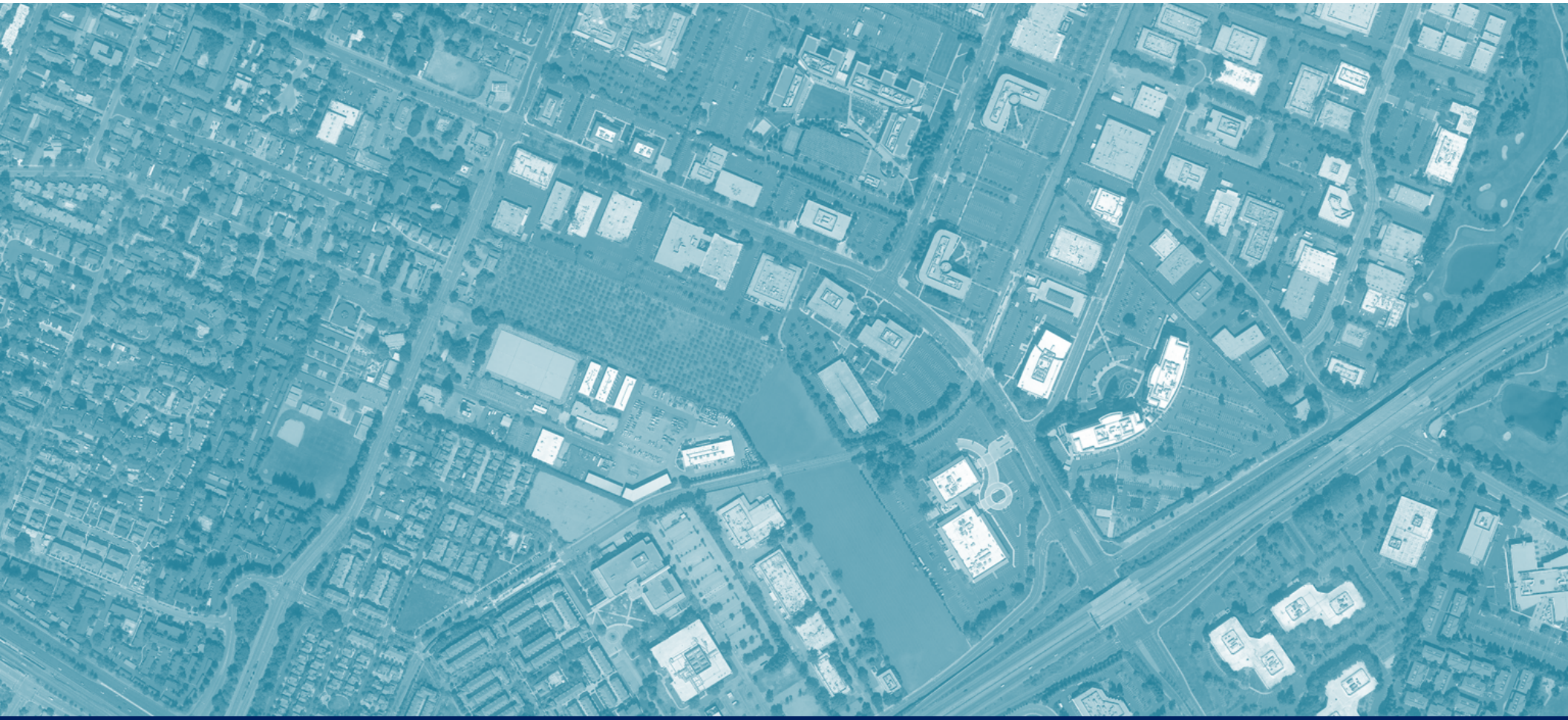


East Whisman Precise Plan Summary Background Report

EAST WHISMAN
PRECISE PLAN

The City of Mountain View is embarking on a multi-year effort to develop a Precise Plan for the East Whisman Change Area. This Background Report is an initial step in the planning process – it synthesizes information related to neighborhood and building character, land use, transportation and circulation, and other characteristics. For each topic, existing conditions and other critical background information is presented to provide a general understanding of the Plan Area. Key issues and opportunities that will be useful in developing Plan policies are also included.

The data and analysis contained in this report will form a foundation upon which Precise Plan goals, policies and regulations can be developed.

The report is intended to provide information and stimulate discussion during the Precise Plan process. It is to be used by a range of stakeholders, such as decision makers, property owners, residents, businesses, and community members of Mountain View.

Plan Area

The 368-acre Plan Area is located along the eastern edge of Mountain View. The East Whisman Precise Plan (EWPP) area is bounded by the U.S. 101 freeway and NASA Ames/Moffett Field to the north, Sunnyvale city limits to the east, Central Expressway and the South Whisman Precise Plan area to the south, and Whisman Road to the west. The Plan area also includes the retail area at the intersection of North Whisman and East Middlefield Roads, referred to as the *Middlefield Village Center*.

The Santa Clara Valley Transportation Authority (VTA) light rail line travels north-south through the plan area with one station in the boundary—Middlefield Station—and two stations just outside the Plan area—Whisman Station to the south and Bayshore/NASA Station to the north.

Middlefield Light Rail Station.

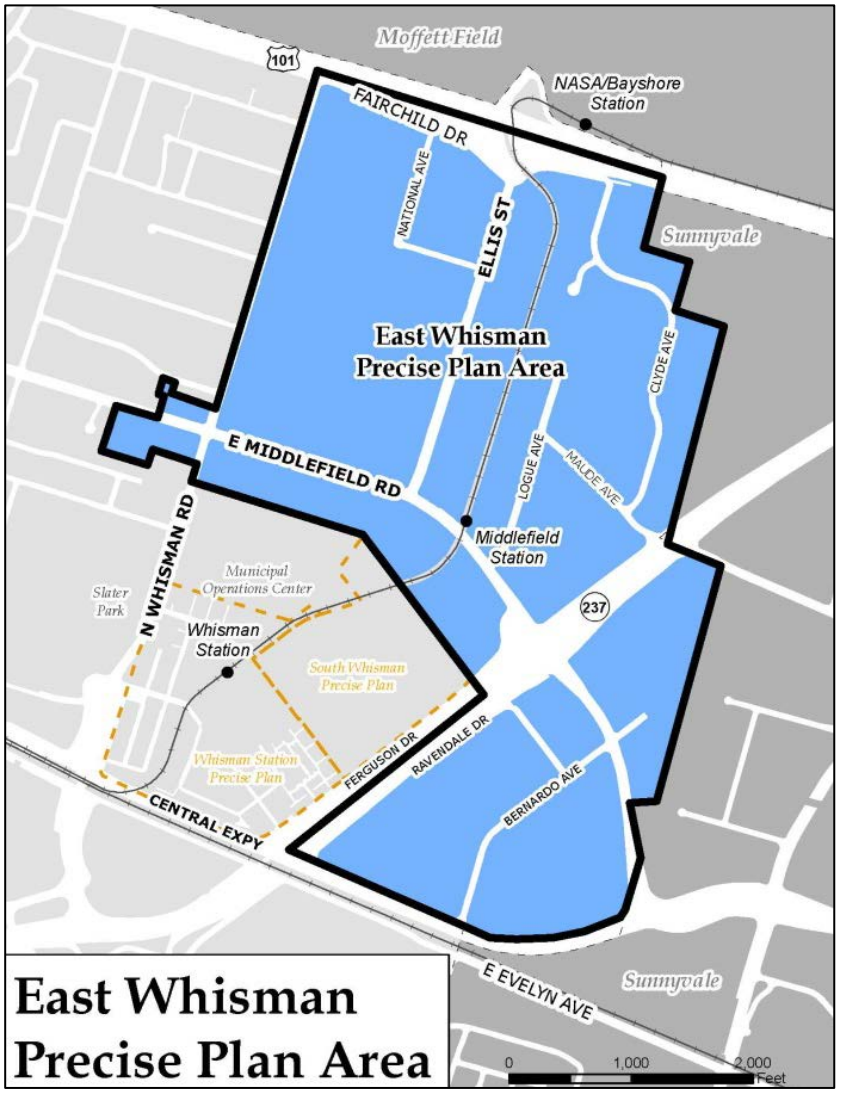


Figure 1: Precise Plan Area

Mountain View General Plan

East Whisman Change Area

The 2030 General Plan identifies East Whisman as a "Change Area" for future development and includes a vision for the area. The vision describes East Whisman as a transit-oriented employment center with greater commercial intensity, pedestrian and bicycle connections, highly sustainable development, and commercial services to support residents and workers in the area (see Appendix 1 for full excerpt). The key objectives for the change area are:

- Increase development intensity near transit stations.
- Require/encourage that new and existing buildings are highly sustainable.
- Improve connectivity for pedestrians, bicycles, and cars.
- Identify/expand local serving uses, especially at the intersection of North Whisman and East Middlefield Roads.
- Make successful transitions between office uses and the surrounding neighborhoods.

