SOUTH WHISMAN
PRECISE PLAN

CITY OF MOUNTAIN VIEW, CALIFORNIA

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THE SOUTH WHISMAN PRECISE PLAN

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

APRIL 28, 2009

RESOLUTION NO. 17397

AMENDED	RESOLUTION NO.	SUMMARY

1. INTRODUCTION

1.1 VISION

The vision of the South Whisman Precise Plan Area (herein referred to as the "Plan Area") is the creation of a walkable neighborhood with convenient access to transit, parks and services. A new centrally-located public park will become the primary focal point of the Plan Area and will be shared by South Whisman residents and the surrounding community.

Livability and sustainability will be the defining characteristics of the South Whisman neighborhood. Streets, open space, housing and landscaping will be designed to provide a clear sense of place and orientation within the neighborhood. All of the streets will be public streets designed in a traditional interconnected grid pattern which will provide multiple connections and routes for vehicles, bicyclists and pedestrians.

The plan will also accommodate the projected growth of transit usage by promoting development oriented to the Whisman light rail station. The neighborhood's proximity to the light rail offers convenient light-rail access to downtown Mountain View, creating transportation choices for residents. The planned neighborhood commercial uses along Ferguson Drive will provide a walkable destination for residents and an opportunity to further reduce their use of automobiles.

The Plan Area will include a mix of housing types and densities, supported by a range of public and private open spaces. New residential development will be integrated with existing industrial uses. The combination of open spaces, pedestrian network, and a mix of uses and housing types will provide the residents of South Whisman with a well-defined neighborhood character and sense of place.

1.2 PURPOSE OF THE PRECISE PLAN

The purpose of the South Whisman Precise Plan is to establish a comprehensive framework of development objectives, standards and design guidelines to guide the development of the Plan Area. The South Whisman Precise Plan specifies permitted uses, intensity of use, relationship to neighboring properties, parking and circulation, special design standards, public improvements, and procedures for development review.

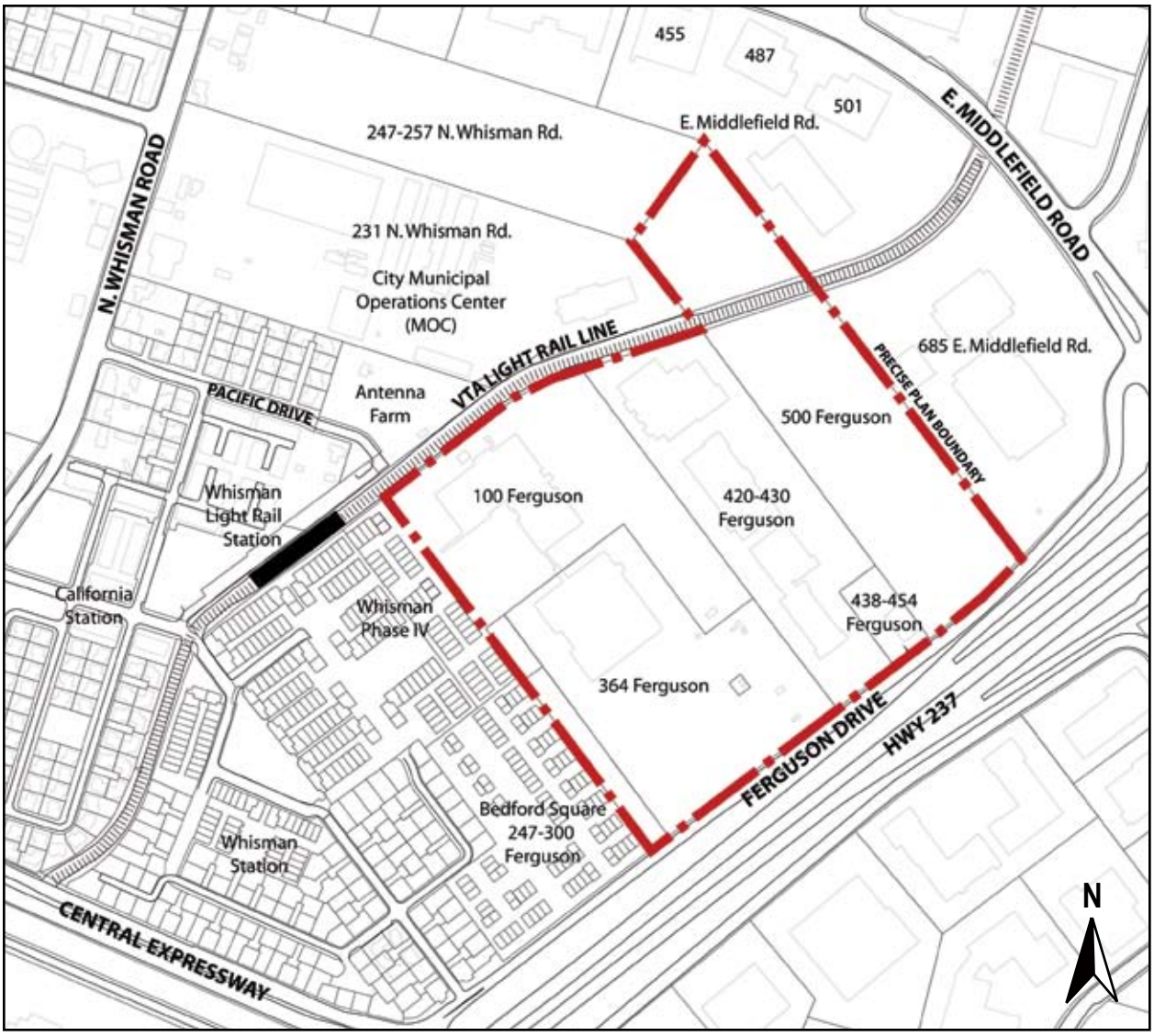


Figure 1-1: South Whisman Precise Plan Area

1.3 LOCATION AND SETTING

The Plan Area encompasses approximately ±38 acres, loosely bounded by Ferguson Drive and Highway 237 to the east, industrial properties fronting East Middlefield Road to the north, the Whisman Station residential neighborhood to the south, and the light rail transit line tracks to the west.

The following five properties comprise the Plan Area:

1. 100 Ferguson Drive
2. 364 Ferguson Drive
3. 420-430 Ferguson Drive
4. 438-454 Ferguson Drive
5. 500 Ferguson Drive

1.4 PHASED DEVELOPMENT

The anticipated build out of the Plan Area would occur in at least two development phases as shown on the Land Use Plan (Figure 2-1). Phase I development is anticipated to include the properties at 100 Ferguson Drive, 420-430 Ferguson Drive and 500 Ferguson Drive. Phase II development would include the properties at 364 and 438-454 Ferguson Drive. A complete description of the phasing requirements is included in Section 4 (Phasing and Infrastructure). It should be noted that the Precise Plan allows the existing uses at 364 and 438-454 Ferguson Drive to remain indefinitely and retain their ability to increase development as specified in Section 5.7.

1.5 IMPLEMENTATION OF GENERAL PLAN GOALS, POLICIES AND ACTIONS

The General Plan land use map designation for the Plan Area is Medium-High Density Residential (26 to 35 units per acre). Development of the Plan Area with residential and neighborhood commercial uses offer an opportunity to implement several goals and policies of the Mountain View General Plan:

1. Promote the opportunity to both work and live in Mountain View. (Community Development Goal P)

2. Coordinate the location, intensity and mix of land uses with transportation resources. (Community Development Policy Q)

3. Encourage mixed-use projects and the City's highest density residential projects along major transit lines and around stations. (Community Development Action 44.a)

4. Ensure that adequate residential land is available to accommodate the new construction needed to meet ABAG's Fair Share Housing Needs. (Residential Neighborhoods Policy 1)

5. Attract and retain a variety of businesses in the community. (Community Development Policy 39)

6. Acquire enough open space to satisfy local needs. (Environmental Management Goal A)

7. Apply the Park Land Dedication or Fees Ordinance to all forms of residential development. (Environmental Management Action 2.e)

8. Provide higher density housing near transit, near Downtown and near other commercial areas. (Residential Neighborhoods Policy 3)

9. Encourage a mix of housing types, including higher-density and lower-density housing. (Residential Neighborhoods Policy 2)

10. Maintain and enhance the quality and character of Mountain View's neighborhoods. (Residential Neighborhoods Goal F)

11. Emphasize entries to the city and special districts with features that create an original and positive impression. (Community Development Policy 3.)

12. Include gateway improvements in precise plans, specific plans, or area plans for special districts. Revise plans that do not address entry design. (Community Development Action 3.d)

A range of residential densities

1.6 DEVELOPMENT OBJECTIVES

The following are the overall development objectives that will help create the new South Whisman neighborhood:

1.6.1 Master Plan

The South Whisman Precise Plan requires a "master plan" that includes all properties within the defined South Whisman Area be designed as a cohesive neighborhood.

1.6.2 Size and Type of Development

Create a new residential community of up to 1,120 housing units with a mix of housing types and up to 37,000 square feet of supporting neighborhood commercial uses. The neighborhood commercial uses shall be phased with a minimum of 17,000 square feet in the first phase and up to an additional 20,000 square feet in the second phase.

1.6.3 Range of Residential Densities

The neighborhood shall include a mix of residential types and densities, ranging in general from small-lot single family and rowhomes near the existing Whisman Station neighborhood, to higher density closer to East Middlefield Road. The density range shall be 8 to 60 dwelling units per acre (DUA).

1.6.4 Neighborhood Commercial Uses

The Plan Area shall include commercial uses on the ground floor of buildings along Ferguson Drive to serve the residents of the South Whisman neighborhood and surrounding community.

1.6.5 Connectivity and Circulation

Develop a well designed, interconnected system of streets and paths throughout the Plan Area. Require streets in the development to be public in order to facilitate public access throughout the neighborhood and designed in a traditional interconnected grid pattern. The design of streets should balance the needs of auto circulation with the convenience and enjoyment of walking and biking.

1.6.6 Open Space

Create a system of open space including a new centrally located public park, together with well-designed active and passive private open spaces.

1.6.7 Relationship to Surrounding Community

Provide for smooth transitions from the surrounding properties to the new South Whisman community and maintain the quality of the existing surrounding neighborhoods.

1.6.8 Buffers
Special attention shall be given to the design of appropriate buffers in the Plan Area. Buffers such as streets, landscaping, fencing, and building design shall be established to improve the compatibility of future residential uses with the existing commercial/industrial uses, the City's Municipal Operations Center (MOC), the future park, the light rail system and Highway 237.

1.6.9 Housing Near Transit
Further General Plan goals to increase the supply of housing and to locate higher density housing near transit stations.

1.6.10 Heritage Trees
Integrate healthy, Heritage trees with high aesthetic value into the Master Plan and future development projects.

1.6.11 Green Building Principles
Utilize green building principles within the project design to improve the Plan Area's sustainability. Sustainable development should be energy efficient, water conserving, and should incorporate durable and nontoxic materials with high recycled content. City guidelines and currently accepted best practices should serve as guides.

1.6.12 Existing Industrial Buildings
Allow all existing industrial/commercial buildings and uses at 364 and 438-454 Ferguson Drive to continue indefinitely and expand to a maximum 0.40 FAR for all ML (Limited Industrial) uses and to 0.50 FAR for a data center use only at 364 Ferguson Drive.

1.7 TRANSIT-ORIENTED DEVELOPMENT STRATEGIES

The success of situating development to take advantage of transit involves creating a compact, mixed-use community centered around the transit station that, by design, provides convenient transportation options. The following are objectives and strategies that ensure that the South Whisman neighborhood benefits from its proximity to transit:

1.7.1 Pedestrian Environment
Pedestrian routes should be short, continuous, direct, and attractively designed and landscaped.

