

CITY OF MOUNTAIN VIEW
SAN ANTONIO
STATION
PRECISE
PLAN

THE SAN ANTONIO STATION PRECISE PLAN
P-8

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

SEPTEMBER 10, 1991

RESOLUTION NO. 15310

<u>AMENDED</u>	<u>RESOLUTION NO.</u>	<u>SUMMARY</u>
April 25, 1995	15829	Changes promoting child-care facilities.
November 14, 1995	15890	Changes affecting required density, commercial building space, project phasing and parking, and creating a new Area E planning zone.
June 25, 1996	15978	Changes in land use designation for Area E from High-Density Residential to Neighborhood Commercial and establish commercial development standards.
June 29, 1999	16376	Uses and development criteria for Area C.
March 26, 2002	16689	Amendments to height and setbacks in Area C.
December 2, 2014	17923	Remove Areas B, C, and E for inclusion in P-40; rename Area D to Area B.

SAN ANTONIO STATION PRECISE PLAN

I. PROPERTY DESCRIPTION

This Precise Plan covers the area generally bounded by a portion of San Antonio Road and California Street, Central Expressway, Ortega Avenue, and the Showers Drive loop to San Antonio Road (Exhibit I). The area was substantially developed under the San Antonio-California Area Precise Plan adopted on May 8, 1972. This Plan was replaced by the Old Mill Area Precise Plan which was approved on January 29, 1985. A portion of the prior Plan area was incorporated into the San Antonio Precise Plan in December 2014. The size of the entire area is approximately 27 acres. This Precise Plan area is divided into two zones:

- Area A—Between Showers Drive and Ortega Avenue—9.2 acres: Fully developed with 279 condominiums in a combination of two-story townhomes and three-story buildings containing one-story condominium units.
- Area B—An 18.0-acre site generally bounded by California Street, Central Expressway, Showers Drive, Pacchetti Way, and the Old Mill office building site. The Old Mill Specialty Center is currently located in Area B but is proposed to be redeveloped. Area B will be devoted primarily to housing, with a central area committed to mixed-use residential. Area B will also contain specialty retail service buildings and a Caltrain transit station.

II. PURPOSE

This Plan supersedes the Old Mill Area Precise Plan adopted in 1985. The previous Plan was designed primarily to guide development of a retail/office/hotel complex, with supportive transit facilities, adjacent to the Specialty Center in the previous Area B (at the northeast corner of California Street and San Antonio Road). Area A and Area C uses and development standards were not modified significantly by the previous Plan.

Since 1985, the extent of the imbalance between jobs and housing located in Mountain View has grown substantially and the availability of moderately priced housing has declined significantly. To address these issues, the City Council and Environmental Planning Commission have established a goal of facilitating development of appropriately situated and planned residential communities, especially those integrated with existing transit networks. Area B offers a unique opportunity to combine housing, transit, and proximity to shopping services that makes it ideal for a higher-density residential development.

The new Plan provides density and land use criteria, design parameters, and general guidelines to be used as the basis for design and development of a distinctive mixed-use community that achieves the following goals:

- A. Effectively coordinate existing and projected land uses within and outside of the Plan area in order to bind the area together as a neighborhood served by transit.
- B. Capitalize on significant opportunities to develop and utilize on-site, multimodal transit facilities.
- C. Create a high-quality living environment that provides effective transit-related density and is related to adjacent commercial, office, and nearby residential areas.

The planned reconfiguration of San Antonio Circle in 1999 expanded the City-owned land available for development in the previous Area C (now part of the San Antonio Precise Plan) from about 1.84 acres to about 3.0 acres. The enlarged development area was also relocated from within the San Antonio Circle loop to an area outside the loop and adjacent to existing commercial and residential development. The reconfiguration created a more reasonably shaped parcel.

III. PRINCIPLES AND OBJECTIVES

The following principles and objectives provide the basis for the specific use and development criteria presented in this Plan. These principles are based on and derive from the policies of the adopted General Plan, including the 1990 Housing Element and the Zoning Ordinance.

- A. Area A is substantially developed and not expected to receive additional development. Area B is the prime area expected to receive significant near-term development.
- B. The size of the property and its prominent and strategic location provide a selective, specialized opportunity for high-quality, medium- to high-density development. To coordinate the relationship of mixed uses in Area B, that site will be master planned as a single entity, not desegregated into separate development projects.
- C. The majority of Area B should be devoted to residential use, accommodating a wide range of residents in terms of household size, family composition, income, and age.

