

CITY OF MOUNTAIN VIEW  
RESOLUTION NO.  
SERIES 2014

A RESOLUTION ADOPTING THE NORTH BAYSHORE PRECISE PLAN

WHEREAS, Chapter 36 in the Mountain View City Code sets forth a procedure whereby the City can adopt a new Precise Plan; and

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

WHEREAS, on November 19, 2014, the Environmental Planning Commission held a duly noticed public hearing and thereafter forwarded its recommendation to the City Council to adopt the North Bayshore Precise Plan; and

WHEREAS, on November 25, 2014, having given notice as required by Chapter 36 of the Mountain View City Code, the City Council held a public hearing to consider the North Bayshore Precise Plan;

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

That the findings required for adoption of a Precise Plan contained in Section 36.50.95 of the Mountain View City Code have been made as follows:

1. The proposed plan is consistent with the General Plan, because:

a. The Plan is consistent with the General Plan goals and underlying policies for the North Bayshore Change Area (LUD-15, LUD-16, LUD-17, and LUD-18) relating to highly sustainable development, a diverse area of complementary land uses and open space resources, a sustainable and efficient multi-modal transportation system, and a comprehensive strategy for mitigating impacts from future sea level rise; and

b. The Plan is consistent with the General Plan land use designations proposed or amended as part of this project, including North Bayshore Mixed Use; Mixed-Use Center; High-Intensity Office; and Regional Park; and

c. The Plan's development standards and guidelines are consistent with the General Plan's form and character guidance for North Bayshore regarding a range of improvements to the pedestrian and bicycle environment and facilities; site layout and design guidance to help create improved street blocks and improved building design outcomes; guidance to improve and link new public plazas and open areas; and design guidance to shape and define the streetscape; and

d. The property covered by the proposed Precise Plan or Precise Plan amendment is within the Planned Community (PC) District.

2. The proposed plan would not be detrimental to the public interest, health, safety, convenience, or welfare of the community, because:

a. New development within the plan over 0.45 FAR that request FAR Bonuses will result in community benefits and improvements to transportation facilities, open space resources, habitat restoration and enhancement, highly sustainable development, and other elements serving the public interest; and

b. Retail and service uses will be concentrated along the North Shoreline Boulevard Corridor to support a variety of commercial businesses providing convenient access to surrounding employees; and

c. The Plan's proposed pedestrian, bicycle, and transit improvements will provide additional mobility options for these travel modes, benefitting the environment with lower impacts to congestion and air quality.

3. The proposed plan promotes development of desirable character, harmonious with existing and proposed development in the surrounding area, because:

a. The Plan includes development standards and guidelines that create distinct "character areas" with complementary land uses, and which provide guidance on appropriate and well-designed integration with adjacent land uses, transportation facilities, and habitat and open space areas; and

b. Development standards and guidelines support high-quality development, open space, circulation, and landscaping; and

c. The Plan includes circulation plans and improvements to sidewalks and streetscapes to support pedestrian and bicycle activity and an improved connection along the North Shoreline Boulevard Corridor.

5. The site has special conditions of size, shape, land ownership, existing development, or development opportunities that can only be addressed by approval of the proposed Precise Plan or Precise Plan amendment, because:

a. The Plan Area has special development opportunities since it contains large underutilized parcels and blocks that can support additional commercial intensity, new street connections, and other physical transportation improvements; and

b. It includes multiple parcels that require coordination of physical improvements across property lines to realize the development potential of properties and implement necessary multi-modal improvements; and

c. The Plan Area is separated from the rest of the City by Highway 101, which requires specific physical improvement and funding strategies to improve accessibility across this barrier.

6. The approval of the proposed plan complies with the California Environmental Quality Act (CEQA) because an Environmental Impact Report (EIR) has been prepared in accordance with CEQA regulations and circulated in accordance with CEQA.

7. That the North Bayshore Precise Plan, attached hereto as Exhibit A and amended by Exhibit B, has been reviewed and approved by the City Council and is hereby adopted.

#### TIME FOR JUDICIAL REVIEW

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

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MA/7/RESO  
891-11-25-14r-E-2

CITY OF MOUNTAIN VIEW  
CITY COUNCIL

November 25, 2014

DRAFT NORTHBAYSHORE PRECISE PLAN

<http://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=13739>

# Proposed Changes to the North Bayshore Precise Plan – Public Draft

The following are proposed key changes to the North Bayshore Precise Plan - Public Draft. These were based on comments from the City Council, Environmental Planning Commission, stakeholders, reviewing agencies, the general public, and City staff. Other changes are proposed to improve clarity and ease of use. In some cases, where the edit can be clearly shown, strike-out and underline text are used to show deleted and added content. In other cases, where the text revisions are more comprehensive, two versions are shown with the old text on the left and new text on the right.

- (1) **Key Edits** – Changes identified and described in the Staff Report
- (2) **Other Policy Edits** – Other policy or regulatory changes
- (3) **Clarifying Edits** – Edits without policy or regulatory change, but providing greater clarity
- (4) **Typo** – Edits to typological or grammatical errors, minor changes to word-order or word-choice

Page # (Public Draft)	Public Draft Text	Proposed Change	Source/ Reason
Key Edits			
5	Add to Vision Statement: <u>North Bayshore is envisioned as a district that supports and enhances wildlife, wetlands, trees, and habitat areas.</u>		Audubon Society/ Greater emphasis on habitat in vision

Page	Public Draft Text	Proposed Change	Source/ Reason
25,33, 41, 49	<p>Delete Building Massing Standards for <b>each</b> character area.</p> <p><del>1. Upper-story bulk controls. Above three stories, a building shall not exceed 75% of the ground floor footprint.</del></p> <p><del>2. Upper-story building length. Above three stories, buildings shall not exceed 200 feet on any side.</del></p>	<p>Add or modify the following Building Massing Guidelines:</p> <p><u>1. Streetwall. New building facades should be located within the build-to-area to reinforce the basic massing scheme for the area, and to create a continuous streetwall, and generate a primary streetwall predominately 2 to 4-stories in scale.</u></p> <p><u>2. Building composition.</u> Large buildings should have horizontal and/or vertical massing breaks to articulate the building as a series of clear masses with a range of depth, width, and height, particularly to the street. <u>Where building frontages are more than 200 feet in width, building facades should have include massing breaks be broken up to ensure that facades are not overly long.</u></p> <p><u>3. Building articulation.</u> Building <u>articulation frontages</u> should respond to its adjacent <u>planned</u> street character <u>through well-articulated and appropriately scaled facades;</u> <del>more articulation is encouraged on narrower streets with high pedestrian activity, while buildings on wider streets may have less articulation.</del></p> <p><u>4. Upper-story building design.</u> Upper stories should be designed to <u>create comfortable conditions for pedestrians and cyclists by maintaining maintain include access to air and, light.</u> Building design <u>strategies may include, but are not limited to, front stepbacks, horizontal and/or vertical articulation, reduced upper story areas, and/or other façade design strategies to</u></p>	<p>Property owners, developers, and companies/ Allows more design flexibility and is less prescriptive</p>