1.7.2 Urban Design
The ground level of multi-use and multi-storied buildings should be designed to accommodate convenient pedestrian access and uses.

1.7.3 Compact, Interconnected Street Network
Provide a compact street network with multiple access points to the light rail station and surrounding areas.

The General Plan advocates locating higher density housing near transit stations.

1.7.4 Parking

Transit-Oriented Development does not eliminate the use of automobiles, but requires special strategies to accommodate them. Parking areas should be designed to minimize the impact of traffic and avoid compromising the pedestrian environment. Underground parking is encouraged and rear and side surface lots may be permitted if integrated into the overall site design.

1.7.5 Human-Scale Details and Comfort

Building designs should avoid large expanses of blank walls and ensure that human scale details such as porches, balconies, and architectural ornamentation are provided. Streets should be well lit at the pedestrian level to improve the safety and security of pedestrians.

1.7.6 Pedestrian Amenities

In addition to providing sidewalks, in highly-travelled routes there should be amenities such as planters that also function as seating, trash and recycling receptacles, and awnings should be included. Street furniture should match the character of the surrounding buildings and open spaces.

1.7.7 Eco Pass

The future Home Owner's Association(s) for the Plan Area are encouraged to participate in the Valley Transportation Authority's Eco Pass program to attract new transit users and make using transit more cost effective. The Eco Pass program provides communities with steep discounts on annual light rail and bus passes.

1.7.8 Public Places in the Pedestrian Environment

Public places and amenities such as fountains, kiosks, playgrounds, and seating areas should be designed as integral parts of the pedestrian network.

A supportive pedestrian environment

2. DEVELOPMENT FRAMEWORK

2.1 MASTER PLAN

A "Master Plan" shall be submitted for the entire Plan Area, followed by or concurrent with the submittal of a Planned Community (PC) Permit for the first phase of development. The Master Plan shall contain sufficient detail about site design (circulation, open space network, building locations, utilities, etc.) and architectural design such that it could be feasibly built and result in a final development that is fully integrated internally and with the adjacent neighborhoods and community as well as subsequent development phases. The Master Plan shall include the following elements:

- Site design
- Street and pathway network
- Open space network
- Public park location and size
- Building types, uses, and locations
- Grading and drainage plan
- Architectural design
- Utility plan
- Street cross sections
- Parking plan
- Conceptual land division plan
- Below market rate unit plan
- Stormwater treatment measures location and areas, for both public and private drainage
- Sanitary sewer plan, including downstream upgrades/upsizing
- Phasing plan for the timing and phasing of streets, park improvements, buildings/units, and other improvements within each development phase
- Landscape plan, including proposed tree removal/relocation
- Buffers between Phase I and Phase II areas and between adjacent properties
- Future plans for the existing ground water monitoring wells, extraction wells, conveyance piping and manifold system (remediation system)
- Recycling and solid waste plan
- Detailed description of the existing industrial uses at 364 Ferguson Drive.

2.2 PERMITTED DEVELOPMENT

2.2.1 Maximum Development Potential

A maximum of 1,120 housing units and 37,000 square feet of neighborhood commercial floor area is allowed within the Plan Area. Locations for this new development are shown on the Land Use Plan (Figure 2-1).

2.2.2 Density

The General Plan land use map designation for the Plan Area is Medium-High Density Residential (26 to 35 units per acre). The overall General Plan density calculation includes all the land area included in the entire Plan Area, including all new public streets and the public park. The density calculation for the individual unit types allowed by the Land Use Plan (Figure 2-1) shall be calculated as the land area containing that unit type to the centerline of the adjacent right-of-way(s), except for the areas adjacent to the perimeter of the plan area or the public park in which case the entire right-of-way(s) shall be used. The final build out of the Plan Area may be below the specified overall General Plan density range for the entire Plan Area as well as the density ranges given for the individual housing types on the Land Use Plan (figure 2-1), subject to the applicable development standards and design guidelines for that housing type.

2.2.3 Land Use Areas

The Land Use Plan (Figure 2-1) indicates the allowable land uses/unit types, maximum density ranges, the approximate size and layout of the different land uses and street network. The specific development standards and design guidelines for each housing type are included in Section 3.

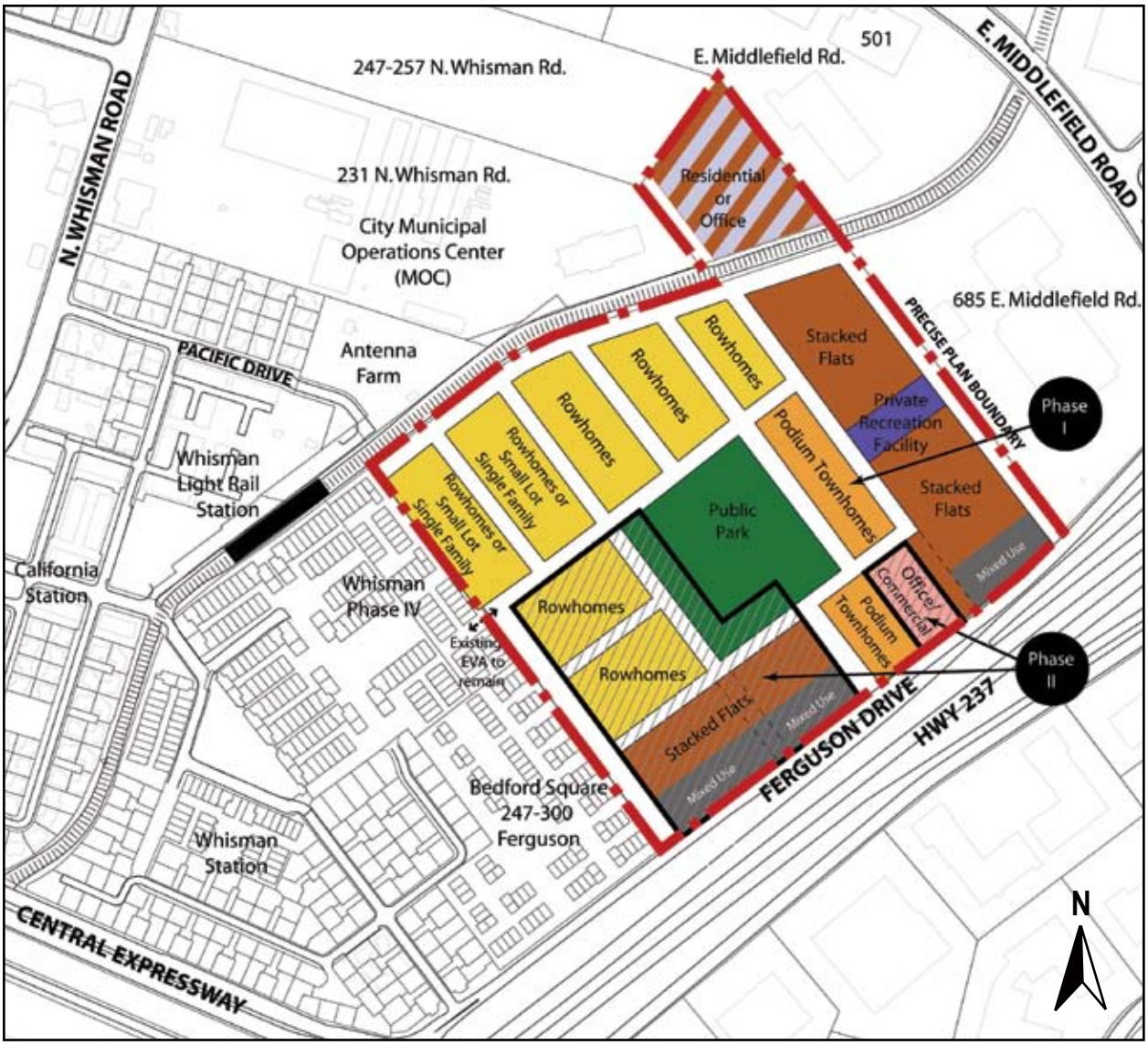


Figure 2-1: Land Use Plan

Land Uses	Maximum Density
Residential – Small-Lot Single Family	8-10 du/ac gross
Residential – Rowhomes	15-20 du/ac gross
Residential – Podium Townhomes	32 du/ac gross
Residential – Stacked Flats	60 du/ac gross
Mixed Use – Stacked Flats with Ground Floor Commercial	40 du/ac gross

Phase II (Phase II area alternate land uses allowed under section 5.7)

2.3 OPEN SPACE

A minimum of 45 percent of the entire Plan Area (excluding the area that will be dedicated as public streets) shall be provided as open space in the form of public parks and private open space. The exact acreage of the new public park will be determined based upon the City's park land dedication requirements for the number of units within the area, with the remaining required open space provided as private open space. The required open space percentage may be reduced to 40 percent if it is determined during the PC Permit process that the private open space is exceptionally well located, accessible, and designed for a variety of active and passive uses that complement the public park. The calculation for the open space requirement shall be based upon the land area included in the current development phase and shall not include any land area included in future development phases. Open space shall meet the definition of "open area" as defined in the Zoning Ordinance.

2.3.1 Public Park

One public park shall be provided, generally in a central location within the Plan Area so it is accessible to the surrounding community while also serving as a focal point for the neighborhood.

100 percent park land dedication is required for the first 2.6 acres of park land. The City Council shall have the option of requiring any additional park land dedication beyond this 2.6 acre minimum to be satisfied either through the dedication of park land or payment of in-lieu fees.




Examples of private common open space

The park may be built in two phases as shown on the Land Use Plan (Figure 2-1). The remainder of the required park land area for subsequent development phases shall be provided upon residential redevelopment.

2.3.2 Private Open Space

The required amount of private open space will depend on the final size of the public park, but the total amount of both the public and private open space areas shall meet the minimum 45% open space requirement. For each PC Permit application, the proportion and location of private open space should be based on the number, location, and type of units.

This Precise Plan allows private open space to be located in common areas and as part of individual units. Specific open space requirements are listed in the existing design guidelines for the individual housing types.

a. Private Open Space in Common Areas
Open space in common areas shall be distributed throughout the Plan Area and shall be designed to complement each area and the public park. Private common open space areas can include private recreational facilities, passive recreation areas (e.g. areas with landscaping, seating, fountains, etc.) and tot lots. Larger groups of units should be designed around such private common open spaces. Pedestrian connections from open spaces to the public park shall be provided in the form of well-designed, landscaped, and lit pedestrian paths.

b. Private Recreation Facility
A private recreation facility may be included within the Plan Area as private open space. The private recreation facility will not be open to the general public but shall only be available to all residents within the Plan Area; therefore it shall not be required to have additional parking.

c. Private Open Space for Individual Units
Private open space for individual units will vary based on the housing type. For example, small-lot single-family homes will have private yards, rowhouses will have front yards and patios, and podium townhomes and stacked flats will have open space in the form of landscaped podium courtyards, decks and patios. Each individual unit shall meet the minimum private open space requirement for that housing type and shall be included in the total 45 percent open space requirement.

Examples of private open space for individual units

2.4 CIRCULATION NETWORK

The design of the streets will be laid out in a traditional grid pattern to accommodate automobiles while supporting walking, bicycling and transit use. The streets shall be designed at a residential neighborhood scale and shall include street trees, "bulb-outs", and on-street parking as appropriate. Streets and pathways shall connect with the surrounding existing street and pathway network and anticipate future possible connections to adjacent properties.

Construction of the streets will be phased with each phase of development of the Plan Area to ensure that improvements are timed to support circulation demands generated by the project, to allow for utility connections and looping, provide emergency vehicle access, and to maintain connections to existing neighborhoods.

Given that the anticipated build out of the Plan Area would occur in at least two development phases, as shown on the Land Use Plan (Figure 2-1), the remainder of the required street improvements not included in Phase I area will be completed with the residential redevelopment of Phase II areas.