- D. To make the intensity of development consistent with surrounding uses, residential densities in Area B will be generally higher on the northwestern portion of the area (near adjacent office and retail uses and the proposed Caltrain station) and lower on the southeastern portion of the site (adjacent to existing residential uses).
- E. The redevelopment of Area B shall facilitate and be coordinated with improvement of transit facilities, including a train platform and station for Caltrain, and bus stop facilities for Santa Clara County. Strong visual and physical connections between the transit zone and the core of Area B will be established.
- F. A primary goal for Area B shall be to establish a strong sense of neighborhood. The project shall be organized around public streets, with streets as public open space, buildings oriented to streets, and a neighborhood-serving retail center. The physical design of the project shall include: physical elements that provide places for casual interaction between neighbors; recreational facilities that give opportunities for residents to interact; and a quality of design that fosters pride of ownership.
- G. A distinctive neighborhood with publicly accessible green space, pedestrian-oriented retail/commercial uses, and good pedestrian connection to residential buildings shall be provided. The inclusion of a day-care center is also strongly encouraged.
- H. Retail/service uses in the Plan area should be primarily oriented to transit and limited to neighborhood-serving retail/service uses that complement rather than compete with the regional retailing and service activities in the adjacent San Antonio Shopping Center and other nearby shopping areas. Neighborhood-serving uses of this type would include restaurants, personal services uses, entertainment facilities, and specialty retail stores.
- I. Clear, convenient, safe, and inviting pedestrian and vehicular access to and through the Plan area shall be provided. Vehicular access shall be coordinated with existing street intersections and major entryways into the San Antonio Shopping Center. Pedestrian and vehicular circulation between adjacent areas primarily containing commercial retail and office uses, and Area B, the primary use of which will be residential, must be clear and coordinated.
- J. The Plan emphasizes the review process, with early dialogue regarding alternative concepts, and relies upon qualitative performance criteria in order to allow and encourage design creativity.

At the same time, as it seeks to facilitate innovative approaches to design for purposes of enhancing functionality, the Plan will place equal emphasis on superior architectural form and site design excellence. Use of talented, experienced, and recognized architects shall be encouraged. New structures shall be designed so as to complement the architecture of existing structures.

An Environmental Impact Report has been prepared regarding impacts of redevelopment of Area B. The report concludes that there are no significant impacts which cannot be mitigated. A summary of impacts, mitigation measures, and mitigation monitoring program is attached and incorporated by reference to this document. Any project submitted for Area B shall incorporate all mitigation measures at the appropriate review stages. A Mitigated Negative Declaration was prepared for the Area C amendments. The impacts and mitigation measures are attached.

IV. USES

A. Area A

1. Permitted

- a. Residential at a density of 30 units per acre.

2. Provisional

- a. Accessory uses and buildings normally incidental to any of the above. This shall not be construed as permitting any commercial use or occupation other than those specifically listed.
- b. Customary incidental home occupations subject to the provisions of Section 36.39.3.
- c. Offices incidental and necessary to the conduct of a permitted use.

B. Area B

1. Permitted

- a. Housing at densities set forth in Section V.
- b. Neighborhood-serving retail and service uses such as food store, bakery, drugstore, barber and beauty shop, laundry pickup

stations, laundrette, restaurant, cafe, music/art schools and studios, personal service offices and the like, supplying commodities or performing services for residents of the neighborhood, but not including drive-up or drive-in services. Retail/commercial uses shall be integrated as part of a mixed-use development.

- c. Small professional and administrative offices, such as lawyer, accountant, architect, dentist, or doctor offices, which are integrated as a part of a mixed-use development.
- d. Special live/work residential units that incorporate a home office or other type of work space, when segregated in a separate floor or building from other residential units.
- e. A train or other rail transit station/platform and/or a bus transfer facility.
- f. Parking to serve transit uses.
- g. Child-care facilities that comply with Section 36.16A.1(K) of the City of Mountain View Zoning Ordinance.

2. Provisional

- a. Accessory uses appropriate to housing.
- b. Customary incidental home occupations subject to the provisions of Section 36.39.3.
- c. Aboveground parking structures.
- d. Child-care facilities that do not comply with Section 36.16A.1(K) of the City of Mountain View Zoning Ordinance.

V. DEVELOPMENT CRITERIA

These criteria are set forth as standards to facilitate the appropriate design of the project. Deviation from these standards may be permitted if it can be demonstrated that the variation will: (1) substantially aid in meeting the principle of the Plan for a high-quality, mixed-use urban development; and (2) is consistent with the expressed intent of the City decision-makers—as expressed in the principles and objectives—when the Precise Plan was adopted.