Village Center

The General Plan also identifies the existing retail area at North Whisman Road and East Middlefield Road as a "Village Center" – a walkable, mixed-use, neighborhood-serving center which supports a variety of goods and services and places to socialize/gather for local residents of all ages and abilities (see Appendix 2 for full excerpt).

Top: General Plan vision for the VTA station area in East Whisman.

Bottom: General Plan example of a Village Center.

General Plan and Zoning Designations

General Plan Designations

The current General Plan land use designations for the plan area are (see Figure 2):

- *High-Intensity Office*, which allows up to 1.0 FAR and 8 stories in height; and
- *Neighborhood Mixed-Use*, which allows up to 1.05 FAR and 3 stories in height, at the Middlefield Village Center.

Zoning Designations

The majority of the plan area has a zoning designation of Limited Industrial (ML) with a transit-overlay (ML-T) for those office and research & development (R&D) properties within 2,000 feet of a VTA light rail station (see Figure 3). ML-T zoning allows an FAR range of up to 0.5 to 0.65, exceeding the ML district maximum of 0.35. Three parcels are shown as Planned Community (P) designations, which are higher-intensity office developments consistent with the General Plan High-Intensity Office designation.

The Middlefield Village Center currently has three zoning designations:

- *Commercial-Neighborhood (CN) District* – permits retail and commercial service uses, typically within shopping centers, with up to 1.05 FAR and 2-stories in height;
- *Commercial-Residential/Arterial (CRA) District* – permits a range of commercial, office, and residential uses with FARs ranging from 0.35 to 1.35 and up to 3-stories in height.
- *Commercial-Office (CO) District* – permits professional, medical, and financial office uses with up to 0.35 FAR and 2-stories in height.

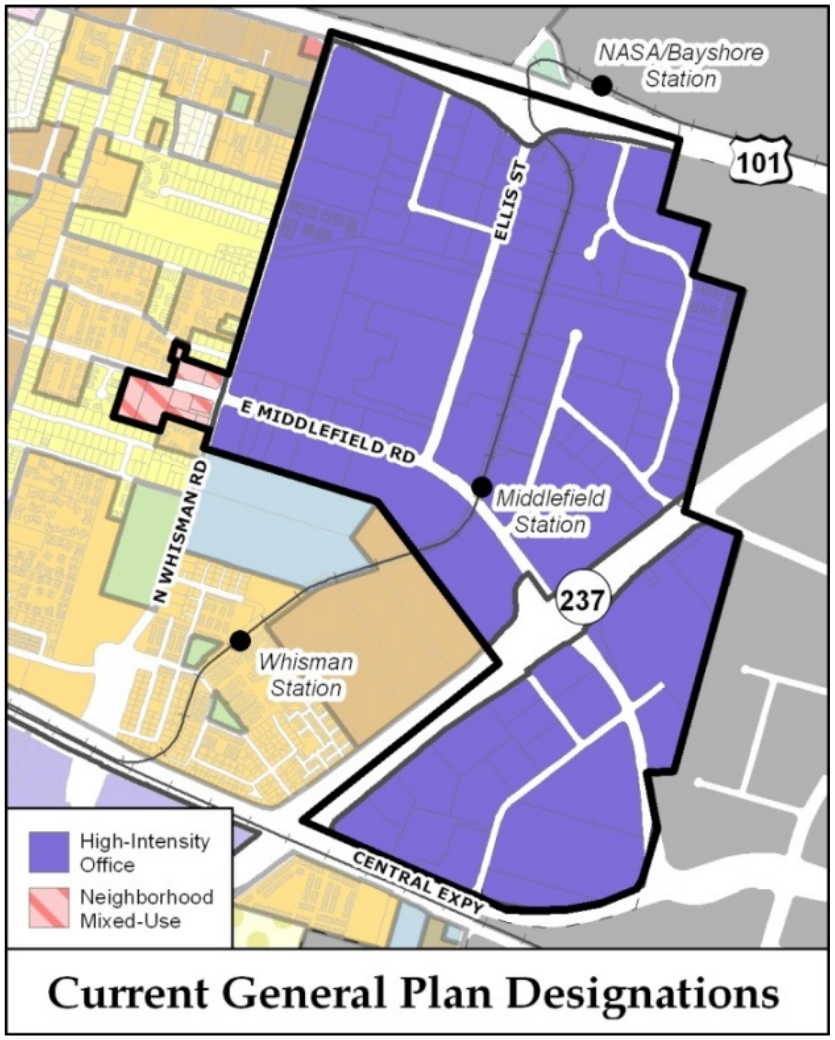


Figure 2: General Plan Designations

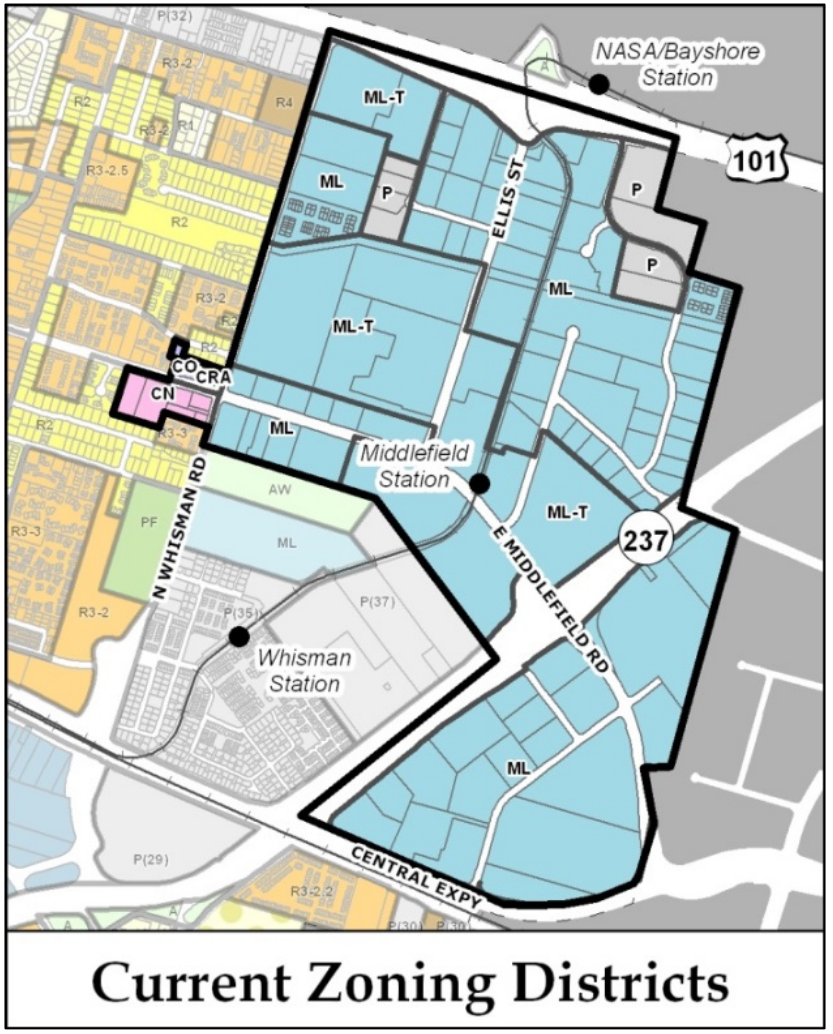


Figure 3: Zoning Designations

Employment, District Character, and Land Use

The East Whisman area accommodates approximately one-eighth of Mountain View's jobs. It is distinguished from the surrounding residential neighborhoods by its high-technology/R&D campuses and industrial buildings located on large blocks.

This section presents information about area employment, neighborhood character, land use, and the retail environment in East Whisman. It also highlights key considerations and potential opportunities in the EWPP.

Employment Characteristics

As Figure 4 shows, jobs are concentrated in four primary locations in Mountain View (Downtown, North Bayshore, San Antonio, and East Whisman). According to the US Census Longitudinal Employer-Household Dynamics (LEHD), the East Whisman area had 11,032 jobs in 2014 (the 2012 General Plan estimated approximately 11,200 jobs in the area). There are almost 170 businesses operating in East Whisman as of March 2016. The largest employers in the area include: Google (~1,300), Samsung (~1,100), Symantec (~1,100), Synopsys (~1,000), Veritas (~800), Alcatel-Lucent (~300), Omnicell (~300), and Siemens (~250).

