefit analysis is ongoing, and will identify strategies to implement improvements and require public benefit contributions for different intensities of development. The draft Plan will return to EPC and Council in the fall for input on these strategies.

Based on input received to date, the following are potential public benefit categories: major open space; circulation improvements and affordable housing beyond minimum requirements; provision of a centralized/shared parking structure; and support for small/neighborhood-serving businesses.

Should Council have additional input on public benefits, Council may wish to identify potential benefit topics now so they can be included in the draft Plan. Potential categories could include things such as higher sustainability targets; additional school fees; or land dedication for public parks and/or schools.

- **Feasibility:** The Plan area includes many sites with existing low-intensity retail-commercial development, where the entire site has been occupied by the commercial building area and parking necessary to support the use. New General Plan intensities are significantly higher than existing development intensities and have already enticed redevelopment proposals in the area. These intensities are expected to support further redevelopment of net new building area and uses.

Given the existing composition of the area, increasing intensity would require construction in existing parking areas or replacement of existing buildings with higher-intensity projects. In either case, structured parking would be needed to support increased development. Preliminary development feasibility analysis has found development under General Plan intensities would be financially feasible, including projects with structured parking. It is expected projects would have additional funds available to provide public benefits. The feasibility analysis will be further refined in the public benefits study.

- **Existing Program Examples:** The City has traditionally used a variety of tools to implement physical improvements and support development of community amenities. Examples include:
  - *Public Improvement Requirements:* Development projects are currently required to repair and/or construct right-of-way improvements along their frontages according to adopted City standards, which will be identified in the Precise Plan.
  - *Impact/In-Lieu Fees:* Housing Impact and In-Lieu fees and Park Land Dedication fees are two examples of fees the City collects from development projects. The San Antonio Precise Plan scope and budget does not include nexus studies, but the Plan’s implementation strategies would identify such studies if new fees are recommended or needed.
  - *Cooperative Districts or Agencies:* The Downtown Parking District and the Transportation Management Agency (TMA) are two examples of

mechanisms to collaboratively fund and develop communal amenities. The Precise Plan could identify specific programs to achieve fundamental Plan objectives. These programs would support multiple property owners working together to achieve desired communal amenities such as the central open space and transportation demand management (TDM) objectives. Part of the Plan implementation would be for the City to work with property owners to implement these types of cooperative programs or require participation depending on the program type.

- **Plan Processes:** One of the challenges for redevelopment is different development time lines between properties in the Plan area, given existing lease arrangements and other conditions such as necessary cooperation between two or more property owners.

It is important for the Plan to recognize that development and, therefore, Plan improvements could occur incrementally, and define processes to ensure fundamental Plan objectives are met whether redevelopment occurs comprehensively or in phases (see Attachment 4 for an example of private development phasing).

Some projects could redevelop through more typical development processes, where General Plan intensities and clearly defined public benefits and public improvements can be satisfied within the project scope. The Plan will define the process and requirements for such projects.

The Precise Plan team also proposes to require a master plan process for other projects to develop at General Plan intensities. This would be most useful in locations where phased development is more likely and/or where redevelopment is complicated by the variety of potential redevelopment options or necessary collaboration between multiple property owners. This master plan process would clearly define fundamental urban design and land use expectations and minimum requirements. It is intended to support property owner collaboration and provide flexibility for a development to propose alternative ways to implement Plan objectives, subject to City approvals.

## **RECOMMENDATION**

Staff recommends Council provide policy direction on the following topics included in this memo:

1. Draft Principles—The draft principles are summarized in this memo and included in full within Attachment 1, which incorporates EPC recommendations.
2. Draft Standards—As recommended by the EPC, draft standards are identified in this memo for:
  - a. Street Network and Active Frontage Locations
  - b. Block Length
  - c. Minimum/Maximum Setback Lines
  - d. Maximum Height Between Setback Lines
3. Circulation Plan—The EPC recommends alternative bicycle improvement options for:
  - a. North-South Connectivity
  - b. East-West Connectivity
4. Precise Plan Implementation—As discussed in this memo, staff recommends including a master plan process as one tool to coordinate implementation for the identified Plan land use objectives, infrastructure improvements such as central open space and circulation facilities, and public benefits.

## **NEXT STEPS**

Based on City Council input, the San Antonio Precise Plan project team will complete a draft Precise Plan and Environmental Impact Report (EIR). Additional draft Precise Plan content will be drafted based on the completion of deliverables for public benefits analysis, parking, and TDM. Plan strategies will take guidance from the principles discussed herein.

The public draft Precise Plan and Precise Plan EIR will be available in July/August 2014. In the fall, the EPC and Council will review the public drafts. Final action is expected by the end of 2014.

### **PUBLIC NOTICING**

Notices were sent to all property owners and residents within 300' of the Precise Plan boundary, City neighborhood associations, and interested parties. E-mail notices were sent to the project's interested parties list, and a notice was placed in the local newspaper.

RS-MA-TB-RT/7/CAM

803-06-24-14SS-E

- Attachments:
1. Draft Guiding Principles
  2. Full-Size Circulation Plan Graphics
  3. Full-Size Development Standard Graphics
  4. Example Development Phasing