A. Area A

No specific criteria are specified since this area is fully developed. Any reconstruction or minor additions must conform to the existing density level, building coverage ratio, floor area ratio, landscape coverage ratio, building height limits and setbacks established by the existing development.

B. Area B

1. Development Intensity

- a. A maximum overall residential density of 40 units per gross acre.
- b. A minimum overall residential density of 21 units per gross acre.
- c. An overall floor area ratio based on gross acreage not to exceed 1.2.
- d. Open green area (not including balconies) shall occupy no less than 50 percent of the net site area. For the purposes of this section, net site area shall not include public street rights-of-way and Area B dedicated to major private streets that meet the City's standard width. Publicly visible open space shall occupy no less than 35 percent of the net site area.
- e. Transit-oriented retail/commercial and retail/services uses: a minimum of 2,000 square feet and a maximum of 35,000 square feet of building area.
- f. Professional and administrative office uses not to exceed 20,000 square feet of building area. No single tenant space may exceed 10,000 square feet of building area.
- g. Floor area used for child-care facilities shall not be included in calculations for maximum building area or floor area ratios.

2. Type of Housing

- a. A variety of housing types shall be provided to serve a wide range of residents (defined in terms of family composition, income, age, and household size).

- b. Owner-Occupied Housing—A minimum of 80 percent of the units must be made available for sale as owner-occupied housing. To the full extent legally feasible, the CC&Rs for these individually owned units shall be written so as to preclude owning a unit purely for rental purposes. To the full extent legally feasible, the CC&Rs shall state that units shall be owner-occupied, with exceptions allowed for special circumstances such as: rental to an immediate family member; or rental during the period when an owner has vacated the unit and is trying to sell it, up to a maximum of 18 months.

That portion of the project designated by the developer for rental housing shall be separate from the ownership housing so that the homeowners association has responsibility for a distinct, well-defined area.

- c. Moderate-priced ownership housing: A minimum of 5 percent of the total housing units must be offered for sale at moderate prices. Moderate-priced ownership housing shall be defined as for-sale housing which is affordable by households with incomes which do not exceed 120 percent of the median household income for Santa Clara County. The exterior of the moderate-priced unit shall be visibly similar to the other units in the complex and shall be distributed throughout the complex rather than grouped in one area.
 - i. The CC&Rs for this project shall include a stipulation that the seller of each moderate-priced unit shall report to the City of Mountain View Planning Division the sales price of the unit and the income and number of people in the household to monitor this moderate-priced housing requirement.
 - ii. The first phase of owner-occupied housing construction shall contain a proportionate share of moderate-priced units, with phases to be defined by issuance of building permits.
 - iii. Program guidelines for household eligibility standards; household selection criteria; down payment and mortgage qualification requirements; and occupancy criteria shall be established.
 - iv. Options to give preferential consideration for moderate-priced units to Mountain View residents and/or public service

employees shall be provided, subject to approval by cognizant housing agencies.

3. Building Height

- a. A variety of building heights will be required.
- b. The predominant building height will be three and four stories. A minimum of 50 percent of the building coverage shall consist of buildings no taller than three stories.
- c. Building heights over the site will generally be stepped up to a central high point. For these purposes, "central" is defined to be the activity center, as opposed to the geographic center, of the area.
- d. Buildings located along Showers Drive, opposite the existing Old Mill condominiums, shall not exceed three stories in height. The closest point of any building above four stories shall be at least 300' away from the closest point of the Old Mill condominium site.
- e. The maximum building height of six stories will be permitted only in the north/northwestern portion of Area B, near the proposed train station. A maximum of two buildings taller than four stories are allowed. Commercial retail/service and office uses will generally be located in or near the tallest buildings. The tallest buildings will be designed to create a visual and activity focal point for the project. Architectural elements such as nonhabitable towers, roof structures, spires, etc., may be allowed to project above the six-story height limit for purposes of image and identifiability.
- f. Buildings with lower heights will be located toward the south/southeastern portion of Area B. A maximum building height of one story shall be established for the intersection of California Street and Showers Drive.
- g. Building heights shall respect, through setbacks and/or graduated building heights, the relationship to adjoining uses, including open space areas. To the maximum extent feasible, buildings should minimize shadows cast onto open space areas.