Per the City's General Plan, East Whisman is expected to have 16,500 jobs within its boundary by 2030 (which would represent an increase of about 5,300 workers or 33% over 2012).

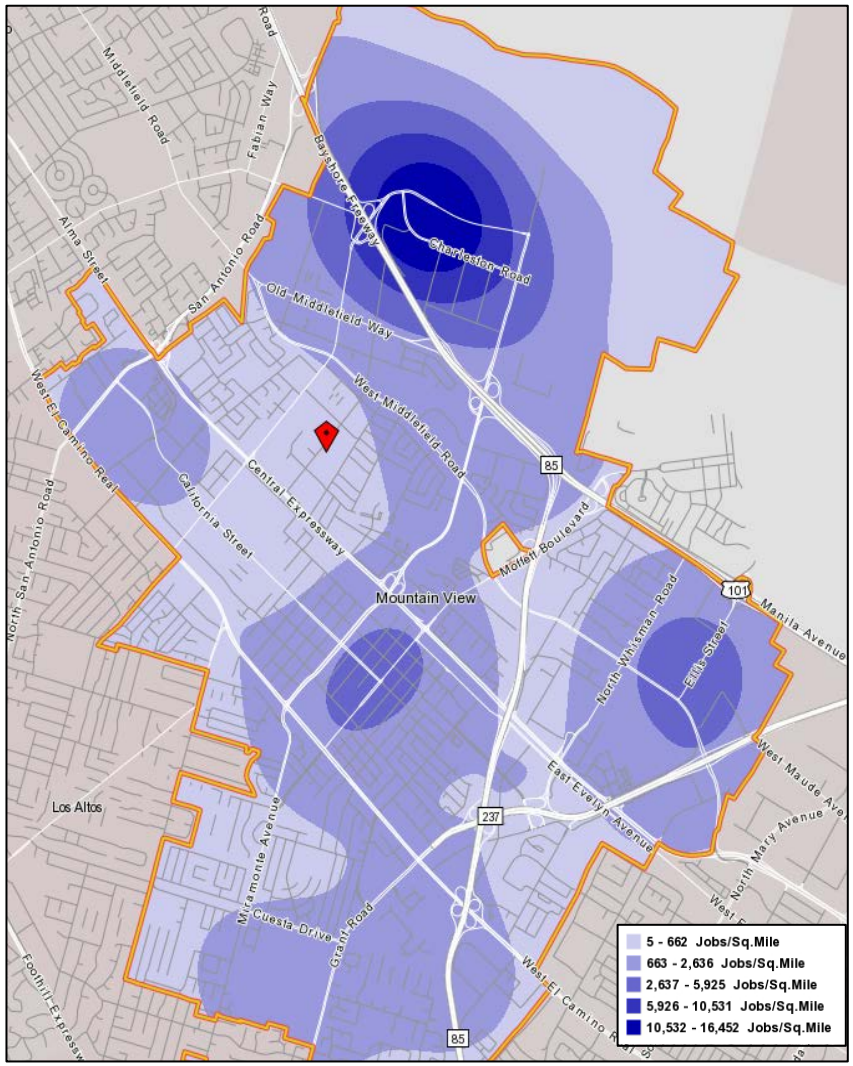


Figure 4: Employment densities in the City of Mountain View. Highest job densities are shown in darkest blue. (Source: LEHD On the Map).

District Character

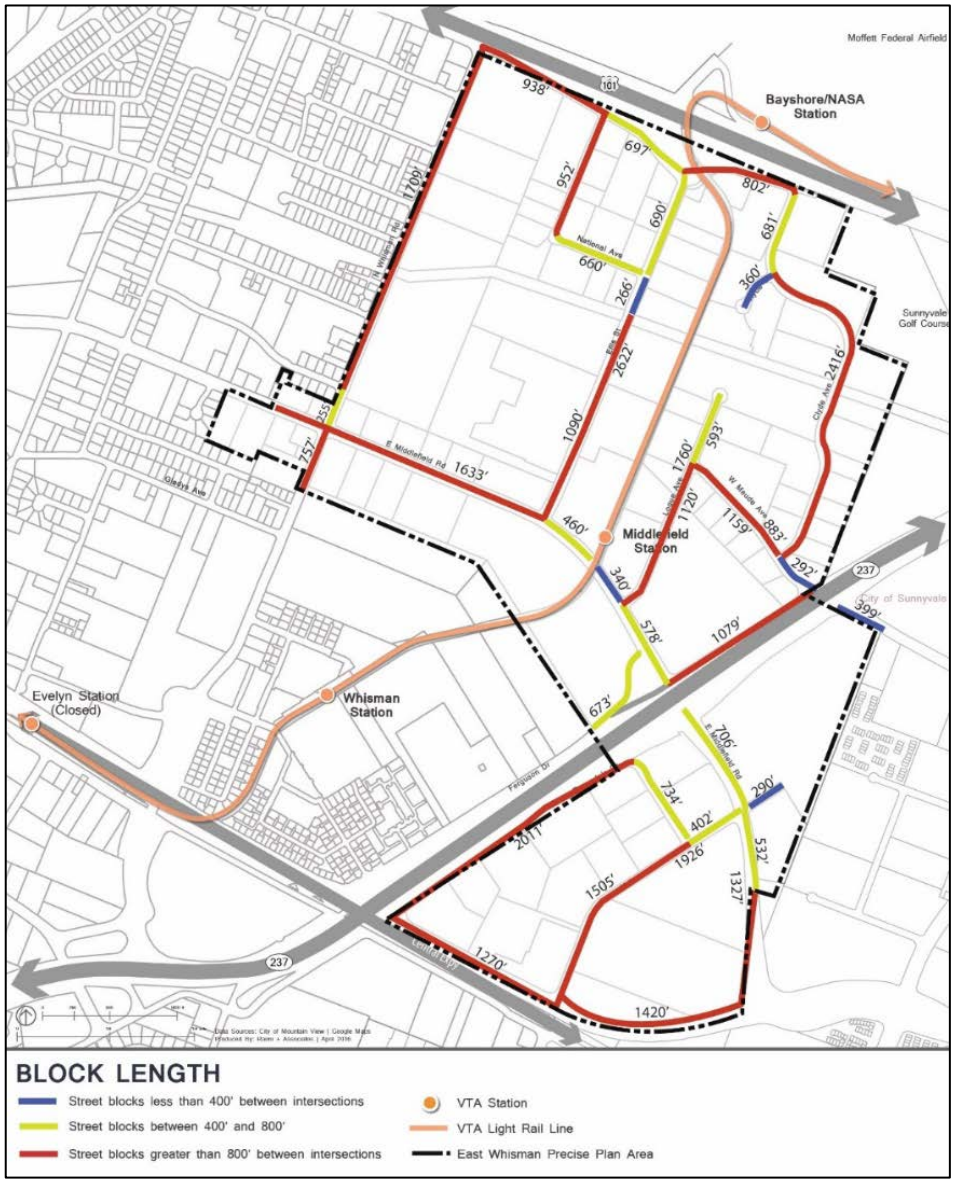
Block Size

East Whisman is characterized by large blocks originally constructed to accommodate large-format office and industrial buildings.

Four hundred feet is generally understood to be an ideal, comfortable distance between intersections, while eight hundred feet is the upper limit of good walkability. Current block lengths in East Whisman range from 400 to 600 feet (comfortable for walking) to more than 2,400 feet. A majority of the block lengths exceed 800 feet as shown in Figure 5.

Key Opportunity: Breaking up large blocks with streets or greenways can improve pedestrian and bicycle circulation and add new building frontages for businesses and residents.

Figure 5: Block Length



Parcel Size and Building Footprints

The EWPP area is composed of large- and medium-size office buildings and campuses. Individual parcels vary in size from approximately 3,800 square feet (less than one-tenth of an acre) to almost 20 acres; more than two-thirds of parcels are between one to five acres (see Figure 6). One out of six parcels is less than one acre in size. Small parcels, less than an acre is size, are often more difficult to redevelop due to site constraints.

Typical building footprints in East Whisman range from approximately 3,000 to 75,000 square feet and are much larger than building footprints in the surrounding neighborhoods (see Figure 7).

