

## Height & Floor Area Ratio

Figures 4-6 show the range of allowed heights and intensities in different areas along the corridor. Maximum heights, intensities, and other standards are applied differently across the corridor depending on the location, public benefits provided, and the review process. This is the Plan's "tiered" approach to height and intensity, which ensures a portion of the value created by larger development is used to improve El Camino Real. It also ensures City Council review of larger developments.

"Base" development, which is allowed throughout the corridor, has the lowest level of City review and does not require the contribution of public benefits. "Tier 1" allows more height and FAR in locations with larger parcels adjacent to multi-family neighborhoods, and requires the contribution of public benefits and review by the Environmental Planning Commission and City Council. "Tier 2" allows the highest FAR and is only allowed in Village Centers, where there is access to major transportation networks and daily goods and services. "Tier 2" involves review associated with rezoning, which could result in additional CEQA analysis, more public benefits, and other requirements resulting from legislative actions.

For more information about public benefits and project review, see Chapter 4. Development standards for each area follow the maps, starting on page 20. Table 4 provides a key to the maps.

**Table 3: Summary of Maximum Heights and Floor Area Ratios**

Area	Base Process	Tier 1 Process	Tier 2 Process
Village Centers*	1.35 FAR 3 (4) stories 45'(55')	1.85 FAR 4 (5) stories 55'(65')	2.3 FAR 5 (6) stories 65' (75')
Castro/Miramonte Sub-Area 1	1.35 FAR 3 stories/45'	1.85 FAR 4 stories/55'	--
Castro/Miramonte Sub-Area 2	1.35 FAR 3 stories/45'	No Max FAR 3 stories/45'	--
Medium Intensity Corridor	1.35 FAR 3 stories/45'	1.85 FAR 4 stories/55'	--
Low Intensity Corridor	1.35 FAR 3 stories/45'	--	--
Residential-Only Areas	See page 28 for details.		

\*Maximum heights in Village Centers are without (with) the provision of a public open area consistent with the Village Center Plazas guideline on page 32.

**Table 4: Height and FAR Map Key**

Figure	Addresses Shown
Figure 4 (pg 17)	2700 to 1953 West El Camino Real
Figure 5 (pg 18)	1952 to 200 West El Camino Real
Figure 6 (pg 19)	100 West El Camino Real to 903 East El Camino Real

*This Page  
Intentionally  
Left Blank*

# Public Benefits

## Tier 1 and Tier 2 Requirements

The Precise Plan's Public Benefits Program ensures developers provide benefits to the Precise Plan area in exchange for approval to develop additional floor area. Development above 1.35 FAR shall provide public improvements or equivalent resources to improve the quality of life for the community and to help implement the Precise Plan. The development tiers in this precise plan provide clear expectations within Tier 1, but greater flexibility within the Tier 2 rezoning process.

- 1. Public benefits value.** Tier 1 and Tier 2 development shall provide public benefits, with value proportional to the project's building square footage in excess of 1.35 FAR (inclusive of covered parking but not underground parking). Ground floor commercial square footage may be exempted from this amount. The value per square foot will be adopted by City Council resolution.

The City will periodically conduct market analysis to update the value per square foot, if necessary to address market changes, based on:

- ◆ Maintaining a reasonable developer return for a range of parcel and project sizes
- ◆ Considering whether overall development costs remain competitive with other nearby communities, taking into account existing fees.

Value adjustments consistent with inflation may not need this analysis.

Developments requiring a Planned Community Permit (including Tier 1 developments) will not be required to provide public benefits with estimated value in excess of this amount. However, if costs for providing the public benefits increase after entitlement, the public benefits will still be required. Tier 2 developments may be expected to provide public benefits in excess of the established value during the Zoning Map Amendment process.

- 2. Agreement required.** A developer taking part in the Public Benefits Program will be required to enter into a binding agreement with the City that specifies the public benefits that will be provided in exchange for the higher intensity requested. The City will negotiate the terms of the Agreement including the period during which the entitlement will be available to the developer and public benefits that will be provided by the developer.

## Public Benefits List

The benefits in Table 15 were determined through the Precise Plan process. Additional benefits may be determined in the future, or may be determined during project review, based on local needs. The City will maintain a prioritized list of public benefits. In general, public benefits should be provided within or accessible from the Plan area.

Project applicants may elect to directly construct or provide the benefits in Table 15, if they can demonstrate, to the satisfaction of the City, that the value of the benefits provided is equivalent to the value identified in the previous section. However, the City has discretion to accept a monetary contribution to construct the benefit/improvement.

The list of examples in Table 15 does not limit the City's discretion to determine the appropriate level of public benefits required in exchange for increased intensity. Other than the plan priority for affordable housing units, the list is in no particular order.