4. Setbacks

- a. Building setbacks from right-of-way lines along Showers Drive shall be a minimum of 20'.
- b. Building setbacks from right-of-way lines from California Street shall be a minimum of a 25'.
- c. Setbacks between buildings (not across a street) shall generally be equal to one-half the sum of the height of opposing walls. However, exceptions may be granted for short-end walls of buildings, walls without windows, setbacks in building design, modulation of pedestrian corridors/pathways and landscape areas between buildings, etc. The following guidelines shall generally be used for unit setbacks from building section to building section:
 - i. Front (living room) window to front (living room) window – 50'.
 - ii. Front (living room) window to side (living room) window – 35'.
 - iii. Bedroom window to bedroom window – 35'.
- d. Building setbacks from right-of-way lines for new streets shall be an average of 10', with a minimum of 7.5'. An encroachment zone for stoops, porches, planting, and other major entry features shall be allowed within the building setback from the right-of-way.
- e. Buildings located in the neighborhood center that have commercial uses at the ground floor may be allowed to be built to the right-of-way line.
- f. If buildings on opposite sides of the same street vary in height by more than one and one-half stories, some setbacks or other architectural elements designed to reduce the mass of the taller building shall be incorporated in the design of the taller building.
- g. Buildings above four stories should incorporate some setbacks or other architectural elements designed to reduce building mass at upper levels.

5. Urban Design

- a. The initial project submittal (for other than temporary uses) shall plan the entire Area B. This "Master Development Plan" shall define all uses, define phasing, detail parking, show pedestrian and vehicular linkages, and, in general, demonstrate how the proposed project will contribute to the development of the neighborhood.
- b. Site planning and building design shall emphasize a pedestrian-oriented medium/high-density neighborhood character, with convenient pedestrian access to on-site retail/service establishments, to office and retail uses in Area B, to adjacent transit connections, and to the San Antonio Center. The design of the project should create a strong neighborhood identity and image to distinguish the project from surrounding commercial uses. This character should be created by development of attractive, memorable public spaces, including streets; provision of high-quality open space amenities; distinctive architecture; and establishment of a landmark/focal activity area. Sidewalk and plaza areas shall be provided across from the train station to create room for kiosks, coffee stands, and similar light commercial uses.
- c. The site plan shall lay out City blocks. The size of the blocks within the area shall be minimized to create a neighborhood of buildings oriented to streets. The length of any block face should generally be 200' to 250' long, and never longer than 350'. Blocks shall be delineated by either streets or major pedestrian separations.
- d. Building walls fronting on streets shall typically follow street geometry.
- e. Special effort shall be made to create a distinctive street character by having buildings across a street face each other (both within and outside of the area). It will be necessary to open buildings to the street by introducing formal entries, stoops, and other devices to ground-floor units adjacent to the street.
- f. If residential building types of different densities are developed, some architectural variety should be provided across and within each type.
- g. Parking for multiple-family housing (apartments and condominiums) should be depressed at least partially below grade

so that pedestrians do not walk along blank parking garage walls. For buildings with partially underground parking structures, the finished floor height of the podium (concrete slab between parking and living areas) should be no more than 3.5' above sidewalk grade (which may be averaged over a 200' length but never to a height greater than 5' above sidewalk grade).

- h. Timely submission of alternative site and design studies shall be required to assist in the evaluation of appropriate site and building design options. Use of perspectives, massing models, and other graphic representations of the project may be required to fully evaluate opportunities. A scale model of the project will be required for site planning and architectural review.
- i. In order to assist the City in reviewing the project design and ensuring that urban design goals are achieved, the applicant shall pay for an independent architectural professional selected by the City to work with the City and the applicant during the design review process.

6. Site Plan

- a. Vehicular access to the site shall be via Showers Drive and California Street. Access from both Showers Drive and California Street shall be coordinated with existing street and circulation patterns and the proposed circulation plan for the San Antonio Shopping Center. Access from California Street shall be confined to the existing Pacchetti Way and one additional street. The site plan should discourage through traffic on residential streets. The circulation pattern shall provide a strong visual and physical orientation to the train station to be located adjacent to the site. The access and circulation pattern for the site shall be designed to minimize traffic impacts on nearby intersections that are Service Level C or below and to harmonize with the attractive pedestrian character of the site.