Figure 6: Breakdown of Parcel Size

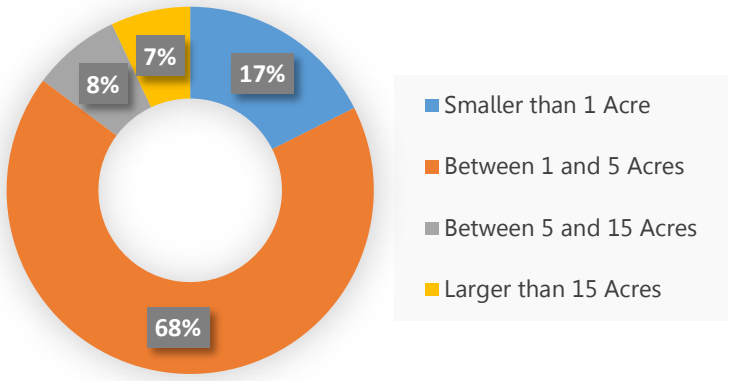


Figure 7: Building Footprints

Building Character

Building architectural styles, massing and heights vary throughout the Plan Area with most existing buildings not exceeding four stories. The existing building character falls into three main categories with regard to age, façade treatments, heights, and general appearance:

1. Recently constructed (within the last 15 years), four- to six-story R&D/tech campuses with structured parking, high-quality materials and design, and large private open spaces.

2. Two to four-story office buildings built within the last 20 to 30 years with less elaborate façade treatments, typically stucco or dark glass, with surface parking lots and limited landscaping and open space.

3. Older, light industrial, warehouse-type structures with minimal façade treatments, large surface parking lots and limited landscaping.

Larger parcels, particularly newly constructed buildings and campuses, include significantly larger private open spaces. The Symantec campus (350 Ellis St.) and the Google Quad campus (369 N. Whisman Rd.) have inward-facing qualities, with buildings encircling a central landscaped open space. Conversely, the buildings in the south plan area (south of SR-237) are simple in shape and have very little façade articulation, relationship to each other, or the right-of-way.

Synopsys campus on Middlefield Road.
Source: Google Earth 2016

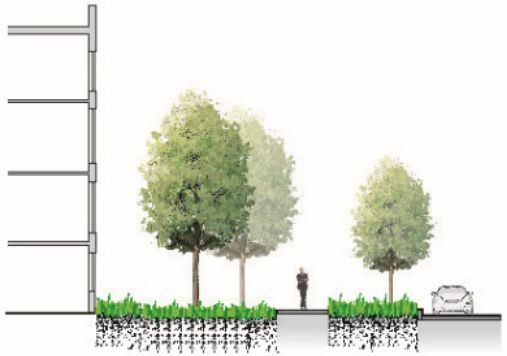
Industrial building on Clyde Avenue.
Source: Google Earth 2016

Google Quad on Whisman Road.
Source: Google Earth 2016

Street Frontage Quality

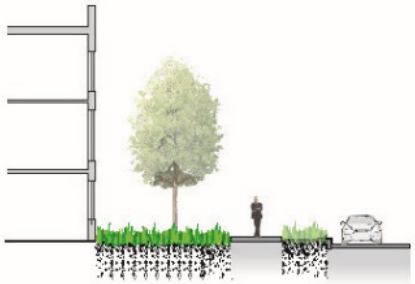
Frontage conditions vary across the EWPP area. Buildings in the study area are set back typically 30 to 40 feet (and in certain places 100 feet or more) from the street. The differences in setback distance produce highly-varied environments for pedestrians – from good frontages with landscaping on either side of a path to poor frontages with no landscaping and no sidewalk for pedestrians. Figure 8 categorizes typical frontage settings found in the area as excellent, good, fair, or poor. Figure 9 displays all streets in East Whisman in terms of the quality of their street frontage conditions.

Figure 8: Street Frontage Classifications



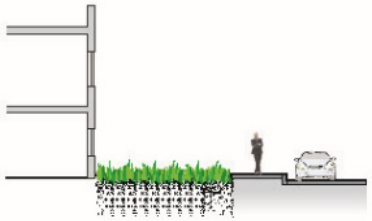
Excellent

Condition 1 - Typical condition indudes consistent sidewalk with enhanced landscaping outside of public right-of-way including trees; landscaping and trees buffer the sidewalk and travel lanes; and may include traffic calmed streets and/or medians in right-of-way. New attractive buildings front these streets.



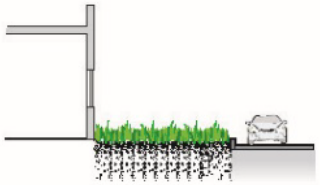
Good

Condition 2 - Typical condition includes consistent sidewalk with landscaping outside of public right-of-way and may include trees; landscaping buffers the sidewalk and travel lanes. Medium to taller scale buildings front these streets with more attractive façades.



Fair

Condition 3 - Typical condition indudes consistent sidewalk with landscaping outside of public right-of-way; no landscaping buffers the sidewalk and travel lanes. Medium scale buildings front these streets.



Poor

Condition 4 - Typical condition includes inconsistent or no sidewalk with inconsistent landscaping outside of public right-of-way; no landscaping buffers the sidewalk and travel lanes. Low-scale buildings and warehouse-like structures front these streets.

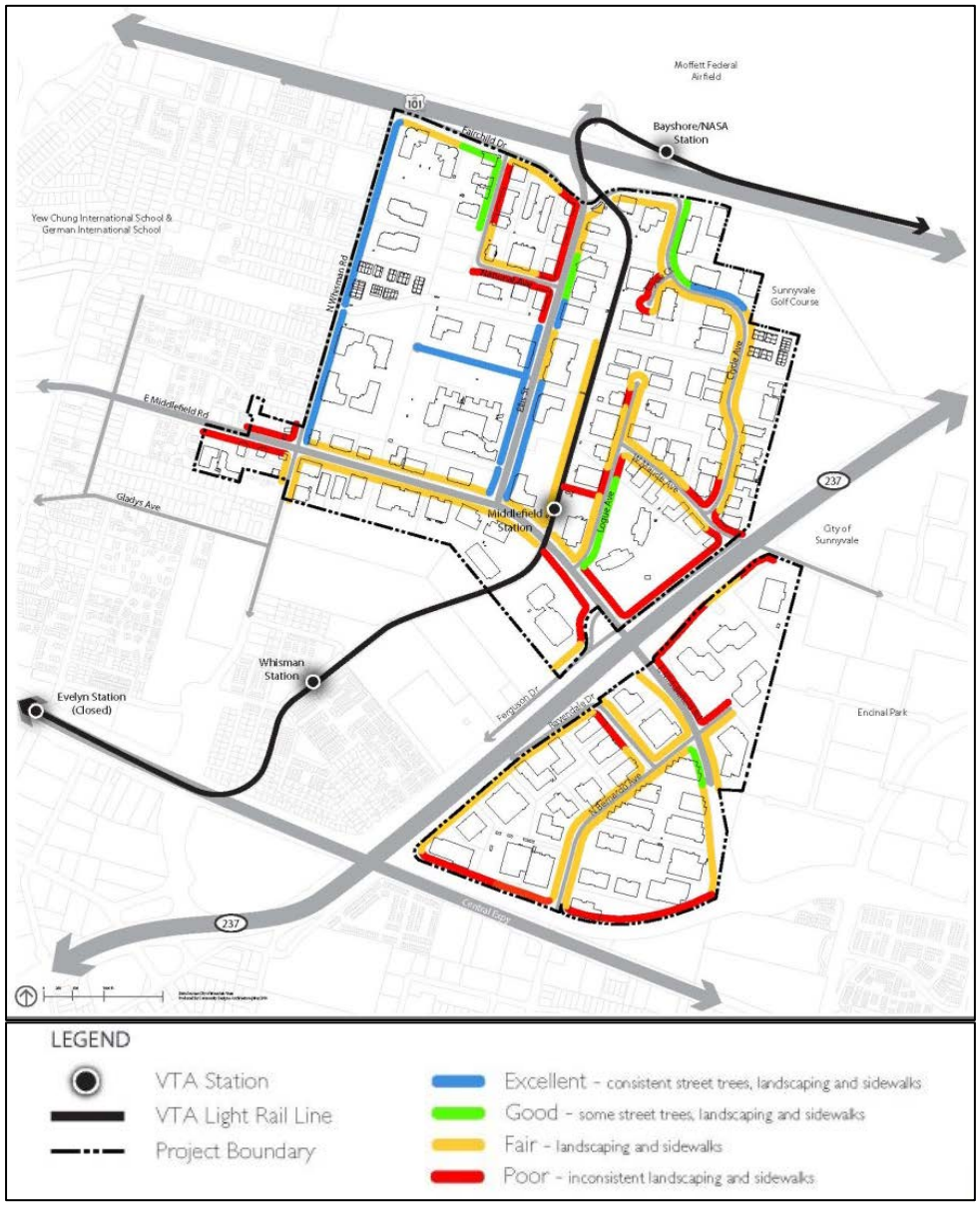


Figure 9: Street Frontage Conditions

Age of Buildings

The age of the building stock in East Whisman is grouped in historic clusters (see Figure 10):

- The buildings on both sides of Maude Avenue and the southern end of Clyde Avenue are the oldest in the area, dating back to the 1950's;
- The buildings south of SR 237 were built in two waves in the 1970's and 1980's; and
- The buildings bounded by Ellis Street and Whisman Road were built in the 1990's and mid-2000's.