Page	Public Draft Text	Proposed Change	Source/ Reason
		<p><del>create buildings that are scaled for pedestrians and cyclists.humans.</del></p> <p><u>5. View Preservation. Upper stories should be designed to preserve significant views to surrounding mountains and the bay as viewed from public streets.</u></p> <p><b>6. Ground floor façade.</b> In high volume pedestrian areas, such as along Shoreline Boulevard, the ground floor along primary façades should be distinguished from upper floors by a greater floor to ceiling height, and a high degree of transparency, generally in the form of large transparent windows with views into the building.</p> <p><del>61.Context sensitivity. New construction should be sensitive to its surroundings and should provide appropriate transitions between adjacent parcels and open areas.</del></p>	
21, 29, 37, 45	<u>See separate attachments – FAR Tier Charts</u>		<p>EPC/Council:-Modify Gateway for consistency with Core, General, etc.</p> <p>-Add district benefit at 0.45 or higher</p> <p>-Modify Core character area tiers to emphasize public improvements, focusing on transportation</p>
51	<p><u><b>FAR Bonus Review.</b> Proposed net new development over 0.45 FAR requesting FAR Bonuses shall be subject to FAR Bonus Review Guidelines, as adopted by the City Council. The City Council shall determine if the proposed development meets this Council adopted FAR Bonus evaluation policy.</u></p> <p><u>These requirements apply to the amount of square footage analyzed in the General Plan EIR and Precise Plan EIR. Any proposed development above</u></p>		<p>Staff/ Provides policy guidance on post Precise Plan entitlement process</p>

Page	Public Draft Text	Proposed Change	Source/ Reason
		<u>what was studied in the General Plan EIR and Precise Plan EIR requires additional CEQA review authorized by the City Council.</u> <del>Add new Standard #1:</del>	
181	<p><b>Modify <u>Standard #1:</u></b> <b>1. Vehicle trip cap monitoring program.</b> The City shall monitor the number of vehicle trips during the morning peak period (7:00 a.m. – 10:00 a.m.) at each of the three major entry points to North Bayshore: San Antonio Road; Rengstorff Avenue; and Shoreline Boulevard. Monitoring shall occur at least twice a year during periods determined by the City. <del>The number of vehicle trips shall be compared with the capacity of each gateway to ensure trips associated with new projects will not exceed the capacity at each gateway.</del></p> <p><b>Modify Standard #2:</b> <b>2. <del>Vehicle trip cap capacity.</del> Vehicle trip cap.</b> If monitoring shows that the trip cap is reached at any of the three gateway locations <u>after two consecutive data reporting periods</u>, the City will not grant any new building permits for net new square footage in the North Bayshore Precise Plan area until the number of morning peak period vehicle trips is reduced below the trip cap, <u>except as described in the next paragraph.</u></p> <p><u>An application for new development may propose strategies, including but not limited to, physical improvements to the transportation network and additional Transportation Demand Management measures, along with traffic analysis demonstrating the proposed strategies and/or improvements will comply with the district vehicle trip cap prior to project occupancy . Proposed strategies and/or improvements shall be implemented prior to building occupancy, unless deemed otherwise by the City Council. The City Council will consider applications proposing improvements to the transportation network and/or additional Transportation Demand Management measures according to the review process established by City Council policy. .</u></p> <p><b>Add:</b> <b>3. <u>Vehicle trip cap report.</u></b> The City shall prepare an annual North Bayshore vehicle trip cap report. This report will include data from the vehicle trip cap monitoring program, including the number of vehicle trips at each gateway and each gateway's</p>	<p>1. Staff / deleted text is added later under trip cap report</p> <p>2. Staff/ adds clarity to how trip cap is monitored; trip cap process and entitlement process</p> <p>3. Staff / adds trip cap report details</p> <p>4. Staff / Adds trip cap evaluation</p>	

Page	Public Draft Text	Proposed Change	Source/ Reason
	<p><u>vehicle trip capacity. The report will also document any trends or data regarding progress toward achieving the Precise Plan's mode share targets. The report may also include, but is not limited to, the following: single vehicle occupancy percentage; implementation of employer TDM programs; and the timing and implementation of area transportation improvements.</u></p> <p><b>4. Vehicle trip cap evaluation.</b> <u>The City Council shall review the annual vehicle trip cap report. The City Council will evaluate the report and may adjust the trip cap to reflect any new capacity at the gateways. If the report shows that vehicle trip cap is not being achieved to the satisfaction of the City, the City Council may consider, but is not limited to, any of the following:</u></p> <ul style="list-style-type: none"> <li><u>• require new development to implement additional project and/or area-wide TDM strategies;</u></li> <li><u>• increase the amount of City or developer contributions to fund area transportation improvements; and</u></li> <li><u>• implement a congestion pricing program for the area.</u></li> </ul>		
<b>Other Policy Edits</b>			
22, Table 3	<u>Building coverage: Maximum 70%-80% coverage</u>		Broadreach/WRNS Architects – Increases coverage in Gateway where Plan's intensity is focused
20, 28, 36, 44	<p><u>Land Use Table Edits</u></p> <p><u>Gateway</u>  <u>Not permitted: Food products; Printing and publishing; Community assembly- Church</u>  <u>Provisional Use Permit: Outdoor merchandise and activities; renewable energy or other energy facility</u></p> <p><u>Core</u>  <u>Not permitted: Food products</u>  <u>Provisional Use Permit: Community assembly- Church; Outdoor merchandise and activities; shopping centers; data centers</u></p> <p><u>General</u></p>		Staff / Clarifies allowed land uses