The Plan Area shall include a distinct circulation hierarchy and shall be designed to allow efficient circulation and appropriate public safety access. This will allow for a large number of circulation options within the development for pedestrians, bicyclists, and motorists and clarify the relationship of units to streets. The specific location of circulation types within the Plan Area will be considered as part of the Master Plan submittal.

The Public Works Director, in concurrence with the Community Development Director, shall have the authority to make modifications to the typical required street sections included in the Precise Plan to allow traffic calming measures or to address a specific site characteristic, which would result in better circulation or improved site design.

Flexibility from the required standard street sections around the perimeter of the Plan Area may be considered as part of the Master Plan to allow a green belt which would help implement the vision and objectives of the precise plan.

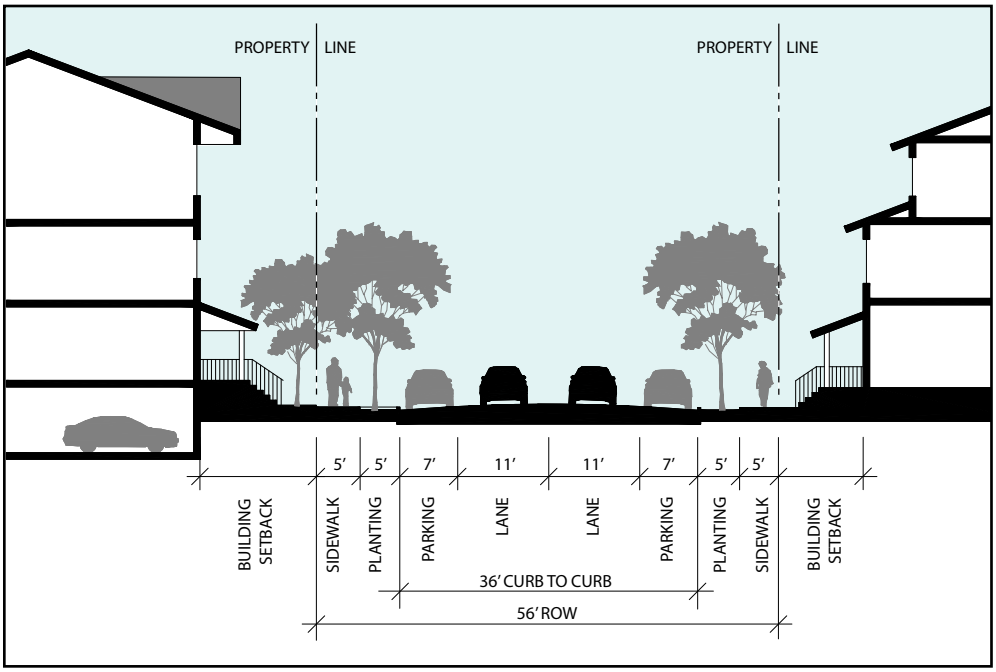
2.4.1 Circulation Types

a. Gateway Entry
At the central entrance to the Plan Area from Ferguson Drive, there should be a well-designed and landscaped "gateway entry" street design. This street design should include appropriate design elements such as street trees, landscape features, or a median, and be designed to complement the surrounding building designs and highlight access to the public park.

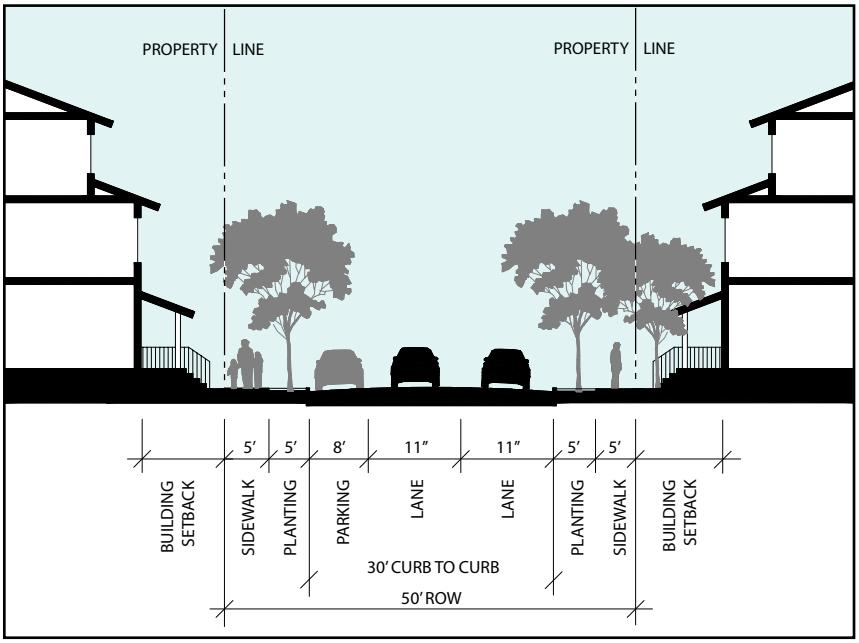
The streets shall be designed at a residential neighborhood scale and shall include street trees, "bulb-outs", and on-street parking as appropriate.

b. Public Streets

The streets within the Plan Area are public rights-of-way owned and maintained by the City of Mountain View which provide vehicular, bicycle, pedestrian, and utility access as well as connections with the surrounding circulation system. Besides the paved roadway, they include sidewalks, planting strips, street trees, and parking, either on both sides or one side of the street as follows:



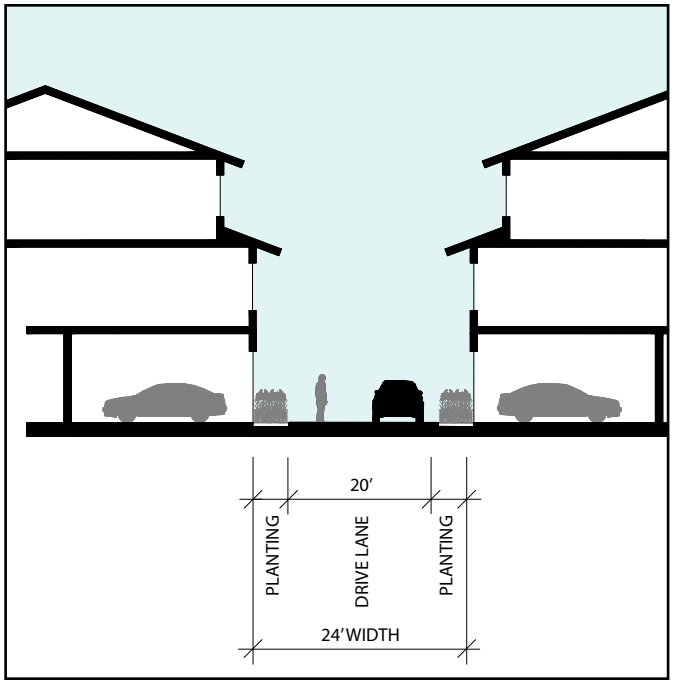
Typical street section with parking on both sides (56′ ROW)



Typical street section with Parking on one side (50′ ROW)

c. Driveways and Alleys

Driveways and alleys are privately owned and maintained and are used to access private garages and trash/recycling receptacles. Driveways and alleys shall include a drive lane and plantings as follows:

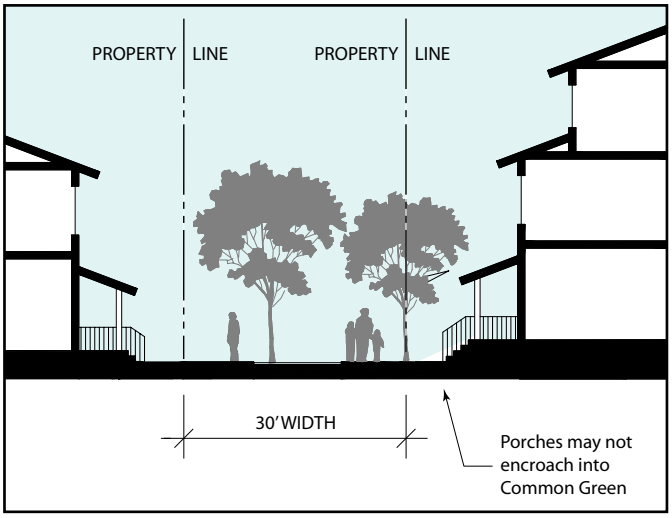


Typical Driveway/Alley Section

Driveway/Alley Examples

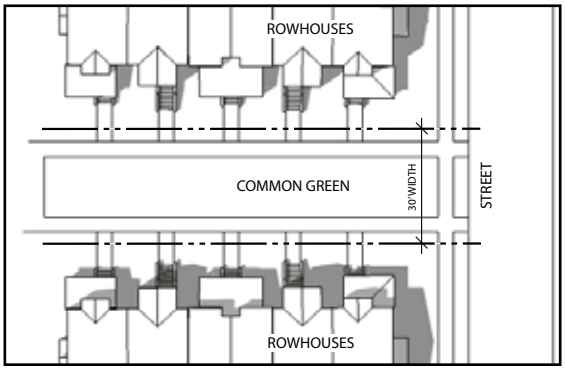
d. Common Greens

Common greens are landscaped open space areas that may be counted towards the private common open space requirement. Common greens are privately owned and maintained but shall provide public access easements and shall include pathways and at least one edge adjoining a public street. Public utilities shall not be located within any common green. Common greens shall be used on a limited basis within the Plan Area to provide additional landscaping and open space area, but should not replace necessary street connections or compromise efficient circulation and superior site design. The design and width of a common green shall be as follows:



Typical Common Green Section

Common Green Examples



Typical Common Green Plan

Pedestrian/bicycle pathway along the light rail line and connecting with surrounding areas.

e. Pedestrian and Bicycle Pathways

The development of the Plan Area shall connect to existing and planned pedestrian and bicycle pathways along the light rail line and with surrounding areas.

- The pathway that extends along the northern side of the light rail line shall be extended to the northern Plan Area boundary.
- Improvements to this pathway extending from Pacific Drive to the northern Plan Area boundary shall be shown on the Master Plan, and shall include such elements as pedestrian-level lighting, signage, and landscaping.
- A minimum of one new pedestrian and bicycle connection shall be developed along the southern project boundary with the existing Bedford Square residential development.
- Public pedestrian connections shall be provided through blocks to provide an enhanced pedestrian network.
- Additional pathways which would enhance pedestrian circulation or provide recreational opportunities are encouraged.

2.4.2 Traffic Calming Measures

The new public streets will be sized and designed to promote a pedestrian friendly neighborhood. The following traffic calming measures may be employed:

a. Bulb Outs/Neckdowns
Bulb outs/neckdowns are curb extensions at intersections that reduce the roadway width from curb to curb.

b. Center Island Narrowing and Medians
A center island narrowing is a raised island located along the centerline of a street that narrows the travel lanes at that location.

c. High Visibility Crosswalks
High visibility crosswalks are crosswalks that are detailed with highly visible markings to call attention to pedestrian crossing and slow traffic.

Bulb outs/neckdowns at intersections reduce the roadway width from curb to curb.

2.4.3 Parking

a. Parking requirements for each use and housing type shall meet the Zoning Ordinance requirements.

b. Up to a maximum of 100 percent of the required guest parking spaces may be accommodated on new public streets if it can be demonstrated in the Master Plan that they are located in convenient locations for the units they are meant to serve and will not create a parking problem within the Plan Area.

c. A parking plan shall be submitted as part of the Master Plan to assess the proposed amount of on-street guest parking spaces.

d. Any on-street guest parking spaces proposed on the street surrounding the public park will be studied at the Master Plan level to determine if guest spaces are appropriate in this location.