- b. The circulation pattern for the site shall be planned to provide for convenient pedestrian traffic throughout the site and to encourage pedestrian traffic on public streets. Provision of well-defined, attractive pedestrian paths, via streets or public pedestrian walkways, shall be emphasized for the following on-site locations:
 - i. Between the existing train track undercrossing and the central commercial area.
 - ii. Between the proposed train station and the central commercial area.
- c. Pedestrian access and circulation shall be coordinated with the pedestrian train track undercrossing to the adjacent Hewlett-Packard facility. Pedestrian access shall also be designed to provide strong connections, via streets or public pedestrian pathways, to the San Antonio Shopping Center and the commercial buildings in Area B.
- d. A significant landscaped visual and/or physical separation between the residential buildings in Area B and the commercial/office building in Area B must be established.
- e. The circulation pattern of the site should be planned so that the commercial/retail area may be reached from residential buildings in a reasonably direct manner by both streets and major pedestrian walkways.
- f. Streets within the area shall be dedicated public rights-of-way and shall conform to minimum City standard design criteria and construction specifications for residential streets, with any exceptions to be approved by the Public Works Department. Streets shall be designed to address the following safety issues:
 - i. Safe distance between intersections.
 - ii. Safe travel on and turning to/from curved portions of streets.
 - iii. Safe sight distances at intersections and along horizontal, curved sections of streets.

- iv. Safe sight distances at the driveway approaches entering streets, particularly at approaches to depressed driveways to underground garages.
- v. Minimization of through traffic from California Street to Showers Drive.
- g. Public street design for residential streets shall generally conform to the following:
 - i. Minimum 60' right-of-way width.
 - ii. Minimum 36' curb-to-curb width, except at approved pedestrian bow-out and other facilities. In these instances, the curb-to-curb width must accommodate two-way vehicle and bicycle travel.
 - iii. Detached 5' wide sidewalk should be provided to provide level sidewalks consistent with City policy.
- h. Private street design shall also address the following:
 - i. Street width must be consistent with fire and safety requirements and the functional usage of the street. Consideration must be given to traffic volume, parking needs, and controls.
 - ii. At intersections of private streets to public streets, standard driveways shall be used to clearly delineate a transition between public and private streets.
- i. Buildings should generally face primary streets. Backyard fences (e.g., for townhouses) will not be allowed at the California Street/ Showers Drive intersection. Some exceptions may be granted where appropriate setbacks, landscape buffers, common recreation areas, or other measures are provided.
- j. Consideration will be given to extending the California Street median to Showers Drive to enhance the residential character of the area.
- k. As a condition of development, the Plan requires the owner/ subdivider to reimburse the City for 30 percent of the direct and

indirect costs incurred for the design, construction, inspection, and administration of construction of the pedestrian undercrossing and appurtenances between the site and the Hewlett-Packard facility.

7. Landscaping and Open Space

- a. A master landscape plan which presents a comprehensive, coordinated approach to the site shall be prepared.
- b. Landscaping shall be designed to enhance the distinctive identity and image of the project as a whole.
- c. Common open spaces that provide recreational amenities and visual relief shall be provided. There shall be 1.8 to 2.3 acres of common open space area. One to two central open spaces for active recreation shall be provided, one of which shall be at least one acre in size. Other smaller, passive open space areas, at least 6,000 square feet in size, shall be distributed throughout the project.

The open spaces shall create places for people to interact. The open spaces shall include planting; trees planted in dirt; quiet, private spaces; spaces for socializing, such as barbecues and picnic tables; children's facilities; and space for athletic activities, such as swimming, volleyball, etc.

The one or two large, central common open space areas shall be highly visible to the neighborhood, create a visual connection between the neighborhood and Caltrain Station, be centrally located near the highest-density housing, create a transition between different housing types, be predominantly bordered by housing, be shaped for optimal recreational use, and not be isolated on the edges of the site.

- d. Landscaping shall be used to accentuate the key pedestrian connections, especially pathways required in Sections 6(b) and 6(c).
- e. Landscaping shall be used to buffer residential units from heavily trafficked streets, from the proposed bus stop facility and from surface parking lots.
- f. Street trees shall be closely spaced, generally with no more than 20' to 30' (on center) between trees (depending on tree species).

- g. Particular attention will be given to the texture, pattern, and detailing of hard landscape surfaces, including those in public streets. Use of high-quality paving materials, including brick, granite, interlocking pavers, etc., shall be used in appropriate portions of pedestrian and vehicular areas.
- h. Surface parking to serve the transit use shall be screened from public streets with a heavy landscape buffer which provides at least 3' of vertical screening above paving of the parking area. A decorative masonry wall may be combined with landscaping and mounding to achieve the screening.
- i. The existing site contains numerous Heritage trees. The site design shall attempt to accommodate the significant specimen trees adjacent to the existing Old Mill Specialty Center by orienting open space areas around the trees. The Plan recognizes that the need to create an effective site plan and efficient circulation pattern may make preservation of some of these trees very difficult. Heritage trees lost shall be replaced with 24" box landscaping trees (or acceptable substitutes) at a ratio of three new trees for each Heritage tree lost.
- j. Special effort shall be made to provide private open space, including decks, patios, and private yards, in the amount of 10 percent of the net residential floor area. In general, private open space for flats and townhouses on a podium will be provided in the form of balconies and private open space for "conventional" townhouses will be provided in the form of a fenced area at grade.
- k. Each individual Planned Community Permit must maintain 50 percent open green area. However, if a previously developed Planned Community Permit exceeds 50 percent, a subsequent Planned Community Permit may have less than 50 percent open green area provided that the overall percentage of open green area is at least 50 percent.