Page	Public Draft Text	Proposed Change	Source/ Reason
	<p><u>Provisional Use Permit: <del>Community assembly- Church; certified farmer's market</del></u></p> <p><u>Edge</u></p> <p><u>Add subheader: Transportation and Communications</u></p> <p><u>Not permitted: Certified farmer's market</u></p> <p><u>Permitted: Medical services &lt; 3,000 square feet; printing and publishing</u></p> <p><u>Provisional Use Permit: Food products; wholesaling and distribution;</u></p> <p><u><del>Community assembly- Church; Medical services: 3,000 – 20,000 square feet</del></u></p>		
21, 29, 37, 45 #3	<p><b>Exemptions from FAR calculation.</b> <del>Start</del><u>Building spaces for start-up- small</u> companies, or <del>building spaces uses of anfor</del> educational, cultural, or public service <del>type-uses</del> may be excluded from gross floor area when calculating FAR at the discretion of the Zoning Administrator if they are provided as a community benefit. <u>The maximum FAR exemption shall not exceed 10% of the maximum allowed FAR or 105,000 square feet, whichever is lower less.</u> <del>If an existing building is being preserved for use by a small company as part of a development proposal, the maximum FAR exemption shall not apply."</del></p>		Council/EPC:Clarifies regulation
22, 30, 38, 46	<p><b>Lot coverage.</b> New construction shall comply with the <u>ground level</u> lot coverage standards(FOOTNOTE) for building coverage, paving area, and landscaping/open area defined in Table 3.5</p> <p><u>NEW Footnote: Project applicants will be provided <del>with some flexibility in meeting the standards as described in the Development Standards Exceptions on page 72.</del></u></p> <p>Footnote will be added to pages to 22, 30, 38, and 46</p>		Council/EPC:Clarifies regulation
29	<ol style="list-style-type: none"> <li><b>Base FAR.</b> For new construction<del>6</del> and additions, the Base FAR for the Core Character Area is 0.45.</li> <li><b>Maximum FAR.</b> For new construction and additions, the Maximum FAR in the Core Character Area is 1.5. <u>Hotels in the Core Character Area may be permitted a maximum allowable 1.85 FAR at the discretion of the City Council.</u></li> <li><b>Exemptions from FAR calculation.</b> <del>Start-up companies, or uses of an educational, cultural, or public service type may be excluded from gross floor area when calculating FAR at the discretion of the Zoning Administrator if they</del></li> </ol>		Staff/ Council: Clarify FAR exemption language

Page	Public Draft Text	Proposed Change	Source/ Reason
	<p><u>are provided as a community benefit. Building spaces for small companies, or building spaces for educational, cultural, or public service uses may be excluded from gross floor area when calculating FAR at the discretion of the Zoning Administrator if they are provided as a community benefit. The maximum FAR exemption shall not exceed 10% of the maximum allowed FAR or 10,000 square feet, whichever is less. If an existing building is being preserved for use by a small company as part of a development proposal, the maximum FAR exemption shall not apply."</u></p> <p>4. <b>Transportation dedications and easements.</b> Any new dedication or easement for a road, path, or other transportation purpose shall not be deducted from a site's gross lot area for the purposes of calculating FAR.-<u>All other Precise Plan requirements, such as required open space, will be based on a project's net site area</u></p> <p>5. <u>Core Area hotels. Hotels in the Core Character Area may be permitted a maximum allowable 1.85 FAR at the discretion of the City Council.</u></p> <p>6.</p>		
24, 32, 40, 48	<p><u>Add New Guideline:</u>  <b>Frontage.</b> New development proposing less than the required frontage should include strategies to help their project positively integrate with the character of the planned streetscape. Strategies may include, but are not limited to, providing publicly accessible open space within their frontage, and designing the frontage area to include active pedestrian-oriented spaces, such as outdoor eating and gathering areas.</p>		Broadreach/WRNS Architects; Adds flexibility

Page	Public Draft Text	Proposed Change	Source/ Reason
44	Add to Land Use Table: Medical Services, 3,000-20,000 sf: Permitted Use and Provisionally Permitted Use in Edge character area.		CBRE Allows more land use flexibility; use is appropriate for area
	<del>(See separate attachment—Land Use Tables).</del>		
52, #6	<b>Habitat enhancement.</b> Habitat restoration or enhancement shall be completed on the sending site in the Edge Character Area or on another predetermined site within or adjacent to North Bayshore at the discretion of the City Council. <del>The final</del> <u>The final building permit certificate of occupancy associated with the TDR shall not be released until the habitat enhancement plan has been implemented to the satisfaction of the Zoning Administrator.</u>		Council; Clarifies regulation
55	Add new standard: <u>Split parcels adjacent to the HOZ. To minimize development adjacent to sensitive habitat, several parcels along Garcia Avenue were split into General and Edge Character Areas. On these split parcels, the allowable TDR sending areas shall be calculated for the Edge portion of a parcel only. To determine the portion of a parcel in the Edge Area, the Habitat Overlay Zone (HOZ) shall be calculated based on the standards provided in Chapter 5.</u>		Staff; Clarifies regulation
68, #4	Add new guideline: <u>Storm water management. Parking areas should manage rainwater on-site with designs such as swales that encourage infiltration.</u>		Staff; Clarifies regulations
69	<u>Conditions for master planning. Projects shall submit a master plan if the project is in the Gateway Character Area or, if district parking is proposed, or if the site includes multiple buildings that may require phasing or partial site redevelopment. Property owners with more than one parcel in other character areas may also submit a Master Plan.</u>		<u>Clarifies regulation</u>
74	<b>Publicly-financed buildings.</b> All new publicly-financed buildings and City-funded capital improvement projects over 10,000 square feet shall meet the intent of LEED BD+C <del>Silver</del> <u>Gold</u> and the mandatory CALGreen requirements.		Council; Clarifies regulation