Over the last 20 years, approximately 40% of the sites in EWPP have redeveloped, added new buildings, or received entitlement approval (but have not pursued construction).

Key Opportunity! Many existing buildings were built 30 or 40 years ago. Opportunities for infill or reconfiguration are available within East Whisman.

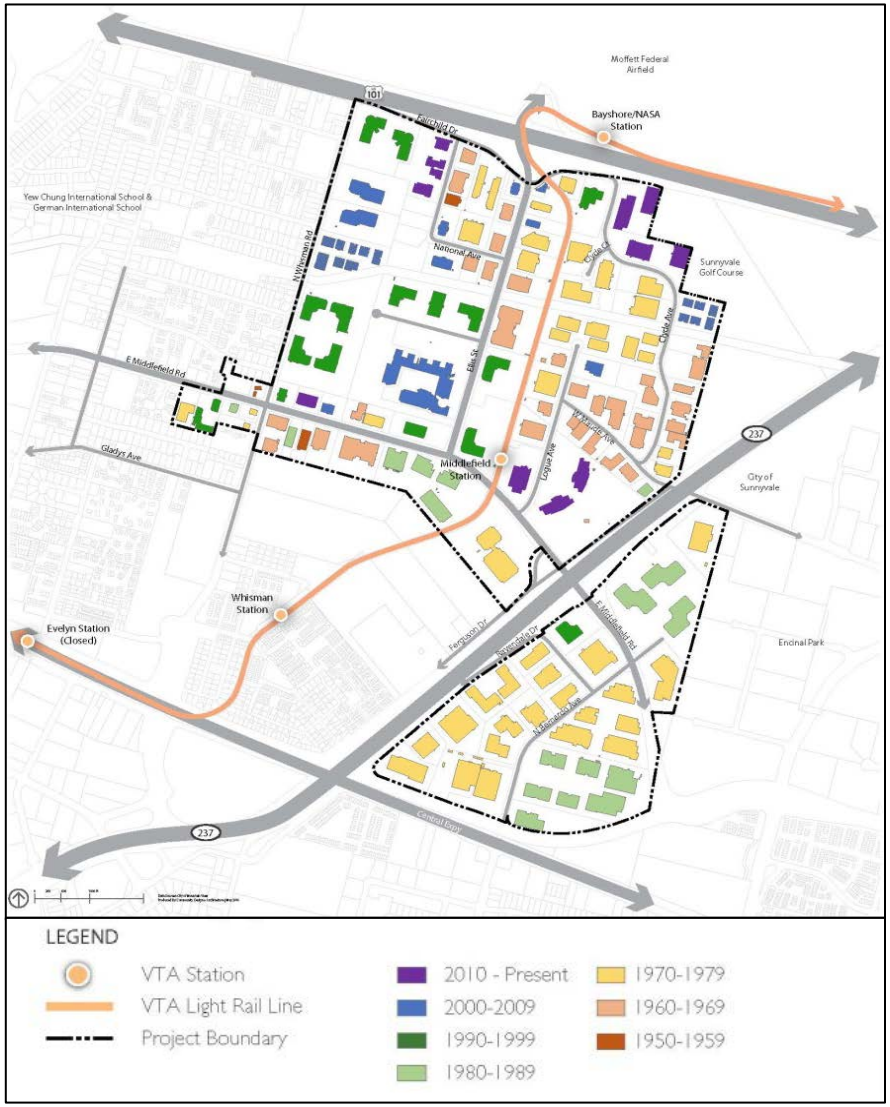


Figure 10: Building Age

Land Use

The dominate land uses in the EWPP area are R&D and office at almost 95% - *Office* at 252.1 acres (70%) and *R&D/Biotech* at 84.2 acres (23%) shown in Figures 11 and 12. Industrial uses are third-largest (at 3%), representing 12.4 acres. Collectively accounting for 10 acres of land in the plan area are restaurant/food (2.1 acres), retail or convenience stores (4.8 acres), and other services (3.5 acres). Finally, a vacant parcel (~1 acre) is located on Middlefield Rd. There is no housing currently within the EWPP boundary.

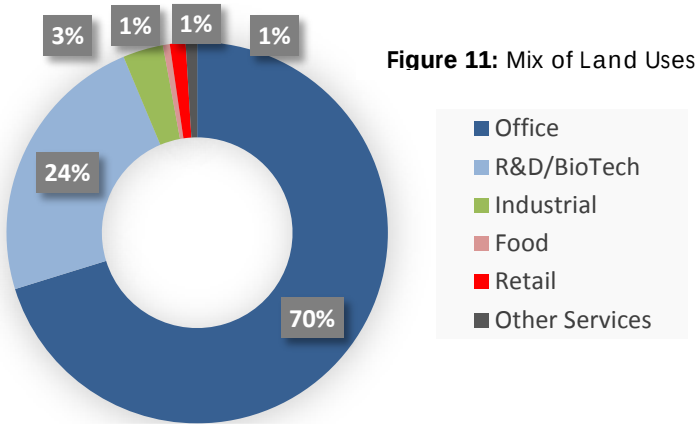


Figure 11: Mix of Land Uses

Key Opportunity! The dominance of office/R&D and lack of mixed-use/retail uses results in limited evening or nighttime activity. New retail, services, and parks could support new development and greater neighborhood character.

Figure 12: Existing Land Uses

Retail Uses

There are two existing retail nodes in the Plan Area: the Specialty's Café and Bakery at the corner of Ellis Street and Fairchild Drive, and a concentration of retailers near the intersection of East Middlefield and North Whisman Road, which includes several small eateries and cafes, a 7-Eleven, and a Dollar Tree. There is also a publicly-accessible cafeteria at the Symantec campus, as well as a number of private cafeterias associated with other major employers in the plan area.

Other important retail competitors in the greater region include:

- Stanford Shopping Center (regional mall)
- Westfield Valley Fair (regional mall)
- Charleston Plaza (community center)
- San Antonio Center (community center)
- Castro Street (downtown shopping district)
- Downtown Sunnyvale (downtown shopping district)

Key Opportunity! The small supply of retail in East Whisman today paired with the anticipated increase in jobs (and potentially housing) creates a greater demand for retail, likely restaurants, bars, and general merchandise.

Specialty's Café located at 645 Ellis Street in Plan area.

Roger's Deli and Donuts, a small food retailer located at 295 E. Middlefield Road.

Open Space

There are four public parks located within one-half mile of the plan boundary in Mountain View, but none within the plan area itself (see Figure 13). These include the Slater School Park, Whisman School Park, Magnolia Park, and Chetwood Park. Many individual office and R&D developments have semi-private open spaces, owned and maintained by property owners.

Key Opportunity! With redevelopment, there are key opportunities to increase the amount of open space in the area.

Figure 13: Existing Open Space

Recent Office Projects

Since the General Plan was adopted in 2012, approximately 482,000 square feet of office and R&D development has been constructed in the EWPP area. An additional 466,000 net new square feet of office and R&D uses have been approved, but not yet constructed. The General Plan EIR, and subsequent Gatekeeper authorization for 700 E. Middlefield Road, results in a current (unused) office allocation of 1.7 million net new square feet of office in East Whisman.

A complete list of recent and current projects approved, constructed, and yet to be constructed are provided in Appendix 3 (see Figure 14 for project locations).

Examples of recently constructed projects in East Whisman.