2.4.4 Street Trees

Street trees shall be included in all streets within the Plan Area, and vary in their form and suitability within each type of street. The shape of a street tree's canopy should be compatible with adjacent building form and design. Also, each street tree's root system characteristics should be an important criteria when selecting appropriate species along different streets and sidewalks. Native and drought-tolerant species are strongly encouraged.

Street trees shall be shown within the landscape plan submitted with the Master Plan. The master landscape plan shall depict the species, location, and appropriate spacing of all street trees within the Plan Area. The master landscape plan shall also show the anticipated canopy sizes of all street trees at 1, 5, and 10 year intervals. Street trees shall be planted outside the utilities envelope and per City design guidelines.

Street trees are an important element that shall be included in all streets within the plan area

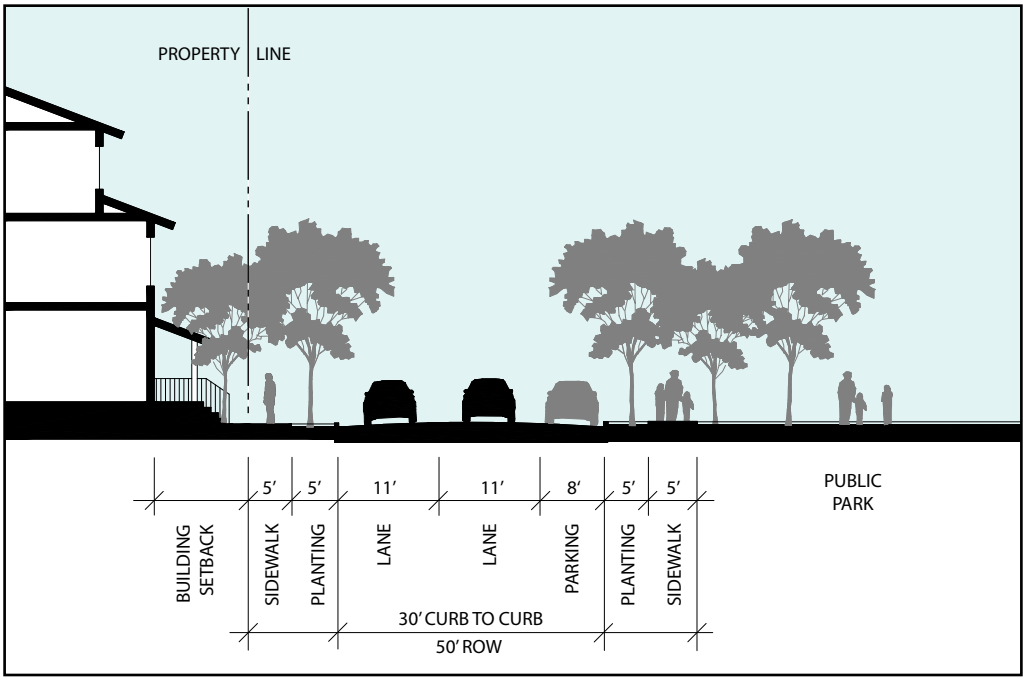
2.5 SPECIAL CONDITIONS

2.5.1 Whisman Station Boundary

a. A seamless transition in terms of neighborhood compatibility, architectural design, and quality of materials and finishes shall be provided between the existing Whisman Station neighborhood and the Plan Area. This transition shall be fully described within the Master Plan.
b. The boundary between the Whisman Station and South Whisman neighborhoods should be defined by a street and/or a common green. The boundary shall not include defensive elements such as perimeter walls.
c. Where Whisman Station units front the South Whisman development, new South Whisman units shall be compatible with the existing neighborhood with entries, porches, and windows along either the street or common green.
d. New units facing Whisman Station should be compatible in terms of height, massing, setbacks, and landscaping.
e. Any existing grade differential between existing units and proposed units shall be indicated in the Master Plan and the proposed method to address any differential.
f. The Master Plan must address where utilities will be located to serve units not fronting a public street.

2.5.2 Park Frontage

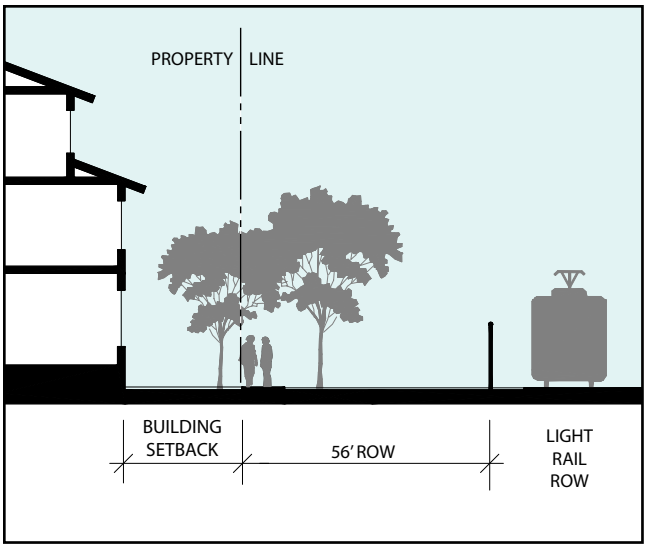
a. The public park should be the central organizing element of the Plan Area, with surrounding development contributing to the park's overall setting.
b. Units surrounding the park on all sides shall front the park with design elements such as front doors, windows, porches, and balconies.
c. There shall be a street that surrounds the entire perimeter of the park with a minimum right-of-way width of 50 feet.



Typical Park Frontage Street Section (50′ ROW)

2.5.3 Light Rail Frontage

a. A public street (56' right-of-way width or more if required) shall be provided between the light rail right-of-way (ROW) and residential units.
b. Building facades shall be designed to address the light rail corridor with design treatments of a quality consistent with the rest of the development.
c. The design of units along the light rail frontage shall carefully consider the placement of front doors, windows and balconies in order to minimize noise impacts to future residents.
d. The street will need to accommodate the existing storm drain main which is within an easement adjacent to the light rail ROW. Any new utilities located within the street will need to have appropriate separation from this existing storm drain and the required distance from the light rail facilities to allow for construction and future maintenance.
e. The existing railroad crossing at Pacific Drive and the 500 Ferguson Drive site will need to be upgraded for public use, including pedestrian access and compliance with the Americans with Disabilities Act (ADA).



Typical Light Rail Frontage Street Section (56' ROW)

2.5.4 Buffers

a. Buffers (e.g. streets, fencing, landscaping, setbacks, and building design considerations) shall be established to improve land use compatibility and to avoid and mitigate potential land use impacts such as noise, light, and hazardous materials between the residential uses and the existing commercial/industrial uses, the MOC and the public park.
b. Physical buffers between Phase I and Phase II development shall be effective but not result in permanent barriers in order to allow a coherent integration of the development of Phase II. Examples of physical buffers include trees, landscaping, and fencing.
c. Installation of the buffers shall be completed with the first PC permit application and the timing of the installation shall be outlined within the Master Plan.
d. The cost associated with the installation and maintenance of all buffers and land needed to accommodate them shall be the sole responsibility of the residential developer and future Home Owners Associations.

2.5.5 Northern Section of 500 Ferguson Drive

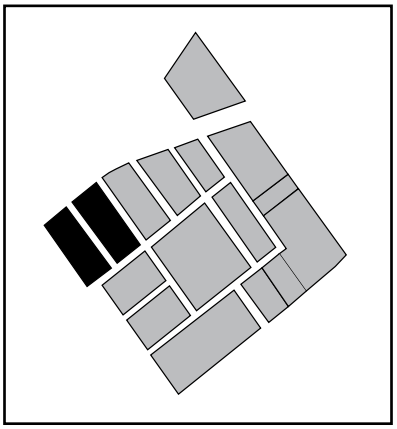
a. Development and use of the property as an office use shall be subject to all permit requirements and development standards of the ML (Limited Industrial) zoning district (Section A.36.19 of the Zoning Ordinance).
b. A secondary means of emergency vehicle access from a public ROW, exclusive of access across the light rail tracks, shall be provided to this property for both office or residential use.
c. Residential or commercial structures shall be setback a minimum of 56 feet from the southern Plan Area boundary, adjacent to the MOC.

3. DEVELOPMENT STANDARDS AND GUIDELINES

This section of the Precise Plan lists the development standards for all of the residential and commercial uses permitted in the Plan Area. These standards are based on existing standards in the Zoning Ordinance and Design Guidelines for the individual housing types (i.e. Small-Lot Single-Family Guidelines, Rowhouse Guidelines, R-4 Multifamily Standards). Some standards and guidelines for the Plan Area are more restrictive to help integrate development with this specific project area and shall supersede the standards or guidelines where there is a conflict.

When applying these development standards, building height within the Plan Area shall be measured from the top of the curb of the nearest finished public street. Additionally, a floor shall be considered a story if it is more than four feet above grade, as measured from the top of curb of the nearest finished public street to the top of the floor plate.

SMALL-LOT SINGLE FAMILY — FRONT ACCESS

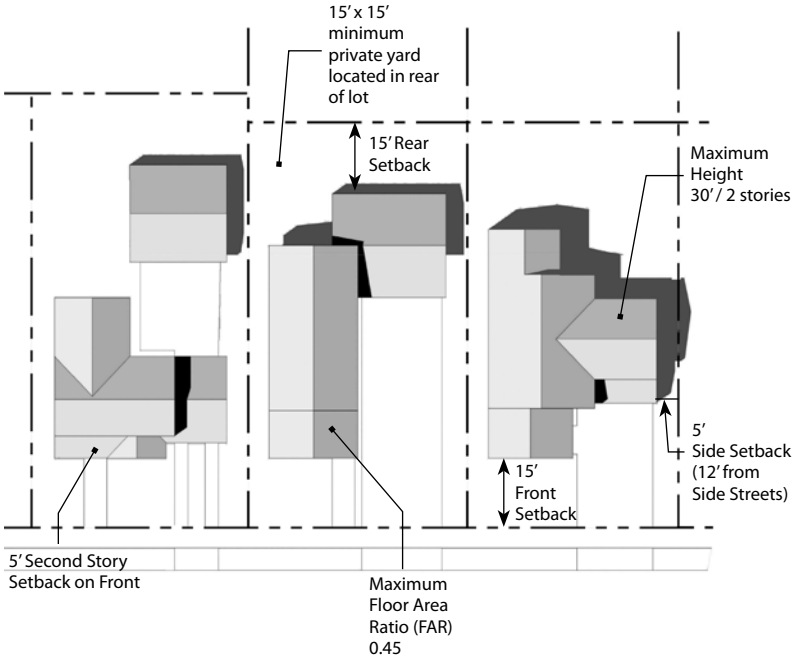


Key Plan

Precedent

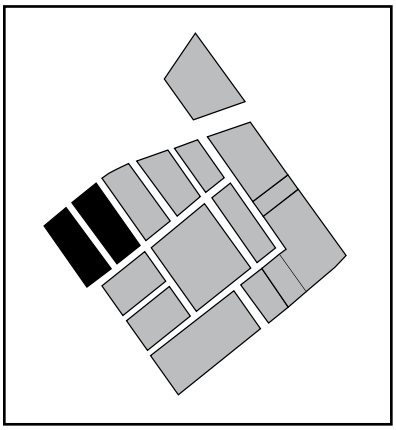
Small-Lot Single-Family Homes (8-10 DUA)

Small-lot single-family homes are meant to provide single-family homes on smaller lots (3,000 square feet to 5,000 square feet) than typically required in standard R-1 zones within the City, which have a minimum lot size of 6,000 square feet. Small-lot, single-family homes shall be a maximum of two stories in height and have frontage facing the street as well as a private garage facing the street or at the rear of the house facing an alley. Development of small-lot single-family homes within the Plan Area shall be under the City's *Small-Lot, Single-Family Guidelines.*