Page	Public Draft Text	Proposed Change	Source/ Reason
76	Standard #5. <b>Outdoor landscaping.</b> For new construction, the total area of high-water use plants (e.g., turf, <u>habitat enhancements</u> and water features) shall not exceed 25% of the landscape area. Xeriscaping, low-water-use plants, native plants, and/or salt-tolerant plants compatible with recycled water use shall be used for the remainder of the landscaped areas. <u>Habitat restoration projects may be exempt from this standard, following review by the Public Works Director.</u>		Audubon Society/City; clarifies and provides more flexibility
76	Standard #6. <b>Recycled Water Ordinance.</b> All North Bayshore buildings connected to the recycled water system are required to use recycled water for landscape irrigation. <u>Water features that provide habitat and specific habitat enhancement components of landscaping projects may be exempt, following review by the Public Works Director.</u>		Audubon Society/City; clarifies and provides more flexibility
86	<u>"h. No rodenticides will be used within the burrowing owl HOZ. Elsewhere in the Precise Plan area, rodenticide use should be limited to that necessary to protect infrastructure and human health, but otherwise, non-chemical means of rodent management should be used to avoid secondary poisoning of burrowing owls and other raptors."</u>		<u>Clarifies regulation</u>
90	<u>5. Funneling of flight paths.</u> New construction shall avoid the funneling of flight paths along buildings or trees towards a building façade <u>6. Skyways, walkways, or glass walls.</u> New construction and building additions shall avoid building glass skyways or walkways, freestanding glass walls, and transparent building corners. New construction and building additions should reduce glass at top of building, especially when incorporating a green roof into the design.		Audubon Society; additional bird safe design language protections
167	<b>Add to Implementation Section:</b> <u>Electric assist bicycles.</u> The City will evaluate how electric and electric-assist bicycles and similar mobility devices that meet specific speed and weight limits are allowed on trails and streets throughout the city, including North Bayshore trails and streets, as regulated by the California Vehicle Code.		MTMA (Mountain View Trans. Management Association – MTMA); Editorial
131 Table 30	Delete 'personal lockers' from table		Staff; Adds more flexibility to meet requirements

Page	Public Draft Text	Proposed Change	Source/ Reason
168	Modify implementation action: Establish a program to implement and guide habitat enhancements outlined in the Habitat and Biological Resource Chapter. <u>The program shall determine the appropriate value, level, or size of enhancements.</u>		Council; Clarifies regulation and plan intent
<b>Clarifying Edits</b>			
Photos: 9, 15, 19, 22, 35, 59, 97	See separate attachment - Photos		Council; Better images to represent Plan intent, such as showing more pedestrians
103-Fig 26, 104-Fig 27, 105-Fig 28, 120-Fig 37, 128-Fig 38	Fig 26 - Change legend: "Existing Bicycle Paths" to "Existing Bicycle or Pedestrian Path" Fig 27 - For the area around Charleston Basin, offset the path around the basin. Rename "Greenway". Fig 28 - Offset the area around Charleston Basin, and rename "Greenway". Fig 37 - Change legend: "Existing Bicycle Paths" to "Existing Bicycle or Pedestrian Path" Fig 38 - Offset the area around Charleston Basin.		Council; Clarity/ Emphasize habitat protection
1	Delete last sentence on page: <del>"Shoreline at Mountain View Regional Park, a regional open space and recreation area containing a diversity of habitat and special status species, is not part of the Precise Plan area."</del>		Council/staff; Shoreline Park reference confusing
3	<del>"Chapter 7: Infrastructure</del> guides future investment in water, recycled water, <u>sanitary sewer, storm drainage and flooding water,</u> <del>and</del> sea level rise, <u>and district-scale infrastructure</u> projects "		Council; Editorial
7	<del>"The Future North Bayshore area development will be designed to respond to the natural hasve an environment." that responds to the natural environment serves as a transition between developed areas and unique natural habitat areas."</del>		Council; Editorial
8	Guiding Principle #5: "To promote <u>bike and pedestrian</u> <del>active</del> transportation, the North Bayshore Precise Plan will encourage the subdivision of large blocks into a fine-grained network of pedestrian-oriented streets, providing convenient and		Council; Editorial

Page	Public Draft Text	Proposed Change	Source/ Reason
	pleasant walking and biking routes, connecting businesses to transit and services, and generating valuable new addresses for diverse businesses."		
9	Guiding Principle #9: "New buildings and building renovations will be carefully designed to <u>improve public areas shape and define the public space</u> , such as helping define community open space, supporting pedestrian safety and comfort, and connecting to the transportation network."		Council; Editorial
11	Guiding Principle #7: <del>"Provide incentives for sustainable development."</del> <u>floor area ratio bonuses for progressively higher green building and site design environmental performance</u> To: <u>"Provide incentives for highly sustainable development"</u>		Council; simplify
12	2 <sup>nd</sup> para; 2 <sup>nd</sup> sentence As shown in Figure 2, the framework includes a series of integrated topics, including land use and design, green building, mobility, habitat and biological resources, and resource use, among other topics.	As shown in Figure 2, the framework includes a series of integrated topics, including land use and design, green building, <del>mobility, habitat and biological resources, and resource use</del> , among other topics.	Staff; Editorial
Chapter 3 graphics	<u>See separate attachments - Graphics</u>		Various; Editorial
21, 29, 37, 45	Add to Standard #4 <b>Transportation dedications and easements</b> for all Character Areas: <u>"All other site requirements, such as required open space, will be based on a project's net site area."</u>		Staff; Clarifies regulation
17, Table 1	Modify table: <b>General column; Intent and character row.</b>  This is an office employment-focused area with a campus-like environment. Buildings and blocks may be larger than other areas and are connected by a network of internal campus quads, greenways, and walkways. Buildings are near the sidewalk or <del>setback behind landscaped yards</del> <u>setback behind open areas and gathering areas</u> . Buildings vary in size.		Council; Editorial