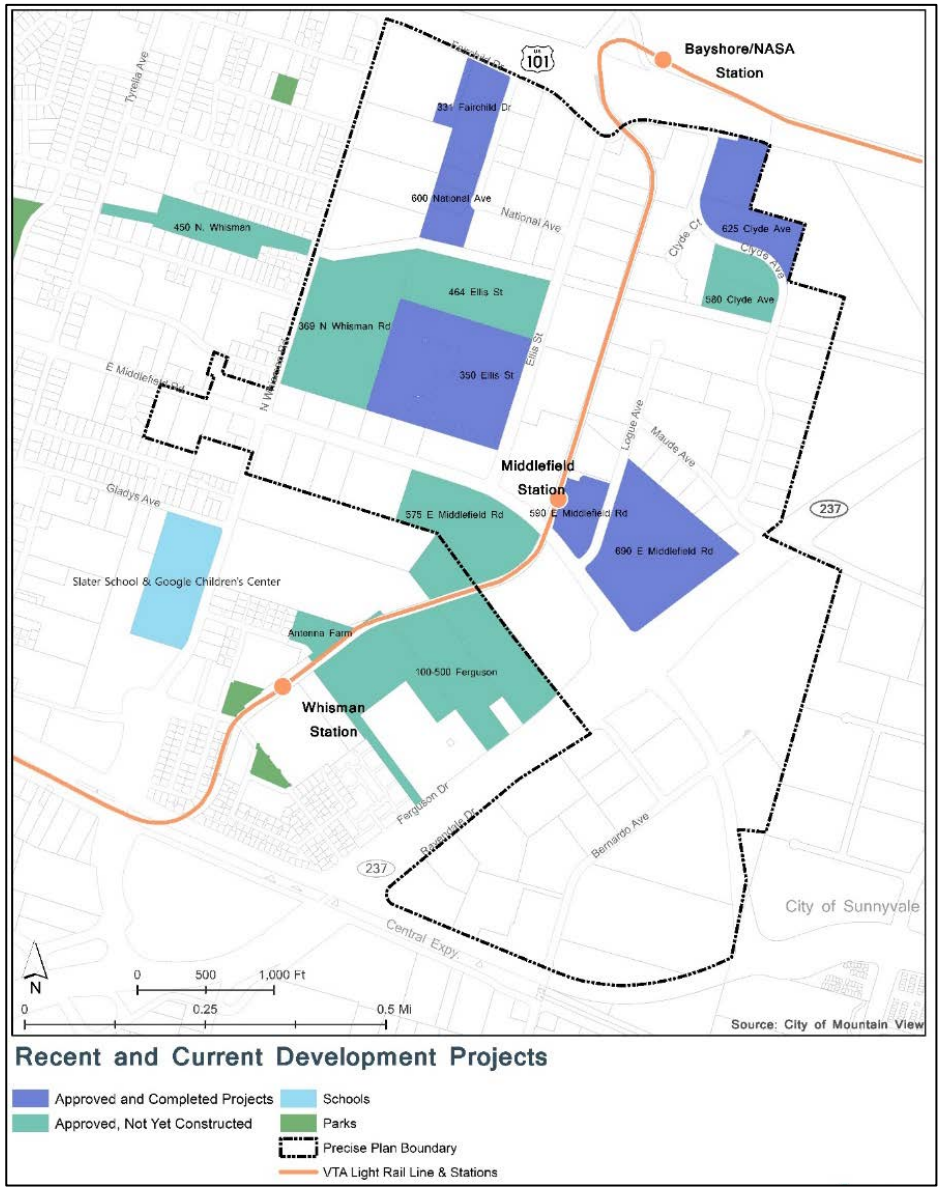


Figure 14: Recent Development Projects

Adjacencies

The study area boundary is bordered by NASA Ames/Moffett Federal Airfield to the north, the Sunnyvale Municipal Golf Course area to the east, and existing single-family and multi-family residential neighborhoods to the west, south, and southeast as shown in Figure 15.

Although there is no housing within the East Whisman boundary, there are residential neighborhoods to the west of the Plan area, around Whisman VTA Station, and entitled housing just south of the Plan boundary in the South Whisman Precise Plan. There is also housing in along the southeastern portion of the Plan area boundary in the City of Sunnyvale.

Multi-family housing at Whisman Station located south of the plan area and adjacent to the VTA station.

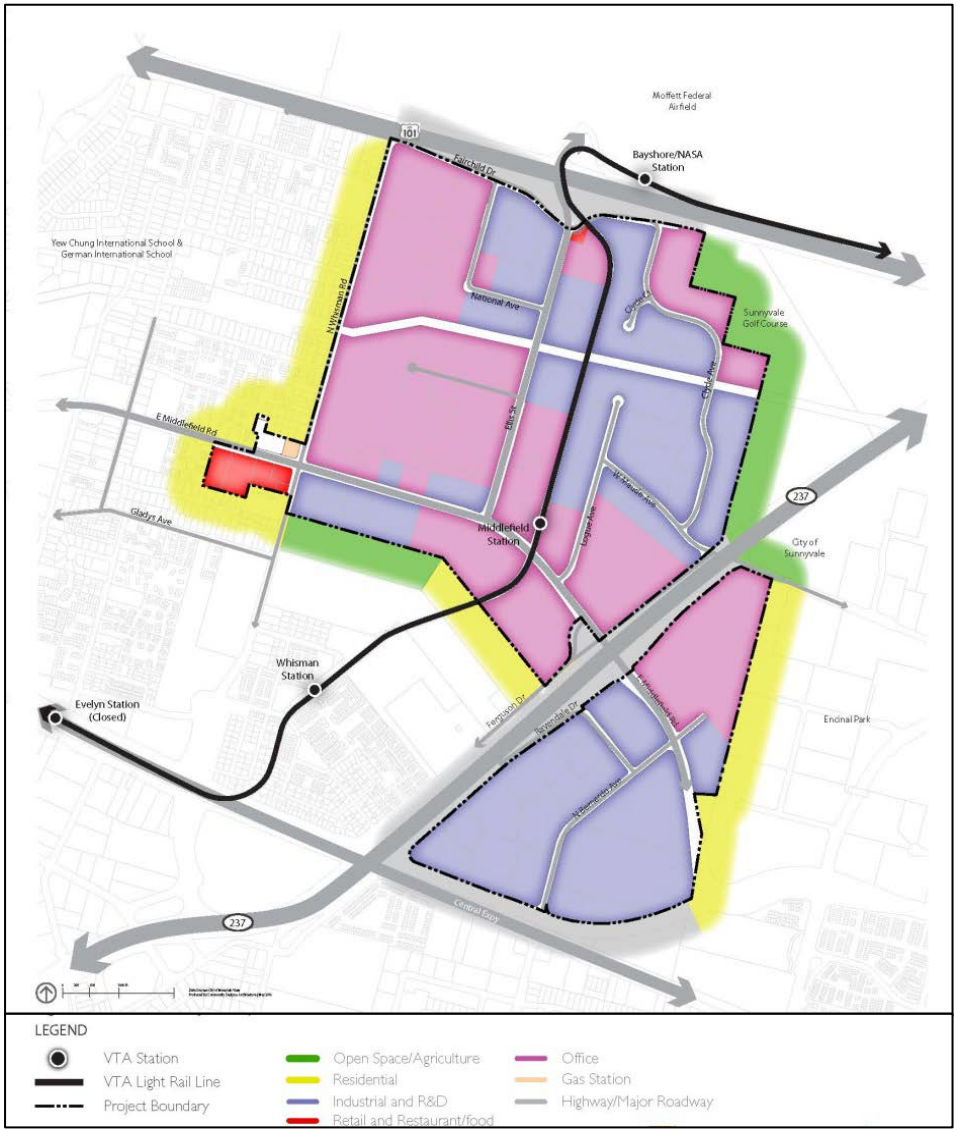


Figure 15: Adjacent Land Uses

Moffett Field

Moffett Federal Field and its supporting facilities were built during the 1930's. Located less than 500 feet north of the EWPP boundary, Moffett Federal Field is an operating airport that is used by NASA Ames and various military and other groups. Due to the proximity of Moffett Federal airfield to the Plan area, certain physical and non-physical restrictions apply to new development within its adjacency, as identified in the adopted Comprehensive Land Use Plan (CLUP) for Moffett Field. At the far northeast edge of the EWPP area, the height limit is 107 feet above mean sea level (AMSL). The majority of the plan area is within a maximum height limit of 182 feet AMSL. See Figure 16 for height restrictions.

Noise from airport activity also creates development constraints. The noise produced by Moffett Field may require mitigation and other treatments for new development built within the noise contours (see Figure 17). A portion of the site is within the 60 to 65 dBA (a-weighted decibel) contour, while a much smaller area is within the 65 to 70 dBA area. Based on the City's General Plan Land Use Compatibility Standards for Community Noise Environments, these areas may be considered "Conditionally Unacceptable," requiring new construction to conduct detailed analysis of noise impacts and include noise insulation features during project design.