Conceptual Block Pattern

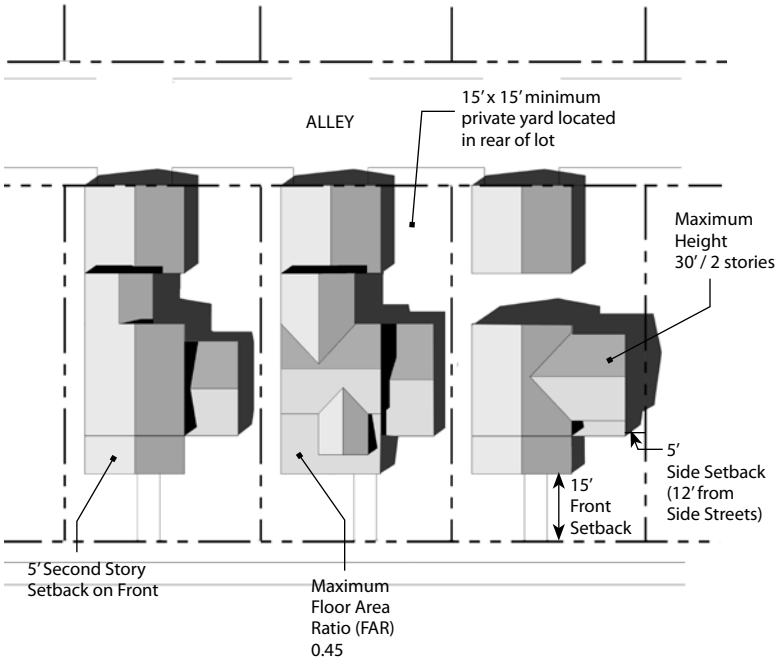
SMALL-LOT SINGLE FAMILY — REAR ALLEY ACCESS



Key Plan

Precedent

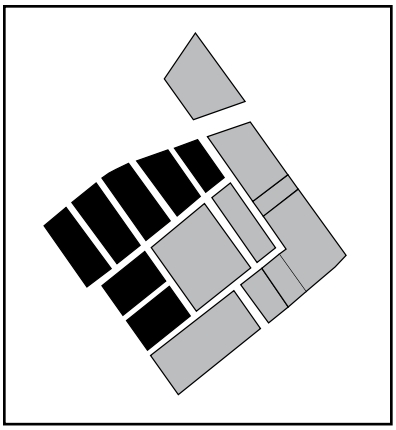
Small-Lot Single-Family Homes (8-10 DUA)
Small-lot single-family homes are meant to provide single-family homes on smaller lots (3,000 square feet to 5,000 square feet) than typically required in standard R-1 zones within the City, which have a minimum lot size of 6,000 square feet. Small-lot, single-family homes shall be a maximum of two stories in height and have frontage facing the street as well as a private garage facing the street or at the rear of the house facing an alley. Development of small-lot single-family homes within the Plan Area shall be under the City's *Small-Lot, Single-Family Guidelines.*



Conceptual Block Pattern

Precedents

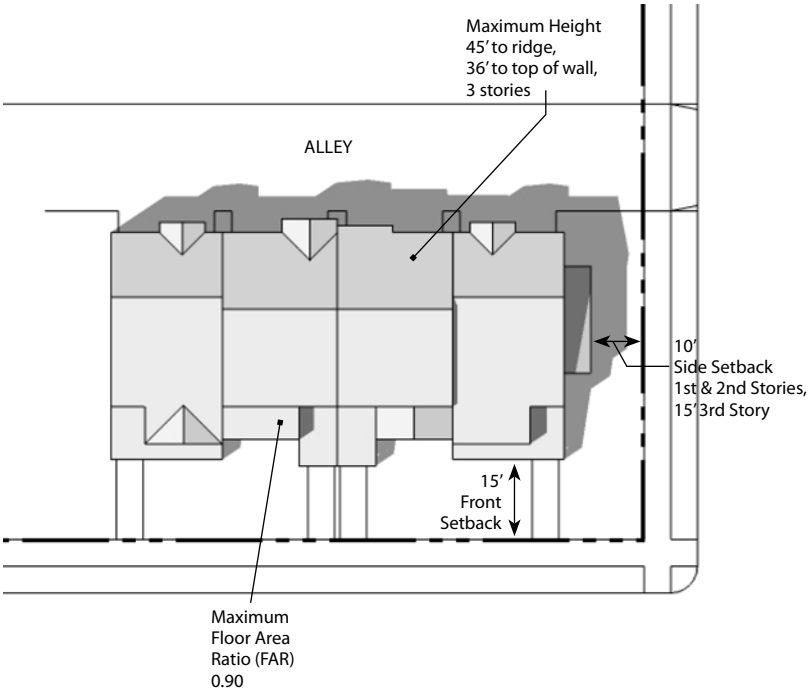
ATTACHED ROWHOMES



Key Plan

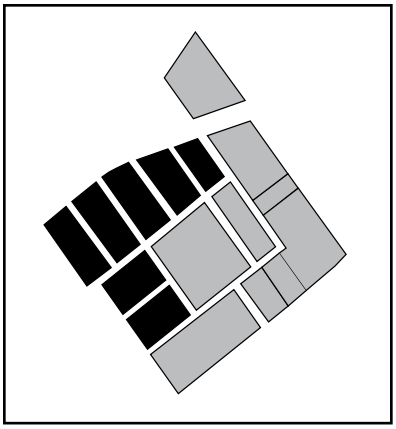
Precedent

Rowhomes (15-20 DUA)
Rowhomes are a one-family dwelling in a row of such units, where each unit has its own front access which is usually above grade, no unit is located over another unit, and each unit is either an attached configuration or separated by no more than 10 feet. The garage is at the rear of the unit with visitor parking located as on- street parking, in lots, or separate buildings. Private open space may be limited to a porch, patio, front yard, or deck. Development of rowhomes within the Plan Area shall be under the City's *Rowhouse Guidelines.*



Conceptual Block Pattern

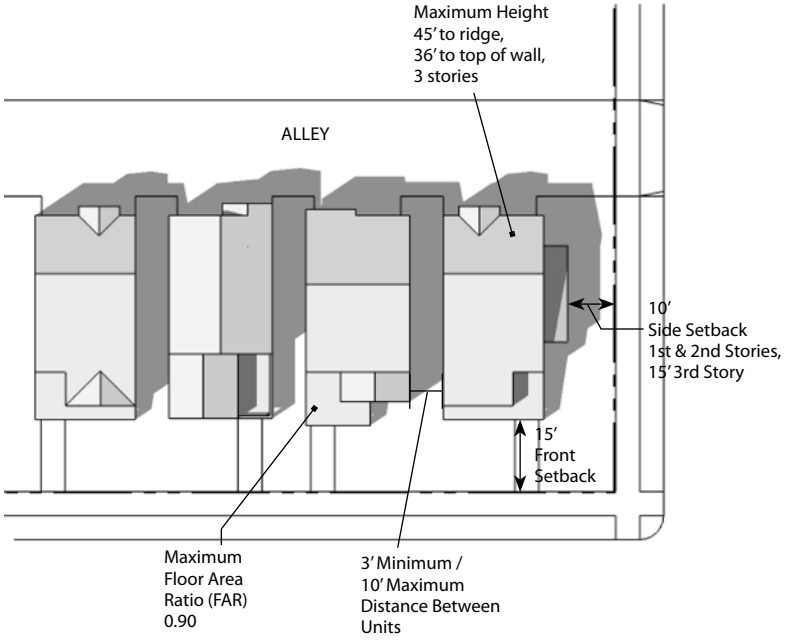
DETACHED ROWHOMES



Key Plan

Precedent

Rowhomes (15-20 DUA)
Rowhomes are a one-family dwelling in a row of such units, where each unit has its own front access which is usually above grade, no unit is located over another unit, and each unit is either an attached configuration or separated by no more than 10 feet. The garage is at the rear of the unit with visitor parking located as on- street parking, in lots, or separate buildings. Private open space may be limited to a porch, patio, front yard, or deck. Development of rowhomes within the Plan Area shall be under the City's *Rowhouse Guidelines.*



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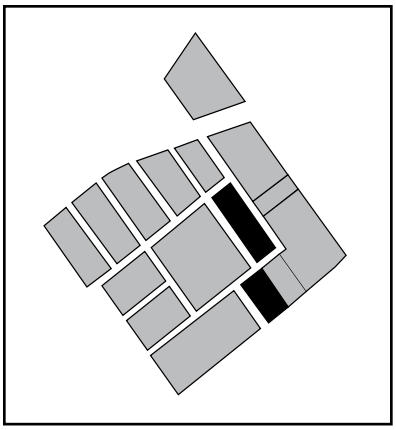
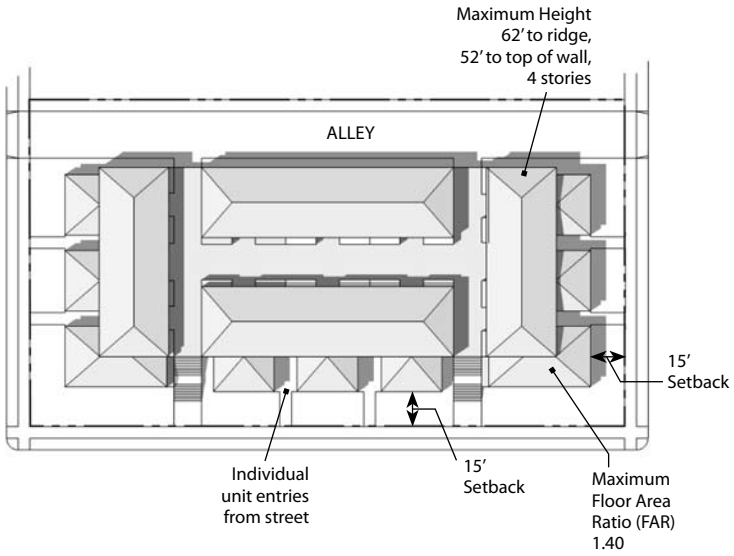
PODIUM TOWNHOMES



Key Plan

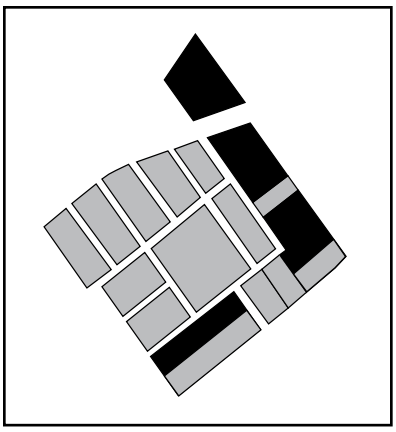
Precedent

Podium Townhomes (32 DUA)
Podium townhomes are in multi-family buildings with partially submerged, underground, or at-grade shared parking garages. Buildings may range from three to four stories and each unit has an individual exterior front door that is accessible to the street from stoops and porches or from an interior courtyard. Podium townhomes are a hybrid between rowhomes and stacked flats and have many rowhouse building characteristics such as articulated individual facades with individual front unit entries, but are built over a shared parking garage rather than individual garages as part of each dwelling unit. Development of podium townhomes within the Plan Area shall be under the City's *R-4 Guidelines*.