Page	Public Draft Text	Proposed Change	Source/ Reason
20, 28, 36, 44	<b>Outdoor dining.</b> Outdoor dining areas are encouraged and may be permitted in the public right-of-way (i.e. in sidewalk areas) provided they obtain a Planned Community Permit <a href="#">and Encroachment Permit</a> and maintain a minimum eight-foot wide clear pedestrian sidewalk area and minimum eight-foot vertical clearance. Outdoor dining areas should also keep building entrances clear and unimpeded for building access. Adequate separation should be provided from areas irrigated with recycled water.		Staff; Clarifies regulation
29, 37, 45	d. Earn the LEED Platinum or alternative green building FAR bonus <a href="#">standard</a>		Staff; Clarifies regulation
22, 30, 38, 46 footnote	Modify footnote: "For complete definitions for building coverage, paving area, and landscaping/ open area, refer to the City of Mountain View <a href="#">Zoning Calculations: Methods Definitions, and Clarifications document</a> Code."		Staff; Clarifies regulation
23, 31, 39, 47, 32, Table 10	<p><b>Build-to-area.</b> For new construction, <a href="#">a percentage of the</a> building façades shall be located within the build-to-area as defined in Tables 14 and Table 15. <a href="#">(footnote #1)</a> The build-to-area is measured from the back of the planned public sidewalk or cycle-track, whichever is closest to the property. <a href="#">(footnote #2)</a></p> <p><a href="#">Footnote #1: The build-to-area is defined as the area between the minimum and maximum setback lines. A minimum percentage of the building façade shall be located within the build-to-area.</a></p> <p><a href="#">Footnote #2: Project applicants will be provided <del>with</del> some flexibility in meeting the standards as described in the Development Standards Exceptions on page 72.</a></p> <p>Footnotes will be added to pages to 23, 31, 39, and 47</p>		Staff; Clarifies regulation
24, 32, 40, 48	<p><b>Frontage location.</b> The proportion of the primary building façade located within the front build-to-area of an existing street shall be no less than the amount described in Table 5. <a href="#">(Footnote #1)</a> A pedestrian pass-through or paseo counts towards the minimum frontage requirements. <a href="#">(Footnote #2)</a></p> <p><a href="#">Footnote #1: The percentage of the primary building façade located in the front build-to-area shall be calculated by dividing the length of the street-facing building</a></p>		Staff/ public; Clarifies regulation

Page	Public Draft Text	Proposed Change	Source/ Reason
	<p><u>façade by the length of the lot frontage.</u></p> <p><u>Footnote #2: Project applicants will be provided <del>with some flexibility in meeting the standards as described in the Development Standards Exceptions on page 72.</del></u></p> <p>Footnotes will be added to pages to 24, 32, 40, and 48</p>		
24, 32, 40, 48	<p><b>Façade encroachments.</b> Building elements, such as covered entries, trellises, and awnings, may encroach into the build-to-area if they are well designed, support the purpose, intent, and objectives of the character area, do not encroach into the public right of way, and are compatible with the design and materials of the primary building. The Zoning Administrator may allow encroachments <del>up to 6' in depth.</del></p>		Staff; Allows more flexibility
24, 32, 40, 48	<p><b>Frontage on Green Ways.</b> There are no requirements for building frontages on Green Ways but buildings shall be set back a minimum of 10 feet. Green Ways shall be well landscaped and include landscaped buffers and screening from parking areas, services, loading facilities, mechanical equipment and similar building activities. Projects are <u>strongly</u> encouraged to add building entrances and walkways to the Green Ways to support <del>active transportation</del> <u>walking and biking.</u></p>		Council; emphasize building entrances and building walkways on greenways
25, graphic 25	<p>See separate attachment – Graphics</p> <p>Guideline #4 – Upper story <u>setbacks</u>. For new construction, upper stories should stepback from the primary street frontage to increase access to air <del>and</del> <u>light, and views</u>. Façade stepbacks above the 2<sup>nd</sup>, 3<sup>rd</sup>, or 4<sup>th</sup> floors are recommended to help reinforce the basic massing scheme and generate a “primary street wall” predominantly 3-story in scale.”</p>		Council; Clarifies regulation
26, 34, 42, 50	<p><b>Block length standards.</b> Existing blocks shall be modified during new development to meet the standards in Table 6. (Add footnote)</p> <p><u>Footnote: Project applicants will be provided <del>with some flexibility in meeting the standards as described in the Development Standards Exceptions on page 72.</del></u></p>		Staff; Clarifies regulation
29	<p><b>Hotel in Core Character Area.</b> To receive the maximum 1.85 FAR, hotels in the</p>		Council; conflicts with LEED gold

Page	Public Draft Text	Proposed Change	Source/ Reason
	<p>Core Character Area shall <del>meet-comply with</del> the following requirements:</p> <ul style="list-style-type: none"> <li>a. Meet the applicable standards in the Land Use and Design Chapter;</li> <li>b. Meet the green building standards described in the Green Building and Site Design Chapter;</li> <li><del>c. Earn an FAR bonus for a higher performing green building;</del></li> <li><del>dc.</del> Earn the LEED Gold or alternative green building FAR Bonus <u>standard</u>; and</li> <li><del>ed.</del> Earn a public benefit or district-improvement project FAR Bonus.</li> </ul> <p>The amount of Bonus FAR for each of the above requirements for hotels shall be determined during the development review process and upon final approval by the City Council.</p>		requirement
22, 30, 38, 46	<b>Lot coverage.</b> New construction shall comply with the <u>ground level</u> lot coverage standards for building coverage, paving area, and landscaping/ open area defined in Table __.		Council/EPC; Add ground floor min % o.s. requirement
43	"Surface parking is allowed in the Edge Area but requires setbacks from natural areas <u>adjacent to the Habitat Overlay Zone (see Chapter 5).</u> "		Staff; Clarifies regulation
60, intro	On-site open space is a key element to help reshape the character of North Bayshore. <u>Open In North Bayshore, employees and visitors will find it easy to gather in open space areas</u> <del>space creates common areas for employees and visitors to socialize, and can be used as</del> <u>ine</u> outdoors, <del>and eating areas, exercise areas, and other uses.</del> Guidelines for open space are listed below.		Council; Editorial
63	<b>Guideline #10.</b> District-serving commercial uses should be located within walking <del>proximity</del> distance to existing and future <del>potential</del> concentrations of office uses in the Gateway and Core Character Areas.		Staff; Editorial
64, preamble	<p>Delete:</p> <p><del>"North Bayshore will be a place where buildings and the natural areas interact, and parking will be designed to make it less prominent.</del></p> <p>Modify:</p>		Council; Editorial