**Table 15: Public Benefits List**

Type of Improvement	Examples of Public Benefits
Affordable housing (Plan Priority)	Development of affordable units on- or off-site, over and above the amount required under existing regulations. On-site units preferred over off-site units.
Pedestrian and bicycle amenities	<p>Off-site pedestrian and bicycle improvements, above and beyond those required by the development standards. These may include but are not limited to:</p> <ul style="list-style-type: none"> <li>• Enhanced pedestrian and bicycle-oriented streetscapes</li> <li>• Protected bicycle lanes and pedestrian pathways, improved bicycle and pedestrian crossings/signals, bicycle racks/shelters</li> <li>• New pedestrian and bicycle connections to transit facilities, neighborhoods, trails, commercial areas, etc</li> <li>• Removal of existing pedestrian and bicycle barriers (e.g. cul-de-sacs)</li> <li>• Upgrading traffic signals to enhance pedestrian and bicycle safety</li> </ul>
Public parking facilities	Providing publicly accessible parking to serve area-wide parking needs.
Public parks and open space	Publicly accessible parks, plazas, tot lots, etc., above and beyond existing Park Land Dedication/In-Lieu Fees and required open areas. Village Centers are required to provide plazas and may not use them as public benefits.
Other	<ul style="list-style-type: none"> <li>• Contributions to and/or space provided for community facilities</li> <li>• Off-site utility infrastructure improvements above and beyond those required to serve the development</li> <li>• Additional funding for City programs, such as contribution to a local façade improvement program</li> <li>• Subsidize existing commercial tenants or other local small businesses</li> <li>• Funds in lieu of improvements</li> <li>• Other public benefits proposed by the developer and approved by the City Council</li> </ul>

## Guiding Principles

The Guiding Principles below highlight the priorities and key strategies of the El Camino Real Precise Plan. They integrate guidance from the community and decision-makers gathered throughout the planning process.

- 1. Preserve, connect, and serve adjacent neighborhoods.** El Camino Real will be a meeting place rather than a barrier, with pedestrian and bicycle connections to adjacent neighborhoods and across El Camino Real. Residents will have convenient retail services within walking distance. Transitions and buffers will preserve neighborhood character.
- 2. Create a more livable and beautiful corridor.** Landscaping, trees, attractive buildings, and neighborhood gathering spaces will create an environment where people want to be. Comfortable sidewalks will connect new, high-quality housing with goods and services.
- 3. Focus investment and development in defined locations.** Development and investment will create distinct nodes at major transit stops and cross-streets; street improvements will coordinate with areas of highest intensity and pedestrian activity; and larger buildings will be further from lower-density neighborhoods.
- 4. Promote diversity and flexibility.** There will be a broad range of mutually supportive land uses, housing types for different incomes and life stages, and flexible building types that can accommodate a range of uses and tenants over their lifetime.
- 5. Prioritize pedestrian-oriented urban design and building form.** Pedestrian areas and public space will include varied and interesting facades, street-facing pedestrian entrances, orientation towards transit, and generous plazas and open areas.
- 6. Improve bicycle access and facilities.** Bicycle riders will have access to major destinations and throughout the area. Bicycle facilities will cater to a range of users and provide convenient crossing routes and access to neighboring cities.
- 7. Encourage creative and flexible use of small parcels.** Applicants on small and irregularly shaped parcels will be able to improve these sites through parcel aggregation, incentivized with higher development intensities for larger lots; special standards for small buildings and in small-parcel areas; a broader range of allowed uses, such as rowhouses and other residential; and flexibility for changes in use and parking requirements.
- 8. Limit the impacts of parking.** Visitors will be able to park conveniently, in locations that do not impact the pedestrian environment. Development will provide sufficient parking to avoid impacts to neighborhoods, while reducing parking demand through innovative strategies.
- 9. Support existing and new small businesses.** Successful small businesses will provide diverse services, amenities, activities, and gathering spaces throughout the corridor. Building improvements and public improvements will create an environment that will draw more customers, activity and value.
- 10. Seek broad public benefits.** Future change along El Camino Real will provide benefits serving the whole community. Large developments will provide public improvements, such as parks and public space, pedestrian and bicycle improvements, and shared parking.
- 11. New affordable and senior housing will support the City's diversity and livability.** The corridor is a good location for affordable and senior housing due to its jobs, transportation options and access to daily goods and services. Low income, moderate income, and senior units will be built wherever possible towards a Plan-area affordable housing goal consistent with the City's inclusionary housing ordinance. This will be achieved through City subsidies for low-income housing projects, inclusionary requirements on new condominiums and rowhouses, impact fees (and units in lieu) on residential and non-residential development, and the provision of public benefits, with affordable units being the highest priority.

*This Page  
Intentionally  
Left Blank*