Conceptual Block Pattern

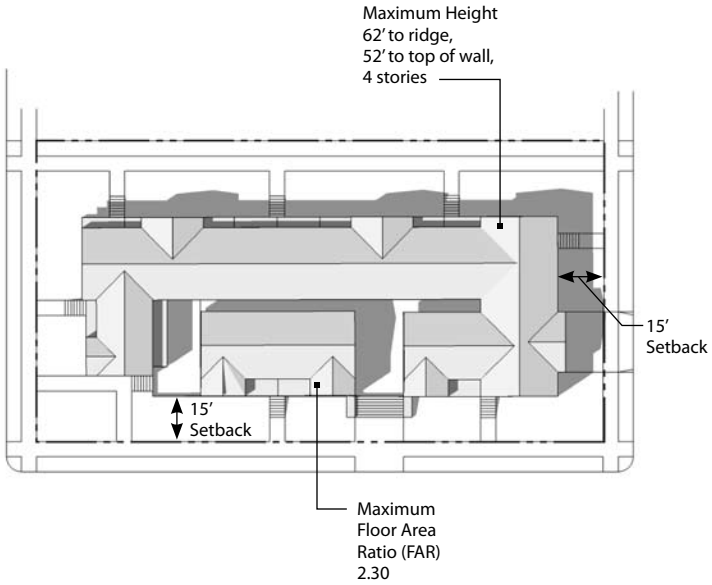
STACKED FLATS



Key Plan

Precedent

Stacked Flats (60 DUA)
Stacked flats are multi-family buildings with partially submerged or underground shared parking garages. Buildings are three to four stories and the units can be built around an embedded garage or over a podium garage. Units may be arranged around double-loaded corridors and exterior units may take direct access from the street via stoops and porches. Development of stacked flats within the Plan Area shall be under the City's *R-4 Guidelines.*



Conceptual Block Pattern

3.1 RESIDENTIAL GENERAL DESIGN GUIDELINES

The Residential General Design Guidelines describe characteristics and features required of all residential development in the Plan Area. In addition to these guidelines, the design and placement of unit types shall be consistent with the applicable City of Mountain View guidelines for specific unit types.

3.1.1 Unit Types and Height Transitions

Within the Plan Area transitions between unit types should occur in one of the following ways:

a. Across an Open Space
A park or large open space may be used to separate building facades of different types, heights and densities.

b. Across Streets
Streets may be used to separate buildings of different types, heights and densities. However, the difference in height between building facades across a street should not be more than one story (a total of one-and-a-half stories if underground, partially submerged or podium parking is provided).

c. Along Streets
Building heights may change along a street. However, heights between adjacent buildings should not be greater than one story. A difference of more than one story may be allowed if the additional stories are appropriately set back from the facade to minimize visual impacts.

d. Unifying Elements
Whenever unit type and height transitions occur, building form, facade modulation and features (such as roofs, stoops and porches) should be similar to buildings across a street or open space to provide a smooth transition and consistent streetscape. Landscaping may also be used to unify the streetscape and/or the area between buildings.

3.1.2 Street Elevations

a. Facades should include porches, projecting eaves and overhangs, and other traditional architectural elements that provide residential scale and help break up building mass.
b. All units and buildings for the various housing types shall be oriented towards the street. Units adjacent to the public street shall have front doors and porches that face the street.
c. Building entrances should be easy to identify and distinguished from the rest of the building. Entrances should be part of a clear entry sequence, extending from the public sidewalk to the private front door.
d. Stoops and/or open porches should face the street at regular intervals which correspond to the vertical modules of building units. The stoops should be wide enough for people to comfortably sit. To make entries inviting and open porches should have attractive balustrade railings and a roof that complements the pitch and material of the main roof. Porches and stoops shall connect directly to living area within the unit on the same level.

Primary entries should be accessed directly from a publicly accessible street or walkway.

Low hedges, fences, and/or entry gates should be used to define the edge between public and private property.

e. Stairs should be boxed and framed by attractive stepped bulkheads, walls, or balustrade railings.
f. Low hedges, fences and/or entry gates generally no more than three feet in height should be used to define the edge between the public street and private property.
g. Ornamental lighting of porches and walks to highlight entrances and add security are encouraged.
h. Landscape elements such as trellises, arbors, and special landscape materials that add character to yard spaces and/ or accent the entry sequence are encouraged.

3.1.3 Multi-Unit Building Design

a. Multi-unit buildings should be compatible in form with adjacent lower-density units.
b. The top floor should be setback from the lower floors to provide horizontal building articulation and a relief in the perceived building massing a minimum distance equivalent to the height of the top floor.

3.1.4 Facade Composition

a. The design of facades should relate to pedestrians through appropriately scaled building elements such as individual unit entries, stoops and porches and architectural detail.
b. The base of buildings should visually support the building and may include thicker walls, special materials or darker colored materials.
c. Tops should create an attractive profile for the building and may include cornices, roof overhangs, stepped parapets, special or textured materials, or differently colored materials.
d. Walls should not have a blank uninterrupted appearance for more than 20 feet without windows, recessed panels, changes in texture, planes, or other architectural details.
e. Building elements should be designed and sized to ensure visual interest and an appropriate scale.

The design of the building base should relate to pedestrians through appropriately scaled building elements such as individual unit entries, stoops and porches and architectural detail.

Facades should include porches, projecting eaves and overhangs, and other traditional elements to provide a residential scale.

f. Architectural features that add human scale such as courtyards, porches, balconies, trellises, and bay windows, are recommended. Special architectural features that relieve flatness of facades such as architectural trim with substantial depth and detail, bay windows, window boxes, dormers, entry porches, etc., are recommended. Special architectural features such as gables, and towers should accent buildings at the main building entrance, adjacent to entrance drives, and/or at building corners.

3.1.5 Materials and Finishes

a. Building materials are an important component of a quality residential environment and should be used in a consistent and harmonious manner throughout the project.
b. High quality and attractive building materials and architectural treatments such as brick, stone, stucco, and wood shall be incorporated into the design of buildings.
c. The massing and articulation of units should be emphasized by differentiating building elements with changes in detail, color or material.
d. Changes in materials generally should not occur on the same plane as this may result in an insubstantial or applied quality. Changes should correspond to variations in building mass.
e. "Piecemeal" and frequent changes in materials should be avoided.
f. Although differentiation of units is desired, using dramatically different architectural styles unit to unit within the same development is generally discouraged.
g. The base of units should be clearly defined with a heavier material such as brick or stone or with a darker color than the rest of the building.

3.1.6 Doors and Windows

a. Doors and windows should be proportional to building massing and design.
b. Windows should have a hierarchy of sizes emphasizing the function of the living spaces and views while allowing for privacy of neighboring properties.
c. Windows should be well detailed and consistent with the architectural design of the building.
d. Shaped frames and sills should be used to enhance openings and add relief to all surfaces.

End unit facades facing a street should be designed to create a strong relationship with the street, with elements such as entries, wrap-around porches, and bays facing the street.

Where a semi-depressed podium is utilized, the partially exposed podium shall be screened with architectural elements that enhance the streetscape such as stoops, porches, and landscaping.

3.1.7 End Units

a. End unit facades facing a street should receive special design consideration and be designed to create a strong relationship with the street, with elements such as entries, wrap-around porches, and bays facing the street.
b. Where the side facades at the end of a building are oriented to a street, driveway, common green, or neighboring property, the massing and design quality should be consistent with other facades of the buildings.
c. End units adjacent to existing lower-scale buildings should respond to the scale of the existing buildings with stepped-down, varied massing where appropriate.

3.1.8 Lighting

a. Adequate lighting should be provided along sidewalks, streets, driveways, common greens and parking areas for the safety and security of residents and visitors.
b. Lighting should be free from glare and of an intensity appropriate for a residential environment.
c. Outdoor lighting should be directed away from surrounding properties along the perimeter of the site.
d. The Master Plan shall distinguish publicly maintained lights from privately maintained lights.
e. Lighting along the light rail frontage may be dictated by separation requirements from the catenaries and the power lines.

3.1.9 Parking Lots and Common Garages

a. Entries to structured parking should be incorporated into the overall facade design.
b. Structured parking which is completely below-grade or semi-depressed (where the top of the first floor is no more than 4 feet above finished grade) is preferred to an at-grade podium.
c. Where an above-grade podium is utilized, the perimeter shall be completely enclosed with habitable building area with a minimum width of 15 feet.
d. Where a semi-depressed podium is utilized, the partially exposed podium shall be screened with architectural elements that enhance the streetscape such as stoops, porches, and landscaping.
e. The safety of pedestrians and bicyclists shall be a strong consideration when designing vehicle entries and exits into parking lots and garages.

3.2 OPEN SPACE DESIGN GUIDELINES

3.2.1 Private Open Space Design

a. Common amenities in private open space areas should be appropriate to the number and type of units being served.
b. Tot lots should be located in safe, convenient and highly visible locations.
c. The surfaces of podiums may be counted towards open space, provided they are designed for passive recreation and well appointed with amenities such as landscaping, seating, decorative paving and meet the definition of "open area" in the zoning ordinance.

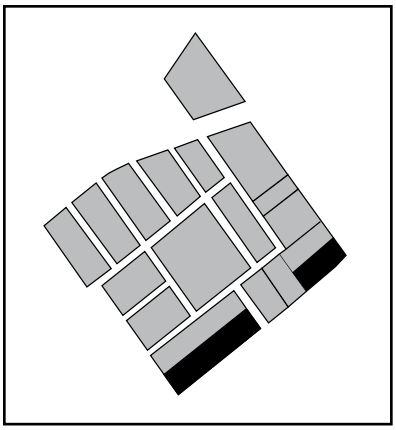
Podium surfaces may be counted towards open space, provided they are designed for passive recreation and well appointed with amenities such as landscaping, seating, and decorative paving.

3.2.2 Public Park Space Design

a. The public park shall be surrounded by a public street on all sides.
b. The design and function of the public park shall be determined outside the scope of this Precise Plan. The process for the public park design is included in section 5.D. Special consideration however should be given during the park design stage to ensure that the new park is designed as a focal point within the neighborhood, and that compatibility between the surrounding residential uses and the new park is adequately addressed. Possible design considerations that could help achieve these goals include a plaza element with formal design elements such as trees, special paving, and promenades. Perimeter elements such as trees, landscaping, low walls, sidewalks, etc. may also help buffer the park area from surrounding uses and could help differentiate active and passive park recreational areas.
c. Lighting for the park shall be carefully designed so that it does not create glare to adjacent properties while still providing adequate lighting levels for public safety purposes.

The public park shall front a public street.

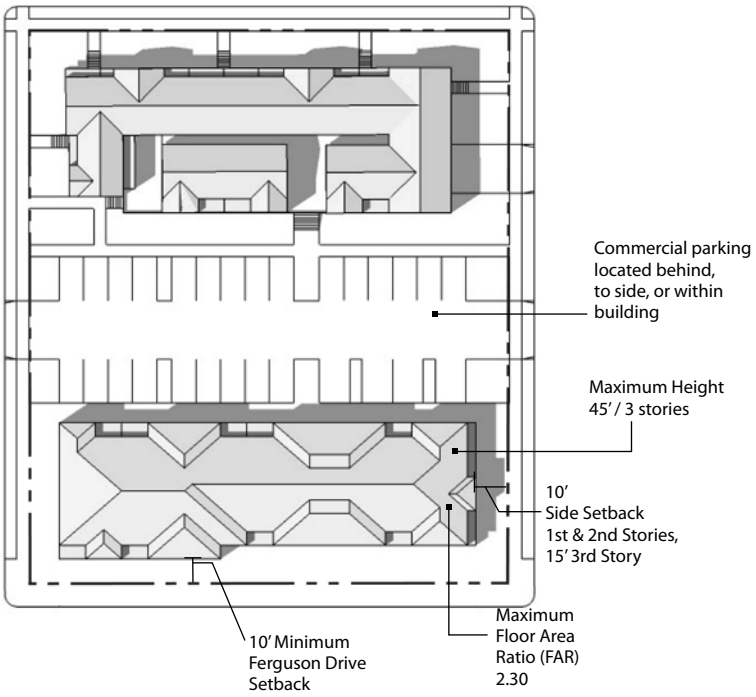
MIXED USE



Key Plan

Precedent

Mixed Use-Stacked Flats with Ground Floor Commercial (40 DUA)
Mixed use buildings are multi-family buildings with stacked flats above ground floor commercial tenant spaces. Buildings shall be a maximum of three stories with two stories of residential units above ground floor commercial and may include a podium garage. Development of mixed use buildings within the Plan Area shall be consistent with the development standards and design guidelines listed in Section 3.C.