Page	Public Draft Text	Proposed Change	Source/ Reason
	Parking can detract from the visual character of North Bayshore and should be located <del>in each project</del> to reduce its visual impact. Curb cuts to parking facilities should be minimized to reduce conflicts between pedestrians, cyclists, and vehicles."		
64	" <b>Surface parking.</b> Surface parking lots are discouraged in <del>the Gateway, Core, and General Call</del> character <del>Areas</del> areas."		Council; Editorial
65, intro	<b>Surface parking frontage prohibitions.</b> <u>To support active ground floor uses along the primary transit and retail streets and at key corner locations,</u> sSurface parking shall not be located in the front of buildings along streets shown in Figure 23.		Council; Clarifies regulation
75	<ol style="list-style-type: none"> <li>1. <b>On-site renewable energy generation.</b> New construction and renovations <del>are encouraged to</del>should offset a proportion of building energy use with on-site renewable energy.</li> <li>2. <b>Interior daylighting.</b> New construction, additions, and alterations <del>are encouraged to</del>should use techniques to maximize interior daylighting, such as transom or clerestory windows and light shelves.</li> <li>3. <b>Exterior materials and shading.</b> New construction, additions, and alterations <del>are encouraged to</del>should use cool exterior siding, roofing, and paving material with relatively high solar reflectivity and shading to reduce solar heat gain.</li> <li>4. <b>Electric and ground source heat pumps.</b> New construction, additions, and alterations should use electric and/ or ground source heat pump systems for heating and hot water.<del>35</del></li> </ol>		Council; Editorial
81	Outdoor lighting standards and guidelines minimize energy use, provide adequate lighting for pedestrian safety, minimize light trespass, reduce light pollution, and protect the surrounding natural environmental <del>al</del> from outdoor lighting impacts. <u>Lighting will be highest in the Gateway area and will tapering down in intensity towards the Edge area.</u>		Council; Clarifies intent of plan

Page	Public Draft Text	Proposed Change	Source/ Reason
81	<b>Inward lighting.</b> For new construction and additions, all lighting adjacent to <del>the</del> Shoreline Park, Permanente Creek, Stevens Creek, the Coast Casey Forebay, and the Charleston Retention Basin should be designed and oriented so lighting projects inward toward the Precise Plan area, minimizing light trespass into adjacent natural areas.		Staff; Editorial
88	<p>a. <b>HOZ boundary.</b> The buffer distances from each boundary are as follows: (reference footnote)</p> <p>New footnote. Because the boundaries of these features may change somewhat in the future, these buffer distances apply from the boundary that exists in 2014.</p> <p>4ai. Coast Casey Forebay. 250 feet as measured from the boundary edge <del>existing in 2014</del></p> <p>4aaii. Charleston Retention Basin. 200 feet as measured from the boundary edge <del>existing in 2014.</del></p>		Staff; Clarifies regulation
89	<p><b>7.A.iii. Net ecological benefit.</b> The project applicant shall demonstrate how a net ecological benefit, <u>for the species or ecological community within the HOZ that will be impacted</u> can be achieved through <del>on-site</del> habitat enhancements. Examples of habitat enhancements may include, but <del>not be are not</del> limited to, the provision of additional landscaping / open space <del>on other portions of the parcel</del>, the removal of additional impervious surface in the HOZ, <del>and</del> the expansion of bird safe design building standards, <u>or additional enhancements specific to that particular species or ecological community either on the parcel where the exception is being granted or elsewhere in North Bayshore in close proximity to the impacted species or ecological community that will result in a direct benefit to that species or ecological community.</u></p> <p><b>7.B. iii. Description of enhancements.</b> A list and description of the <del>on-site</del> enhancements <del>to the adjacent habitat</del> and an assessment of the ecological benefits of these enhancements.</p>		Audobon Society / staff: Clarifies language and intent

Page	Public Draft Text	Proposed Change	Source/ Reason
94	North Bayshore is envisioned as a district that supports and enhances wildlife, wetlands, trees, and habitat areas. The Precise Plan includes <del>a variety of some</del> <u>possible</u> habitat enhancement opportunities and management activities that exceed requirements for new construction and renovations described in the HOZ, bird safe design, and landscaping sections. Figure 25 depicts those habitat enhancement activities. <u>Additional enhancements may be pursued by the City as appropriate.</u>		Council; Clarification
<u>Ch 6</u>	<u>See separate attachments and graphics.</u>		
98	Revise bullet #2: <del>Creating a North Bayshore focused</del> <u>Implementation of</u> Transportation Management Association <u>programs</u> ;		MTMA/City; Clarifies TMA role
151	Modify bullet #2: Assist TMA members in satisfying Transportation Demand Management (TDM) goals agreed to by its members in their separate agreements with the City of Mountain View, <del>including the coordination of monitoring and reporting of data on TDM measures by its members</del> ; and		MTMA; Clarifies TMA role
151	Modify bullet #3: Develop transportation system and demand management strategies, including, but not limited to, bike share programs; incentive-based transportation alternatives; enhancing service connectivity with Downtown, Caltrain, and VTA light rail service; shift travel modes to mass transit and other non-automotive transportation modes; shared parking solutions; and secure funding from <del>private employers, property owners, the City, regional, state, and federal agencies</del> <u>MTMA members to support these TDM strategies.</u>		MTMA; Clarifies TMA role
152	Modify Standard #1: <b>North Bayshore TMA.</b> The TMA shall work with its members and the City to implement the North Bayshore Precise Plan requirements pertaining to trip reduction through transportation demand management strategies. Responsibilities of the TMA shall include, but are not limited to: creating and managing a coordinated, publicly accessible shuttle service for area businesses and residents; <u>assisting</u> TMA members in satisfying Transportation Demand Management (TDM) goals agreed to by its members in their separate agreements with the City of		MTMA; Clarifies TMA role

Page	Public Draft Text	Proposed Change	Source/ Reason
	Mountain View, <u>including</u> developing transportation system and demand management strategies, <del>including the coordination of monitoring and reporting of data on TDM measures by its members.</del>		
99, first sentence	A district-wide trip cap has been established based on the practical vehicle capacity at the North Bayshore gateway locations (Add footnote). <u>* The three North Bayshore gateways include Shoreline Boulevard, Rengstorff Avenue, and San Antonio Road.</u>		Staff; Editorial
99	<del>The annual monitoring of the number of vehicle trips at the gateway locations will be conducted with City oversight. If monitoring shows that the trip cap is reached, the City will not grant any new development entitlements until the number of peak period vehicles is reduced below the trip cap through additional TDM measures.</del>	Replace with: <u>Section 8.3 includes additional information on the monitoring and implementation of the North Bayshore Vehicle Trip Cap.</u>	Staff; Editorial
97	The General Plan designates North Bayshore as a change area allowing higher intensity office uses. If travel patterns remain the same, an increase in development would cause an increase in vehicle trips resulting in worsening congestion, particularly along Shoreline Boulevard <u>and at the three gateways to the district where there is limited vehicular capacity particularly during the peak period."</u>  To achieve a reduction in single-occupancy vehicle trips and an increase in other transportation modes, the Study identified a range of transportation strategies with a focus on connectivity and circulation within the plan area as well as to the City's multi-modal Downtown Transit Center. The Precise Plan builds on the Study's strategies and provides standards, guidelines, infrastructure improvements, and transportation demand management programs and policies that together will help reduce single-occupancy vehicle trips and increase the share of trips made using other transportation modes. <u>The Precise Plan also identifies additional measures that can be used to ensure that the mode share goals of the plan are met.</u>		Council; Clarifies intent of section