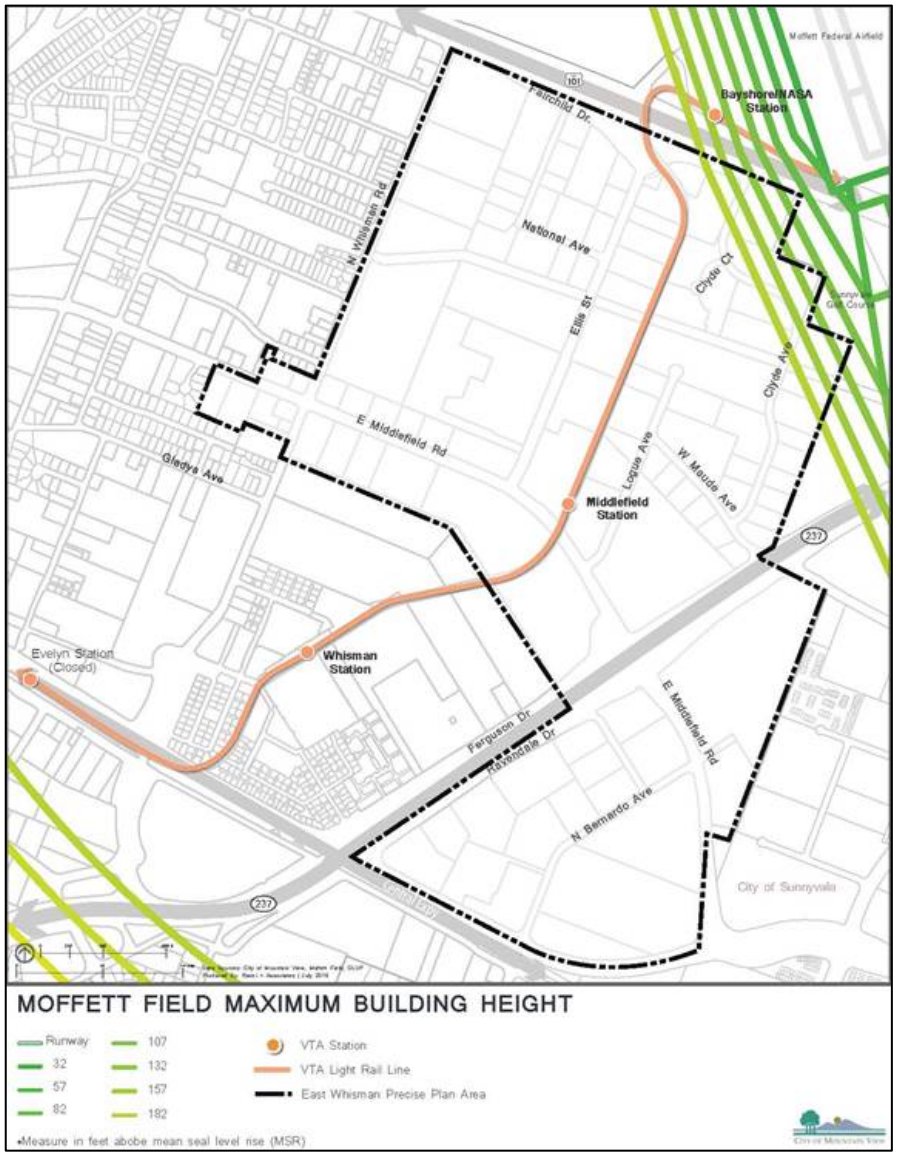


Figure 16: Maximum Building Height, Source: CLUP Moffett Field

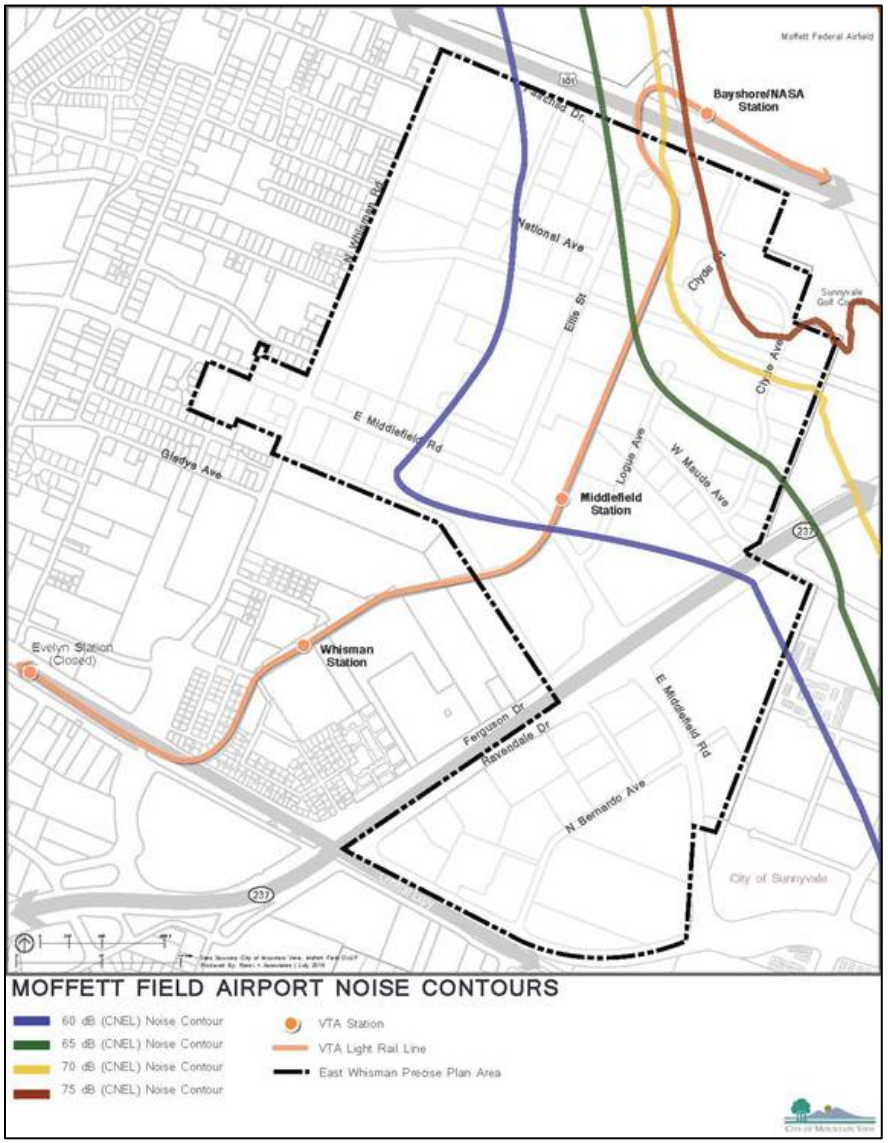


Figure 17: Noise Contours, Source: CLUP Moffett Field

VOC Contaminated Areas (Superfund)