8. Building Design and Quality

- a. The building materials and design of the project shall be of long-lasting quality in order to create a high-quality living environment that holds its value over time. Building materials shall be high-quality, long-lasting, and durable, with a minimum life span of 50 years for siding and 30 years for roofing. Examples of such

materials include brick, stone, or stucco for siding; tile or metal for roofs; metal for balconies; etc. Construction drawings and construction techniques shall demonstrate high-quality detailing and use of materials.

In order to ensure that these goals are achieved, the applicant shall pay for an independent architectural professional selected by the City to work with City staff in reviewing schematic design, design, development, and construction drawings. The applicant shall also pay for an independent architectural or construction professional to assist building inspectors in their review of building construction.

- b. The Master Plan should provide for variety in building height and building design.
- c. The design character of the buildings shall use classic, timeless, more traditional styles rather than modern, high-tech design styles that incorporate extensive amounts of hard and reflective surfaces.
- d. The facades of the buildings shall be designed so as to give individual identity to each vertical module of units using techniques such as providing a deep notch (in plan) between the modules; varying architectural elements between units (e.g., window color, roof shape, window shape, stoop detail, railing type); varying the color of each individual module within a harmonious palette of colors, etc.
- e. Building design must avoid large, blank, or monotonous surfaces; rather, design should include sufficient detailing, texture, color differentiation, and three-dimensional articulation to create appropriately scaled, interesting structures. Special architectural features that relieve flatness of facade such as recessed windows with authentic muntins, architectural trim with substantial depth and detail, bay windows, window boxes, dormers, entry porches, etc., are necessary.
- f. At regular intervals along the street which correspond to the vertical modules of units, there shall be stoops or entry porches facing the street. The stoops shall be wide enough for people to sit on and to make entries inviting. At least two of the following three items shall be incorporated at each entry point: address, doorbell, and mailbox.

- g. The Master Plan should serve to integrate internal streetscapes. Typically, both sides of a street should have building of similar scale and building pattern. Changes in building type should generally occur at midblock, not across a street. Stepback provisions will be used to mitigate impacts of building scale changes across a street.
- h. In keeping with the prominent location of the site, special emphasis shall be given to architectural and site design excellence. Use of talented, experienced, recognized architects is essential.

9. Parking

- a. Parking for multiple-family housing (apartments/condominiums) shall be below grade.
- b. Open parking reserved for residential buildings (excluding on-street public parking) shall be limited to 10 percent of the total parking required.
- c. Because of the Plan's focus on the improvement and utilization of transit facilities, and because of the mix of uses required, ordinance requirements for residential or commercial parking ratios may be reduced if warranted. A parking study prepared by an independent traffic engineering professional will be necessary to determine what, if any, reduction in parking requirements is warranted. Any such study shall be supervised by the City and paid for by the applicant.
- d. The Zoning Administrator may consider (as a provisional use) aboveground parking structures. If utilized (for either residential or train station purposes), they shall be adequately screened from adjoining streets and uses and/or effectively integrated into the basic building design. These structures should:
 - i. Incorporate punched wall openings and building articulation/details.
 - ii. Have exterior materials that are painted or colored (not unfinished concrete).
 - iii. Be painted a light color inside.

- iv. Be well lighted and inviting to use. They shall be consistent with the design of the rest of the development.