Page	Public Draft Text	Proposed Change	Source/ Reason
97, last sentence	This chapter focuses on the infrastructure and programs to improve the safety and comfort of other travel modes such as transit, carpooling, walking and biking <u>while also making North Bayshore a more attractive and inviting area for all users.</u>		Council/staff; editorial
151	Modify first bullet: <u>Integrate existing shuttle systems to create a more efficient and coordinated, publicly accessible employee shuttle service for area businesses and residents. Provide ongoing management of the shuttle system to ensure that the needs of employees and residents are met.</u>		Council; Clarifies intent
149	Modify bullet #5: Retail/Commercial TDM Exemptions. All new retail/commercial development projects less than 1,000 square feet and <del>additions to buildings greater than 5,000 square feet</del> additions less than 1,000 square feet to existing buildings shall not be required to prepare a TDM Plan.		Council; Clarifies regulations
129	Modify bullet #2 with the following sentence: Design guidelines for bike facilities. The City shall use the latest version of the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, California Manual on Uniform Traffic Control Devices (CA-MUTCD), and other local guides as the design standards document for bikeways in North Bayshore. <del>The City shall use the most conservative approach if any documents conflict. In the event of a conflict the City will determine the most appropriate standard.</del>		Council; Clarifies regulations
<b>Typo</b>			
iv	Table of contents "Non-conforming Buildings and Uses"		Staff
8	First sentence: "North <del>Bayshore</del> <u>Shoreline</u> Highway 101 off-ramp"		Staff
11	Guideline #9, last bullet: <u>Discourage surface parking in the Gateway and Core areas."</u>		Council; clarity

Page	Public Draft Text	Proposed Change	Source/ Reason
11	#11. <del>"Include guidelines for business preservation, retention, and expansion. Use incentives to retain existing businesses."</del> <u>"Include guidelines for business preservation, retention, and expansion"</u>		Council; clarity
15	Sentence #1: <del>North-North</del> Bayshore will evolve over time from an auto-oriented, suburban office area into an innovative and forward-thinking employment district.		Staff; typo
15	2 <sup>nd</sup> paragraph, first sentence: <u>"more active and innovative"</u>		Council; Editorial
18	Note: The building scale and massing standards will be removed from this table.		Council; Editorial
26	3.1-8, #3 <b>Flexibility.</b> The location of new streets identified in the <u>Conceptual</u> Complete Streets Framework is approximate and may be moved in conjunction with new blocks if the intent of these standards is met.		Staff; typo
36	Guideline #2: <b>Retail and Services.</b> "Retail and services uses are encouraged and may be permitted in the public right-of-way...."		Staff ; typo
44	Add Transportation/Communications subheader to the table See separate attachment – Land Use Tables		Staff; typo
51	Standard #2. LEED Platinum or alternative green building <u>standard</u> . a. Gateway: 0.50 FAR b. Core: 0.30 FAR c. General: 0.30 FAR d. Edge: 0.20 FAR		Staff; typo
62	#5. Cultural arts hub. The City should seek opportunities to strengthen the cultural identity of North Bayshore by located cultural <u>area</u> facilities in the Core Character Area.		Staff; typo

Page	Public Draft Text	Proposed Change	Source/ Reason
66	First paragraph, third sentence: To reduce their visual impact, all parking structures shall be designed per the standards and <del>policies</del> <u>guidelines</u> listed below.		Staff; typo
67	Guideline #4. Pedestrian accessibility. Share parking garages (serving multiple businesses and parcels) should be located <del>in to provide areas with convenient access to</del> areas with high numbers of pedestrians.		Staff; typo
68	#3 Screening adjacent to streets. (last sentence), change '3' to 'three'.		Staff; typo
68	Modify footnote: "Solar reflectance is a measure of the <del>roof's</del> <u>paving material's</u> ability to reject solar heat which includes both reflectance and emittance."		Staff; typo
69	<b>#3. Coordination.</b> The project applicant shall coordinate with the City <del>to understand regarding</del> development proposals for surrounding parcels, <del>to</del> coordinate street and pedestrian connections, and <del>to</del> identify other key issues.		Staff; typo
70	<b>#6. Developments with different character area / building height boundaries.</b> Last sentence: "Building intensities (FAR) or heights may be adjusted between subject parcels if 1) the Master Plan and subsequent Planned Community Permit demonstrates conformance with the purpose and intent of the Precise Plan, including but not limited to, superior siting, architectural design, and transitions; 2) the overall FAR of the project does not exceed the allowable FAR of the combined subject parcels; and 3) the maximum allowable building heights are not exceeded <u>in their respective character areas.</u> "		EPC; clarifies
71	3.16, first sentence. Change '1' to 'one'.		Staff; typo
71	3.17, first sentence. Projects shall conform to the following standards: <b>1. Public access easement and/or public service easement.</b> Parcels....and/or a public...easement(s) along....		Staff; typo
73	Second paragraph.		Staff; editorial

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	<u>Environmental sustainability includes a series of integrated topics, including land use and design, green building, transportation, habitat, energy and water conservation, and waste management, among other topics.</u>		
73	Second paragraph, third sentence. Additional standards and guidelines <u>focusing on sustainable development</u> are included throughout other chapters.		Staff; typo
73	Third paragraph, first sentence. For this chapter, <u>specific</u> standards.....		Staff; typo
73	Third paragraph, first sentence. These green..... <u>and</u> renewable energy, <del>water efficiency and conservation, material conservation and efficiency, and environmental quality,</del> .....among other topics.		Staff; typo
73	Fourth paragraph, first sentence <u>following</u>		Staff; typo
74	First paragraph, 4 <sup>th</sup> sentence All new construction must <u>also</u> meet the intent of the LEED for Building Design and Construction's (BD+C) Gold rating or an alternative green building standard, mandatory CAL Green elements, and other Precise Plan standards.		Staff; typo
75, intro	<del>The intent of this section is to encourage</del> North Bayshore <u>buildings to will</u> achieve exemplary performance in building energy efficiency and renewable energy generation. These strategies will help reduce the air, water, and land pollution associated with energy production, transmission, and consumption as well as reduce greenhouse gas emissions.		Council; editorial
75	Standard #3. <b>Solar ready buildings.</b> New construction <del>is required to shall</del> <u>shall...be designed to be</u> solar ready.....		Staff; typo