Conceptual Block Pattern

3.3 MIXED USE BUILDINGS DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

3.3.1 Site Planning & Design

a. Architecture and site design for mixed-use commercial buildings should be well integrated with the residential character and buildings on the site.
b. Seating areas should be encouraged, situated near entrances and pathways where they are likely to be used.
c. Site design should minimize impact on side streets and pedestrian paths and ensure ease of pedestrian circulation to public sidewalks.
d. Parking lots should be screened to minimize their visual impact.
e. Parking for commercial uses in mixed use buildings shall be provided in garages within buildings or in parking lots behind or on the side of buildings.
f. Service, trash, and utility areas should be screened or enclosed in structures which are consistent with the building design in both materials and detailing. Roofs or trellises are recommended for screening of views from above. Access for servicing these areas must be considered.
g. Low walls and fencing along parking lots should be well designed with quality materials and coordinated with landscaping to be effective and attractive screening.

3.3.2 Building Design

a. Building facades should be articulated to provide a pattern or rhythm with typical traditional building patterns of approximately 25 feet.
b. All exposed building facades shall have a consistent level of design and material quality.
c. Where provided, parking podiums should be integrated into the base of the building.
d. Clear glass should be used. Colored or reflective glass is not appropriate.
e. A well designed and/or decorative material base at display windows is desirable.
f. Entries and windows should have consistent materials and detailing.
g. Entries should be located at corners or intersections whenever possible.
h. Building recesses are encouraged to identify entries and provide weather protection.
i. Buildings should be articulated to provide a ground-level pedestrian scale to enhance the pedestrian experience.
j. Rooftop mechanical equipment shall be screened so it is not visible from any nearby street, alley, or Highway 237.
k. The building façade facing the southern project boundary and the Whisman Station residential units shall be designed to minimize its bulk and mass and shall include appropriate articulation.

Buildings should be articulated to provide a ground-level pedestrian scale to enhance the pedestrian experience.

Parking lots should be at the rear or sides of buildings and screened to minimize their visual impact.

3.3.3 Ferguson Drive Frontage Buildings

Buildings fronting Ferguson Drive should have setbacks and massing that appropriately address the street and provide definition, but provide sufficient setbacks to be compatible with surrounding lower-scale development.

3.3.4 Signage

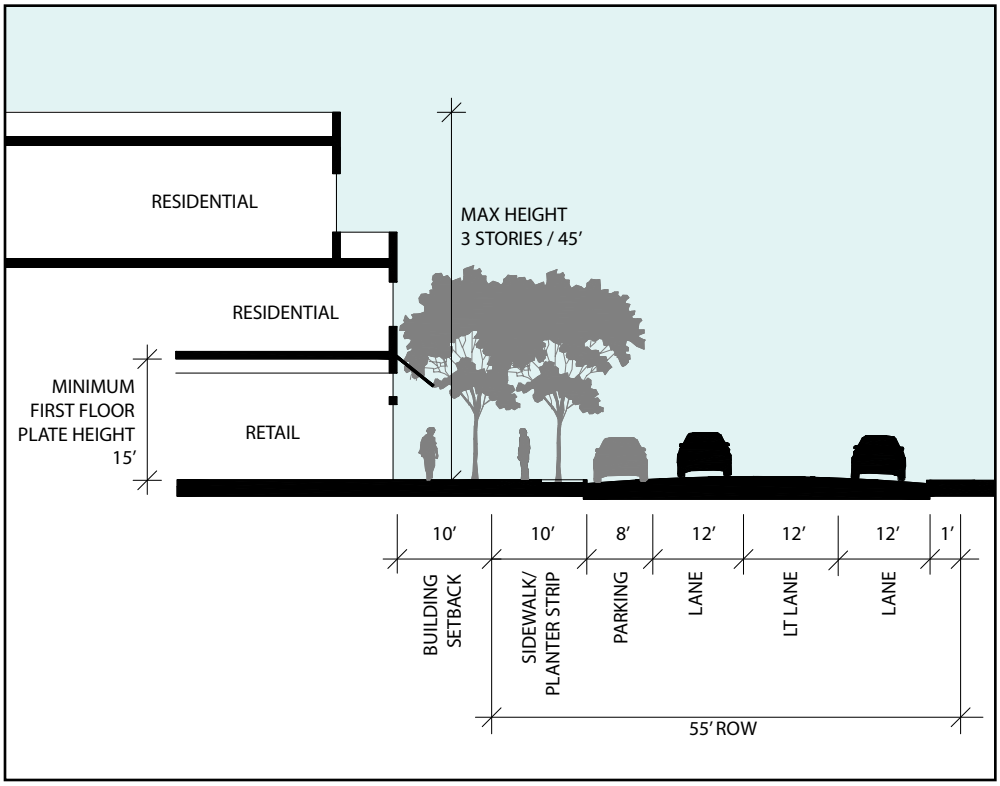
a. A master sign program shall be developed for the mixed use buildings and shall be submitted with the initial PC permit submittal.
b. Signage shall be attractively designed and be consistent with the overall design of the building.
c. Signage shall be consistent with the requirements for the CN (Commercial-Neighborhood) zoning district (Section A.36.14 of the Zoning Ordinance).

3.3.5 Uses

a. The allowed uses and approval process shall be consistent with requirements for the CN (Commercial-Neighborhood) zoning district (Section A.36.14 of the Zoning Ordinance).
b. Liquor stores shall be prohibited in the Plan Area.

3.3.6 Commercial Space Phasing

a. Phase I of development shall include a minimum of 17,000 square feet of commercial floor area. Phase II may include up to 20,000 additional square feet of commercial floor area, for a total of 37,000 square feet.
b. The approximately 10,000 square foot existing commercial building located at 438-454 Ferguson Drive shall be included in the 17,000 square feet of commercial floor area required in Phase I.



Typical Ferguson Drive Street Section (55' ROW)

4. PHASING & INFRASTRUCTURE

4.1 PHASING

The scope and ownership pattern of the Plan Area will allow for implementation of a minimum of two development phases. The improvements such as streets and open spaces are linked to the anticipated staging of development.

Phase I includes the development of:

- 100 Ferguson Drive (APN 160-61-055)
- 420-430 Ferguson Drive (APN 160-60-007)
- 500 Ferguson Drive (APN 160-60-003)

Phase II or subsequent phases includes the development of:

- 364 Ferguson Drive (160-61-037)
- 438-454 Ferguson Drive (160-60-015)

The Precise Plan allows the existing uses at 364 and 438-454 Ferguson Drive to remain indefinitely and retain their ability to increase development as specified in Section 5.7. This increase in development could occur before, during, or after Phase I development, or at any other time during the development of the South Whisman Precise Plan area.

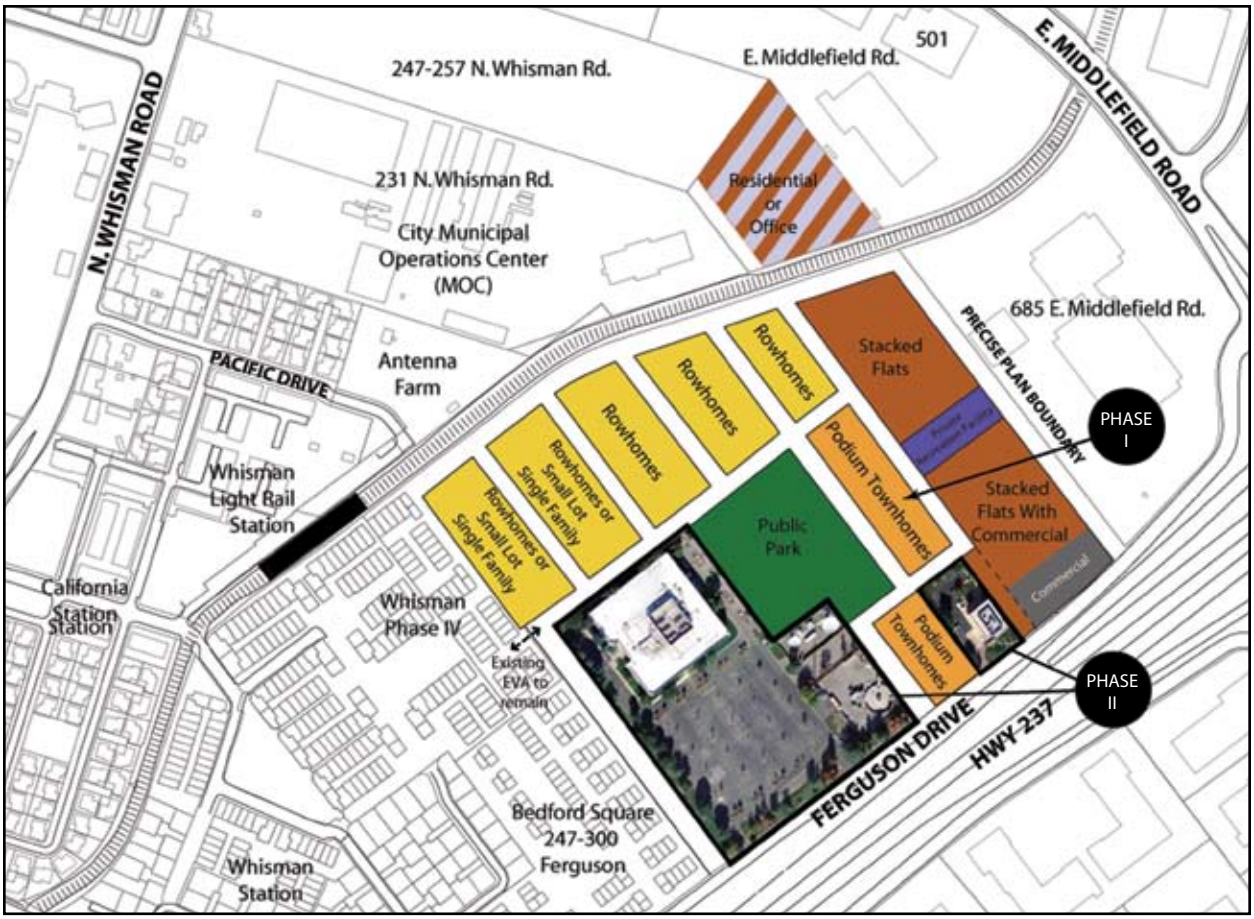
The applicant shall submit a phasing plan as part of the Master Plan, which shall be reviewed and approved by the City Council. The phasing plan shall include:

a. Timing of the park dedication and roadway improvements;
b. Circulation plan for autos, bikes, and pedestrians during all stages of construction;
c. Demolition plan of existing buildings;
d. Timing of temporary buffer and barrier implementation during construction;
e. Construction staging, construction vehicle access, and parking.

4.1.1 Phase I

Given that there may be a substantial time difference between the development of Phases I and II or subsequent development phases, the Phase I development must be able to form a complete neighborhood in its build-out. Elements to be completed and/or maintained in Phase I include:

a. The existing driveway at 100 Ferguson Drive may be improved with a new public street. Alternatively, the existing driveway may be developed as a private open space amenity subject to a supplemental traffic analysis;
b. Pedestrian and bicycle connection along southern project boundary;
c. Maintenance and improvement of the existing emergency vehicle access between 100 Ferguson Drive and the Whisman IV neighborhood;
d. Extension and improvement of the pathway on the northern side of the light rail tracks;
e. Buffers and barriers such as streets, fencing, trees, and landscaping between Phase I and Phase II, particularly around the edges of 364 Ferguson Drive to avoid and mitigate potential land use impacts such as noise,



Phase I Diagram

light, hazardous materials, etc.;

f. Phase I portion of park land dedication;
g. Parking for all Phase I uses, including all required residential guest parking;
h. Development of a minimum 17,000 square feet of commercial space in the mixed use buildings along Ferguson Drive.
i. All utilities, streets and emergency vehicle access required to serve Phase I will be required to be constructed during the first phase of construction (i.e. with the first Final Map).