10. Transit

- a. Integration of transit facilities with any major development of this site is required. These facilities should include provision of a multimodal transit station incorporating a train station and a multiple bus stop (a bus duckout). This requirement shall be waived if and only if the State Department of Transportation or successor agency decides not to proceed with construction of a train platform adjacent to the site.
- b. A total of 200 parking spaces (or a lesser amount if required by Caltrain) shall be provided on-site and reserved for use by Caltrain riders departing and/or arriving at the train station. Caltrain parking may be shared by project residents to an extent and under conditions acceptable to the City and the Peninsula Corridor Joint Powers Board ("JPB"). A parking study prepared by an independent traffic engineering professional will be necessary to determine whether and under what circumstances such shared parking is warranted. Any such parking study shall be supervised by the City and paid for by the applicant. The Caltrain parking requirement is in addition to residential parking requirements, although residential parking requirements may be met in part by sharing Caltrain parking spaces to an extent and under conditions acceptable to the City and the JPB. Train station parking may be provided underground as part of a parking structure, through surface parking, or by a combination thereof. Long-term parking within the existing or planned Showers Drive right-of-way may be credited toward the on-site Caltrain parking requirement.
- c. Prior to development of any part of Phase 2, the developer must demonstrate, to the satisfaction of the City, that the 200 required Caltrain parking spaces will be available prior to the opening of the new San Antonio Caltrain Station. This may include measures such as bonding for the parking, deed restrictions, or building the parking with the second phase.

11. Public Works

- a. All public service easements shall be provided under or immediately adjacent to new public rights-of-way, or within other

public easement areas acceptable to the Public Works Director. Utility lines under buildings will not be allowed.

- b. Modification to existing public and quasi-public infrastructure (sanitary sewer, storm sewer, water, and power lines) shall be made if necessary to accommodate the proposed use without reducing the quality of services provided to surrounding properties. The section of deficient sanitary sewer pipe in Sondgroth Way shall be replaced with a larger pipe.
- c. A preliminary grading plan shall be submitted with the project application to address the provisions of the City's minimum elevation ordinance; to evaluate the relationship between parking, landscaping, and buildings; and to coordinate the projects with the grades of adjacent properties and streets.
- d. Parking garage access ramps must be located beyond the back of the sidewalk.
- e. Vertical curbs must be provided in street improvements; rolled curbs will not be permitted.

12. Noise

- a. Noise-producing vents, fans, and mechanical equipment shall be oriented away from residential uses and adjoining properties.
- b. The interior of residential units shall be designed to achieve the desired noise levels specified in the General Plan (45 dB(A)L10 daytime and 35 dB(A)L10 nighttime). Exterior residential spaces shall be designed to achieve noise levels specified in the General Plan (55 dB(A)L10 daytime and 45 dB(A)L10 nighttime) to the maximum extent feasible. The special construction inspector shall field test for compliance prior to issuance of final occupancy certificates.
- c. Special effort shall be made to mitigate the impacts of train station/train operation noise on residential units.

13. Miscellaneous

- a. Incorporation of elements such as sculpture, plazas, fountains, and other types of public art within the site design is required to

emphasize the area's unique setting, to enhance the quality of the project, and to activate publicly oriented open spaces.

- b. A detailed sign program shall be submitted for approval as part of the Planned Community Permit. Signs shall be restrained in size, scale, and design. Signs for the residential buildings shall generally be consistent with the provision of the City Code Section 36.11.13 (Multi-Family Residential District—Signs.) Signs for retail or personal service uses shall generally be consistent with the positions of City Code Section 36.14.7(b)(1) (Neighborhood Commercial District Identification Signs – Occupancies).
- c. All roof equipment shall be screened on all sides and shall be integrated architecturally in the building design.
- d. Recycling containers shall be included in the residential and commercial design plans.

VI. ADMINISTRATION

The Master Plan and all major developments shall be subject to approval by the City Council per Sections 36.22.6 through 36.22.10 of the Zoning Ordinance.

Once a major project has been approved, uses which are identified as provisional uses within this Plan, building expansions, and modifications and sign program changes may be granted by the Zoning Administrator after appropriate public hearings as per Sections 36.22.6 through 36.22.8.

Upon granting of the Planned Community Permit, the approval of minor sign program changes, the approval of specific signs, the approval of minor site changes, and building alterations, including building material changes and changes in use which are in conformity with the Precise Plan, may be authorized through the Site Plan and Architectural Review (SPAR) process.

**MITIGATION MEASURES
FROM MITIGATED NEGATIVE DECLARATION
PREPARED FOR AMENDMENTS TO SAN ANTONIO STATION PRECISE PLAN
APPROVED JUNE 29, 1999**

FINDINGS

Following is a summary of the mitigation measures in the Mitigated Negative Declaration prepared for Precise Plan amendments approved on June 29, 1999. The amendments revised the list of uses and incorporated development criteria for Area C. Where appropriate, mitigation measures have been incorporated into the Precise Plan itself. Mitigation measures that are routinely included as conditions of project approval are not listed.

LAND USE AND PLANNING

No mitigation measures.

POPULATION AND HOUSING

No mitigation measures.