Page	Public Draft Text	Proposed Change	Source/ Reason
77	Standard #9. <b>Infiltration and inflow elimination.</b> New construction in known areas of groundwater infiltration shall provide <u>upgraded</u> improved conditions of the pipes from the building to <u>the</u> sanitary sewer system main which will <u>to help</u> reduce groundwater infiltration and inflow.		Staff; typo
78	First paragraph, 3 <sup>rd</sup> sentence. The MRP <u>is intended to</u> regulates .....Bay,		Staff; typo
80	<b>Standard #3. Containers for recyclables, compostables, and waste.</b> Separate containers for recyclables, compostables, and waste shall be placed in all <u>public common</u> areas, including all gathering areas, such as cafeterias and break rooms.		Staff; typo
80	<b>Material selection.</b> <u>When possible, e</u> Construction materials should be certified by third-parties e.g. the Forest Stewardship Council, and selected based on a lifecycle assessment of their embodied energy and/or greenhouse gas emissions.		Staff; typo
81	Guidelines #1, first sentence. For new....adjacent to <u>the</u> Shoreline...		Staff; typo
83,	Second para. Second sentence. However, <u>there are</u> habitat areas exist within....		Staff; typo
83	Second para. 4 <sup>th</sup> sentence.....this chapter includes: <u>the following:</u>		Staff; typo
87	3c. Second sentence ...façade improvements...		Staff; typo
89	<u>7c, first sentence. ...enhancement plan should shall....</u>		Staff; typo
93	<u>Standard #4....the project....shall .....</u>		Staff; typo
94	Second paragraph, first sentence...the City. Examples of activities include..... <u>through a variety of mechanisms, including</u> ....Development, other developer...., or other City....		Staff; typo
96	#5. Burrowing owl <u>habitat</u> enhancements.		Council; typo

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149	<p><b>3. Trip Cap.</b> All new retail/commercial development projects with greater than 1,000 square feet and additions <del>to existing buildings of</del> greater than 1,000 square feet shall have an AM peak period vehicle trip cap which will be established assuming a 45% SOV mode share and 10% carpool mode share, unless the applicant can demonstrate their proposed TDM program will likely result in a high carpool mode share.</p> <p><b>4. Retail/Commercial TDM Requirements.</b> All new retail/commercial development projects greater than 1,000 square feet and additions <del>to existing buildings of</del> greater than 1,000 square feet shall be required to develop a TDM plan that includes all of the baseline office building requirements. Because retail and other non-office commercial uses generate most of their traffic in off-peak times or the reverse peak direction, they shall not be subject to a specific mode split requirement.</p>		Staff; typo
98	Bullet #1. <del>Improve conditions for</del> Make walking <del>and biking to become a larger part of everyday life and</del> mobility <u>attractive options</u> ;		Council; typo
98	<p>Second set of bullets:  Delete second bullet: "<del>creating a North....</del>"  Move the last bullet under the first bullet. Modify: "Establishing.....<del>an initial</del> cap ....."  Modify bullet: Identification of key.....improvements <del>to support the mode share target.</del></p>		Staff; typo
98	7 <sup>th</sup> bullet. Improve transit connections between regional transit service such as Caltrain, <u>VTA</u> , and North Bayshore		Staff; typo
99	First paragraph, Add header: <u>North Bayshore Trip Cap</u>		Staff; typo
100	First bullet, first sentence:..should be designed.....uses; the design of.....streets should <u>also</u> ...will need to be designed to minimize <u>any potential</u> negative impacts.		Staff; typo
101	last paragraph, second sentence:.....major roadways, and should follow Caltrans' <u>minimum pathway</u> standards.		Staff; typo

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147	District Wide Trip Cap - Change title to <u>"North Bayshore Trip Cap"</u> Delete second sentence Add sentence to end: Section 8.3 includes additional information on the monitoring and implementation of the North Bayshore Vehicle Trip Cap.		Staff; typo
116	Standard #3, Street tree plantings. Change: "Street trees" ...		Staff; typo
118	Standard #6. Lighting efficiency. "The City.....when it is cost effective. <del>to do so.</del>		Staff; typo
130	#7. "The City of Mountain View should....as well as <del>including</del> directions.....as the Shoreline Park Recreational Area along bicycle routes.		Staff; typo
133	Bullet #1 Modify North Bayshore.....traffic <del>to create a safe and comfortable walking environment for pedestrians.</del> There should.....trees to create a safe and comfortable walking environment for pedestrians. Sidewalks should.....to avoid <del>an existing trees</del> or other obstacles.		Staff; typo
139	#4 The City....systems <del>regarding</del> <u>displaying</u> ....		Staff; typo
147	Paragraph #2, first sentence <del>A set of baseline TDM measures</del> All applicants will need to implement <u>a set of baseline TDM measures.</u>		Staff; typo
147	Paragraph #4. Delete 2 <sup>nd</sup> sentence		Staff; typo
147	Paragraph #5, first sentence" help eliminate <u>or reduce</u> related delays.... <u>or reduce them to acceptable levels."</u>		Staff; typo
148	1B "The TDM plan shall include.....how these services will be provided. Some.....that <u>could</u> be offered by the TMA include:		Staff; typo

Page	Public Draft Text	Proposed Change	Source/ Reason
155	#9. Design infrastructure for climate change. As feasible, long-term risks from climate change, such as sea level rise, coastal flooding, and increased storm intensity, should be identified during the infrastructure planning stage, and <del>when feasible,</del> infrastructure design should be adapted to address those potential risks.		Council; typo
156	Second paragraph. "Compared to the 2030 General Plan <u>EIR</u> , as amended,....		Staff; typo
167	Add to Implementation Actions Water Conservation and Habitat Restoration. Evaluate potential changes to the City's recycled water ordinance and other water conservation regulations regarding irrigation standards for habitat restoration projects.		Staff; typo
Appendix	Add definitions:  <u>Cycletrack. A special pathway created for bicyclists</u>  <u>Habitat enhancements. A project where the part of the site or part of the plant palette is intentionally altered to improve ecological conditions for defined, indigenous species of birds, bees, and butterflies.</u>		EPC; clarity  Audobon Society; clarity

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