4.1.2 Phase II

Phase II includes the residential redevelopment of 364 Ferguson Drive, and the possible redevelopment of 438-454 Ferguson Drive. Phase II shall include:

a. Up to 20,000 square feet of commercial space may be included in the mixed use buildings along Ferguson Drive. A commercial market study funded by the applicant and arranged by the City shall be completed at the commencement of Phase II development to determine if additional commercial square footage will be viable.
b. Remaining public and street improvements within the Phase II Plan Area;
c. A plan for the possible removal of Phase I buffers and appropriate integration with completed Phase I elements.

4.1.3 Park Phasing

The park may be built in two phases, with the size of the park in each phase proportional to the number of residential units included in the

corresponding phase. The first phase of the park must be able to "stand alone" as a complete park, including the build out of park facilities.

If the park adjoins 364 Ferguson Drive, buffering and screening elements such as fencing, trees, and landscaping shall be installed. Buffers and screening elements shall be included as part of the Master Plan and shall be approved by the City Council.

4.2 INFRASTRUCTURE AND STORMWATER QUALITY

4.2.1 Storm Water Quality

Improvements to current infrastructure systems will accompany the development of the Plan Area. The storm water drainage system will be designed in accordance with the most current National Pollutant Discharge Elimination Systems (NPDES) permit for the City of Mountain View.

The stormwater quality design for the Plan Area will meet the requirements of the Regional Water Quality Control Board by utilizing Best Management Practices (BMPs) to reduce stormwater pollutants in the storm water discharge from the development. Due to the diversity in climate, receiving waters, construction Plan Area conditions and local requirements, the Regional Board will not dictate which BMPs to implement. The two categories of BMPs that will be implemented will fall under treatment control and source control:

4.2.2 Treatment Control BMPs

Treatment control BMPs are structural practices that will treat runoff from the Plan Area using one or more methodologies, such as detention/ retention and infiltration/filtration. Area must be set aside within the project for such features. The features may be adjacent to the public park but not in the acreage set aside for the park.

4.2.3 Source Control BMPs

Source Control BMPs are operational practices that reduce pollutants released at their source. Examples of source control BMPs that may be implemented include:

a. Provision of efficient irrigation systems and appropriate landscape design
b. Use of porous pavement and other penetrable materials where applicable
c. Provisions for appropriate trash enclosures, and recycling areas
d. Use of alternative building materials that leach fewer pollutants
e. Provision of car wash facilities within underground basements

The selected BMPs will be integrated into the urban landscape wherever possible. Specific stormwater quality design measures will be identified during the Master Plan, Subdivision Map and PC permit approval processes. The site plan submitted as part of the Master Plan shall incorporate or allow room for passive stormwater treatment through site design, natural vegetation such as a bioretention cells (rain garden), planter boxes, proprietary tree wells, or other acceptable Best Management Practices for both private improvements and the public streets.

4.2.4 Grading

The grading assumptions made for the South Whisman neighborhood are:

a. The contours for the Plan Area must match the existing contours of all properties adjoining the Plan Area (except the Whisman Station boundary).
b. The grade and wall along the Whisman Station boundary may remain unchanged.
c. Minimize the use of retaining walls within the Plan Area and maintain existing grades where feasible.
d. Grading of the site may reduce minimum coverage of existing utilities. A detailed grading plan shall be submitted at the time of the Master Plan to ensure proper horizontal and vertical clearance of utilities is preserved.
e. No pump stations will be allowed to accommodate grade differential.
f. Street geometrics must accommodate the existing large grade differential and provide

some relief in the form of terracing or some other design solution to eliminate or reduce the need for and height of retaining walls.

4.2.5 Water

a. The City will require the water system to be looped. If fire flows are not sufficient, the developer will be responsible for any on-site upgrades to service the proposed 45-foot building heights. This may include the need to cross the VTA right-of-way.
b. Use of water efficient technologies for landscaping, irrigation and development shall be included. The reuse of groundwater for irrigation, etc. (for example if long term dewatering of underground garages is required or if groundwater currently being extracted is currently being discarded to storm drainage) shall be investigated.
c. Water meters cannot be located within driveways alleys or other areas with traffic. The water meters will need to be wifi capable.

4.2.6 Utility alignment

a. Roadways and easements shall be of sufficient width to accommodate utilities with the necessary clearances (not minimum) to the satisfaction of the Public Works Director.
b. Sanitary sewer mains are required to be located 10 feet from outside edges of water mains.
c. Utilities shall not be placed beneath "bulb-outs."
d. Building or other structural elements (porches, staircases, awnings, etc.) shall not encroach within the utility services/ maintenance envelope per City Standard Design Guidelines and Guidelines for Common Green Developments.
e. Storm drain mains are required to be four feet from outside edges of water mains.

4.2.7 Trash and Recycling System

a. Small-lot single family units may be served with individual trash, recycling and yard waste carts. If street frontage is limited, group set out locations should be considered.
b. For single family homes and rowhomes on individual cart service, adequately sized interior garage space or side-yard areas out of public view must be provided to allow convenient access to carts by resident.
c. Shared trash and recycling areas are preferred for rowhomes (individual trash and recycling carts may be allowed if all units have a two-car garage located on a through street or alley without special paving). More numerous, smaller enclosures offer better opportunities for integration into building design and are more convenient for residents than fewer, larger enclosures. Group set out locations should be considered.
d. Podium townhomes and stacked flats must have shared trash and recycling areas. Trash chutes should be provided for multiple story buildings. Recycling carts must be located in or adjacent to each trash room. On-site, at-grade collection locations accessible to the hauler must be identified if trash areas are located in underground parking garages (private portering required).
e. Commercial uses should be provided with trash and recycling services separate from residential uses.
f. A Recycling and Solid Waste Plan is required at time of Master Plan submittal. The Plan must include a narrative describing the collection plan for each development area and building type. The Plan should address allocation of trash and recycling spaces for each development area, container storage, collection access and bulky item collection (cardboard, holiday trees, etc.)

5. ADMINISTRATION

5.1 APPROVALS

Administration of this Precise Plan shall be in accordance with Mountain View City Code, Article A36.50, Authority for Land Use and Zoning Decisions. All major developments shall be subject to approval by the City Council per Sections A36.68.010 to A36.68.050 of the Zoning Ordinance. After approval of the development, minor building expansions, parking plan or use changes conforming to the Precise Plan may be approved by the Zoning Administrator following a public hearing.

As determined by the Zoning Administrator, signs, minor site changes and minor building alterations which conform with the Precise Plan may be reviewed through the Development Review Committee.

The use changes and building expansion permitted under Section 5.7 shall be considered minor site changes and building alterations for purposes of administration of this precise plan.

5.2 MASTER PLAN

Prior to or concurrent with the first PC Permit and Tentative Map, a Master Plan shall be submitted and approved by the City Council. The preparation of the Master Plan shall be done in consultation with the property owners of Phase II of development (364 and 438-454 Ferguson Drive). The initial project and all subsequent development projects in the Plan Area must be consistent with the Master Plan. Any proposed revisions to the approved Master Plan may require additional City Council review and approval. Any proposed revision will be reviewed to determine whether it implements the goals and objectives of the Precise Plan. Substantial changes to the density and land use locations as specified on the Land Use Plan (Figure 2-1), as determined by the Community Development Director, shall require an amendment to the Precise Plan to ensure overall compliance with the policy and design objectives of the plan.

5.3 APPURTENANCES, MODIFICATIONS, AND ACCESSORY BUILDINGS

The Master Plan shall establish rules for modifications or additions to structures. The Master Plan shall be prepared by the applicant and shall address such structures as fences, trellises, spas, sun-shades, and accessory buildings, as well as modifications to principal buildings. The development's Covenants, Conditions and Restrictions (CC&Rs) shall specifically state that the Master Plan establishes the rules for additions/modifications to the development and

that changes to the Master Plan may require City Council review and approval.

5.4 PROCESS FOR PUBLIC PARK DESIGN

The design process and development schedule for the public park shall be initiated by the City Council upon submittal of the Master Plan. The proposed conceptual design of the public park shall be reviewed by the Parks and Recreation Commission and approved by the City Council

If subsequent PC Permits within the Plan Area impact the size, design, and function of the public park, then any revisions to the approved park design shall be referred to the Parks and Recreation Commission and City Council for review and approval.

5.5 OWNER RESPONSIBILITIES

All owners' responsibilities, obligations and commitments in this Precise Plan and subsequent processes shall be ongoing and equally applicable to any future owner.

5.6 FEES

The City of Mountain View has prepared a Precise Plan and an Environmental Impact Report (EIR) which contain the major planning and environmental reviews necessary for private development within the Plan Area. Regis Homes of Northern California Inc. funded all costs related to preparing these documents for the entire Plan Area and shall be reimbursed by the property owners of Phase II development, or subsequent phases of development, upon residential redevelopment within 10 years from City Council adoption of this Precise Plan. After 10 years, no reimbursement shall be required of Phase II development. The cost of these planning documents will be pro-rated per square foot of land area included in Phase II, or subsequent phases of development. The proportional reimbursement fee shall not apply for development allowed under Section 5.7 for the properties located at 364 and 438-454 Ferguson Drive, but shall only apply upon redevelopment of the sites as residential uses.

5.7 EXISTING COMMERCIAL AND INDUSTRIAL BUILDINGS

All existing commercial/industrial buildings and uses at 364 Ferguson Drive and 438-454 Ferguson Drive may continue indefinitely. They may also be expanded under the following terms:

1. If an existing use is terminated, it may be replaced with a new use, listed as a permitted or conditionally permitted use and shall be subject to the requirements of the ML (Limited Industrial) zoning district (Section A.36.19 of the Zoning Ordinance).

2. Expansion of existing buildings up to 0.40 FAR for principally permitted, conditionally permitted and accessory uses and subject to the development standards of the ML (Limited Industrial) zoning district (Section A.36.19 of the Zoning Ordinance) except those uses that use the types and quantities of extremely hazardous materials as defined in Section A.36.95 "Definitions" and regulated in Section A.36.42.070 "Extremely Hazardous Materials and Highly Sensitive Uses" of the Zoning Ordinance provided that the use of sulfuric acid contained within batteries associated with backup power supply equipment is allowed.

3. Expansion of existing buildings up to 0.50 FAR for a data center use on the 364 Ferguson Drive property, subject to the development standards of the ML (Limited Industrial) zoning district (Section A.36.19 of the Zoning Ordinance). The definition of a data center for the implementation of this Precise Plan is as follows: "A data center is a facility used to house computer systems and associated components, such as telecommunications and storage systems. Data centers require few employees to maintain and manage the computer systems and therefore have a parking demand similar to a warehouse use.

4. New communications antennas and equipment developed as products and/or used in research, subject to a setback equal to the height of said antennas or equipment, but not less than 20' or more than 50', provided that a minimum setback of 300' is required adjacent to any residential area. Existing antennas and equipment may be replaced provided that the replacement antennas or equipment is in the same location as, and is the same size and height, than the antennas or equipment it is replacing.

5.8 CALIFORNIA ENVIRONMENTAL QUALITY ACT

All proposals for development shall be subject to the mitigation measures specified in the Environmental Impact Report (EIR) certified by the City Council as part of this precise plan. A summary of mitigation measures is attached as Appendix A. Subsequent environmental review of development of Phase I, Phase II, or future phases of development shall be reviewed for compliance with the EIR prepared for this precise plan and the California Environmental Quality Act.