TRANSPORTATION AND TRAFFIC

Impact 1: A new retail use in Area C would increase the delay at the San Antonio Road/El Camino Real intersection (which is at Level of Service F) by more than four seconds. This is considered a significant impact.

Mitigation 1: Do not allow high-traffic-generating uses such as retail business in Area C.

Finding 1: Retail uses are not allowed in Area C and, therefore, there will be no significant traffic impacts from this use.

Impact 2: A 25,000 square foot cultural/educational facility will generate a need for 43 parking spaces.

Mitigation 2: Require a minimum of 43 parking spaces.

Finding 2: The 43 spaces will be sufficient to meet the needs of a cultural/educational facility.

Impact 3: Pedestrians will be walking from the San Antonio Station and bus stops on Showers Drive and California Street to new development in Area C. San Antonio Circle is being realigned and pedestrian sidewalk and crosswalk locations have not been determined.

Mitigation 3: Safe and convenient pedestrian sidewalks and crosswalks shall be provided from the train station and bus stops on Showers Drive and California Street to Area C. Pedestrian signals shall be adjusted as needed to accommodate pedestrians.

Finding 3: Implementation of this mitigation measure will improve pedestrian conditions in Area C.

NOISE

Impact 1: Noise from passing trains, traffic on Alma Street, and the San Antonio Road overpass may create noise exposure levels greater than 55 dB DNL, the normally acceptable standard for residential uses. The normally acceptable standard for parks is 60 dB DNL.

Mitigation 1: As part of any application for residential development or as a part of a park project, a qualified noise consultant shall prepare a noise assessment that analyzes the proposed design and specifies appropriate mitigation measures to reduce outdoor noise to “conditionally acceptable” levels (60 to 65 dB DNL) and indoor noise to 45 dB DNL.

Finding 1: The need for noise mitigation measures and the types of measures will be determined through a noise study. When implemented, they will reduce the noise levels to a less-than-significant level.

Impact 2: Outdoor activities associated with an educational/cultural facility and some commercial uses may adversely impact neighboring residential uses.

Mitigation 2: Noise-generating activities (i.e., music practice rooms, outdoor concerts, and other outdoor activities) shall be located where they will have the least impact on neighboring residential uses. Outdoor concerts shall be limited to daytime hours (between 9:00 a.m. and 7:00 p.m.) unless it can be demonstrated that sound levels from the concerts do not exceed 60 dB(A) as measured at the property lines shared with residential development. Neighbors shall be notified when special outdoor activities and events are scheduled.

Finding 2: These special requirements will reduce the impacts of potentially noisy activities on residential neighbors.

AIR QUALITY

No mitigation measures.

HYDROLOGY AND WATER QUALITY

Impact: The construction of paved surfaces may increase stormwater runoff, carrying petrochemicals, organic debris, and other contaminants into local creeks and degrading surface water quality and groundwater quality.

Mitigation: Developers and builders shall install both on-site storm drainage systems connecting to the City’s stormwater system and on-site control measures designed to allow filtered stormwater to percolate into the ground and to filter stormwater prior to leaving the site, with the type to be approved by Community Development Department staff through the building permit plan check process.

Finding: These mitigation measures should reduce the impacts of contaminated stormwater runoff to a less than significant level.

GEOPHYSICAL

No mitigation measures.

BIOLOGY

Impact: There are a number of Canary Island pines planted on a raised berm on the westerly side of Area C—where they buffer the existing residential area. Other deciduous trees follow the alignment of San Antonio Circle. It is expected that a large number of trees will have to be removed to accommodate new construction.

Mitigation: As a part of any new development, the developer shall provide an arborist report which identifies the species, size, health, and structure of the trees on the site. If trees which currently buffer the residential area are to be removed, they must be replaced with tall, fast-growing trees that will quickly provide a replacement buffer. For the trees that are to remain, the report shall contain recommendations for the safe

preservation of the trees, during and after construction of the project. If the arborist report determines that there are Heritage trees that are proposed for removal, permits must be obtained from the Community Development Department during the Site Plan and Architectural Review process. Each Heritage tree that is removed must be replaced with two 24" box specimen trees, preferably along the boundary with the adjacent condominiums.

Finding: Implementation of the tree preservation and replacement measures will reduce the impacts to a less than significant level.

HAZARDS

No mitigation measures.

PUBLIC SERVICES

No mitigation measures.

UTILITIES AND SERVICES

No mitigation measures.

RECREATION

No mitigation measures.

AESTHETICS

No mitigation measures.

CULTURAL RESOURCES

No mitigation measures.

RS/7/PREPLN-1
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