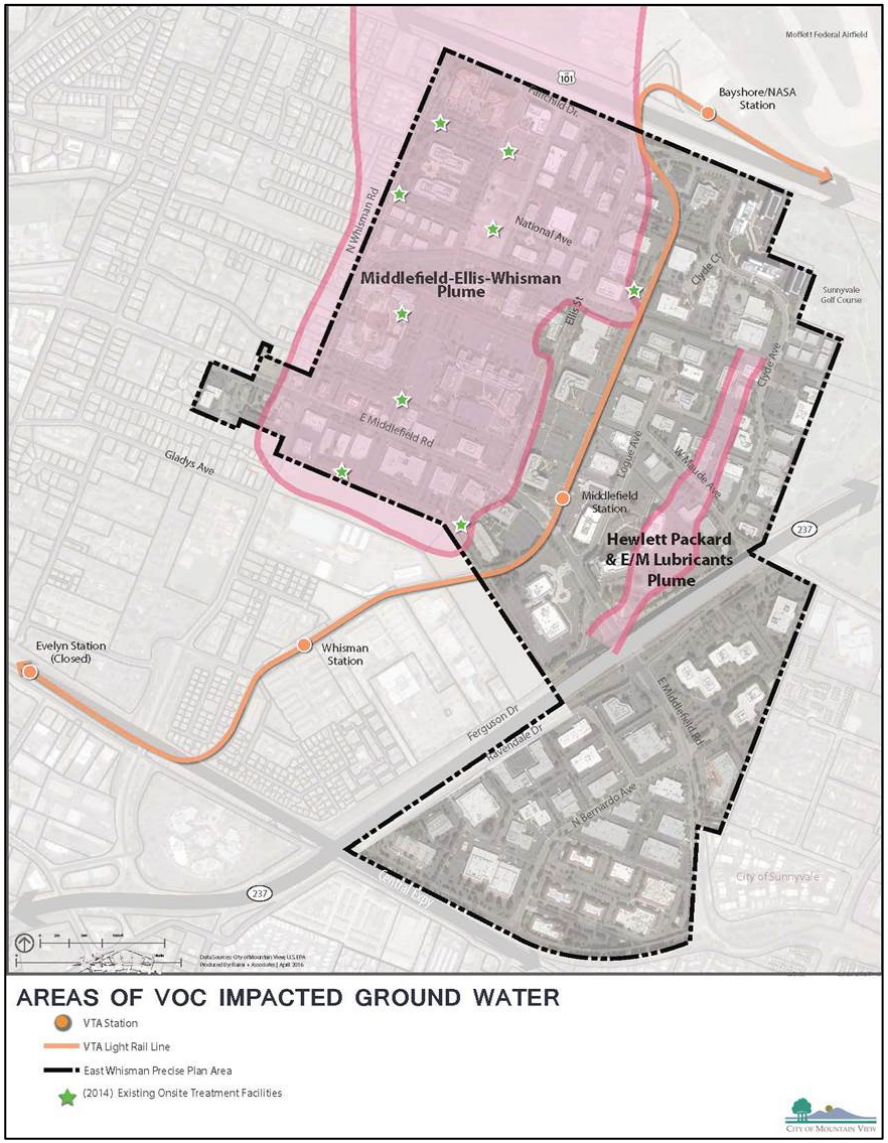


Figure 18: Contaminated Areas

The EWPP area has soil and ground-water contamination based on historic industrial/manufacturing activities, including semiconductors, electronics, and metal finishing in the area. Specifically, the Plan area is located within a Federal Superfund site (or plume), known as the Middlefield-Ellis-Whisman (MEW) Superfund Site. An additional plume is located near SR-237, known as the HP & E/M site (see Figure 18). While in operation, former industrial/manufacturing facilities required the storage, handling, and use of a variety of hazardous chemicals, particularly volatile organic compounds (VOCs), trichloroethene (TCE), and degradation products: cis-1, 2-dichloroethene and vinyl chloride.

New developments within these plumes require review and approval by a clean-up oversight agency, such as the United State Environmental Protection Agency (US EPA) or the State Department of Toxic and Substance Control (DTSC). These agencies, along with the responsible parties, the Navy, and NASA, conduct on-going clean-up, while also exploring advanced cleanup technologies. While improvements in the contaminate levels are occurring, cleanup activities will continue for decades.

Mobility

The EWPP area is served by public transportation including the Santa Clara Valley Transportation Authority (VTA) Light Rail Transit (LRT) system, VTA bus lines, and local city shuttles, such as MVGo and the Community Shuttle. All of these stations and shuttle stops are connected to the surrounding area with a network of sidewalks, on-street bike lanes, and off-street multi-use paths.

This section discusses existing conditions and opportunities for mobility improvements in East Whisman.

Transit

The Plan area is bisected by the Santa Clara Valley Transportation Authority (VTA) Mountain View-Winchester light rail transit (LRT) line. The line connects the Caltrain station in Downtown Mountain View to Campbell and other LRT lines, providing transit access throughout Santa Clara County. The Mountain View Community Shuttle provides bus service with a stop on Whisman Road. The MVgo East Whisman shuttle, operated by the Mountain View Transportation Management Association (MVTMA), connects plan area businesses to the Mountain View Transit Center (Caltrain) during commute periods. Existing transit services to the area are shown in Figure 19.

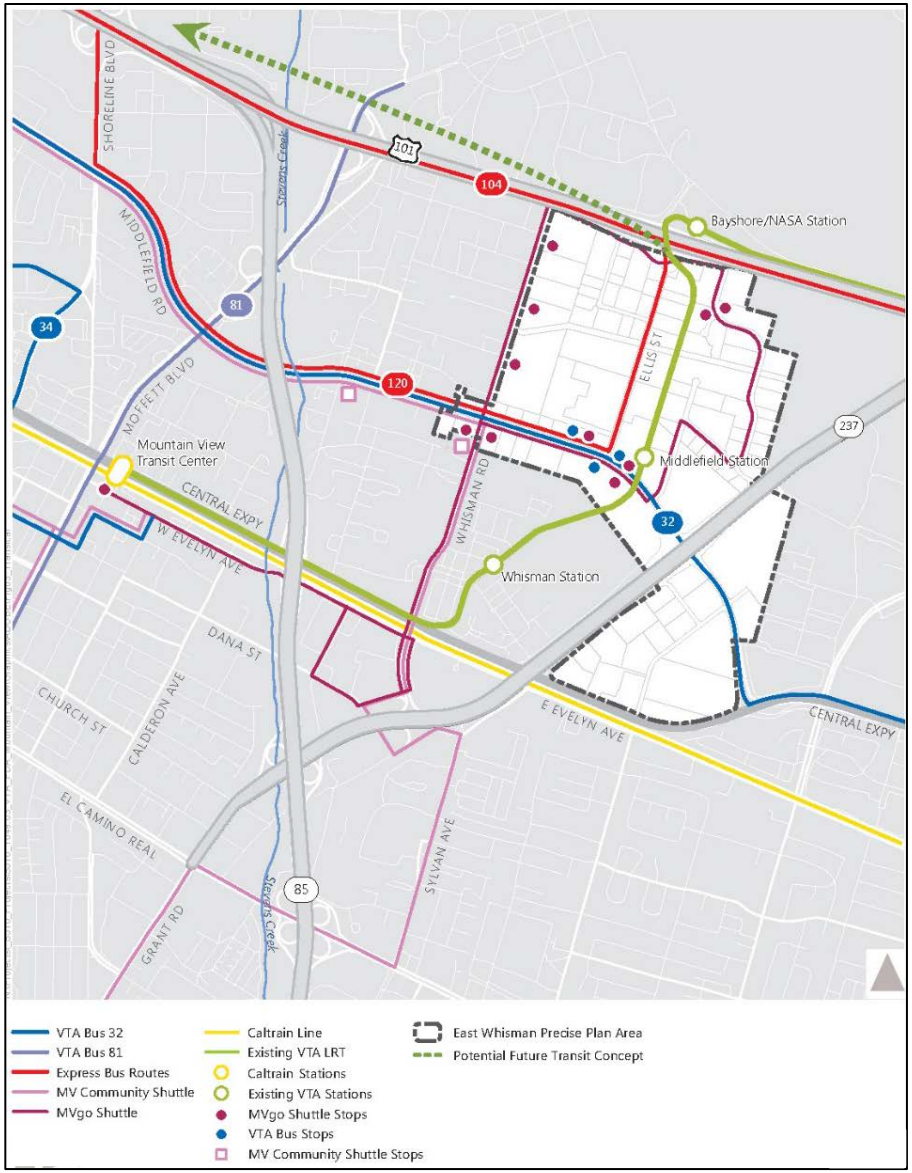


Figure 19: Existing Transit Network

VTA

The Middlefield VTA LRT Station is in the center of the Plan area with the Bayshore/NASA station to the north and Whisman Station to the south. Average daily ridership (number of boardings) at the stations is shown in Table 1.

Table 1: VTA Light Rail Daily Ridership (October 2015)

Station	Weekday	Saturday	Sunday
Bayshore/NASA	79	23	45
Middlefield	304	109	192
Whisman	170	62	323

The Plan area is served by two VTA bus routes (Route 120 and 32), which operates between the San Antonio Transit Center and the Santa Clara Transit Center. Route 32 operates on Middlefield Road with three bus stops in the Plan area. The headways (time between successive buses) are 30 minutes during weekdays and hourly on Saturdays.

Shuttles

Two shuttles operate in the Plan area: the MVgo East Whisman shuttle and the Mountain View Community Shuttle. MVgo provides free shuttle service to reduce traffic volumes in the City. While targeted for commuters accessing employment areas, it is available for use by all members of the public. Currently two shuttle vehicles operate on 15-minute headways. Current daily ridership is approximately 90 am and 90 pm boardings.

VTA Middlefield Station boarding platform.in East Whisman.

The Mountain View Community Shuttle is a free service connecting residential neighborhoods, civic and recreational centers, shopping, and medical centers throughout Mountain View. There is a stop on the western edge of the Plan area on Whisman Road at Middlefield Road. The average weekday ridership in August 2016 was 572 passengers. The total boardings and alightings at the Whisman/Middlefield stop for the month of August was 466 passengers on the gray route and 229 passengers on the red route.

Bicycles

The locations of East Whisman's existing bicycle facilities are shown on Figure 20. They include multi-use (pedestrian/bicycle) paths located throughout the Plan area and along the LRT tracks, and bicycle lanes.

Bicycle counts were conducted at two locations in the Plan area as part of the Mountain View Bicycle Transportation Plan Update (MVBTP Update): Whisman Road at the Hetch-Hetchy Aqueduct trail crossing and the intersection of Ellis Street and Middlefield Road. Approximately 100 bicyclists cross at these locations in the morning and evening peak periods.

Bay Area Bike Share, the region's bike sharing system, currently has a bike share pod near the Middlefield LRT station with slots for 15 bicycles. The bikes are available 24/7/365. Bay Area bikes can be rented from and returned to any station in the system. Bay Area Bike Share has 700 bikes and 70 stations across the Bay area. [*This bike-share program has been suspended in the City of Mountain View. The City may revisit a bike share program in the future.*]

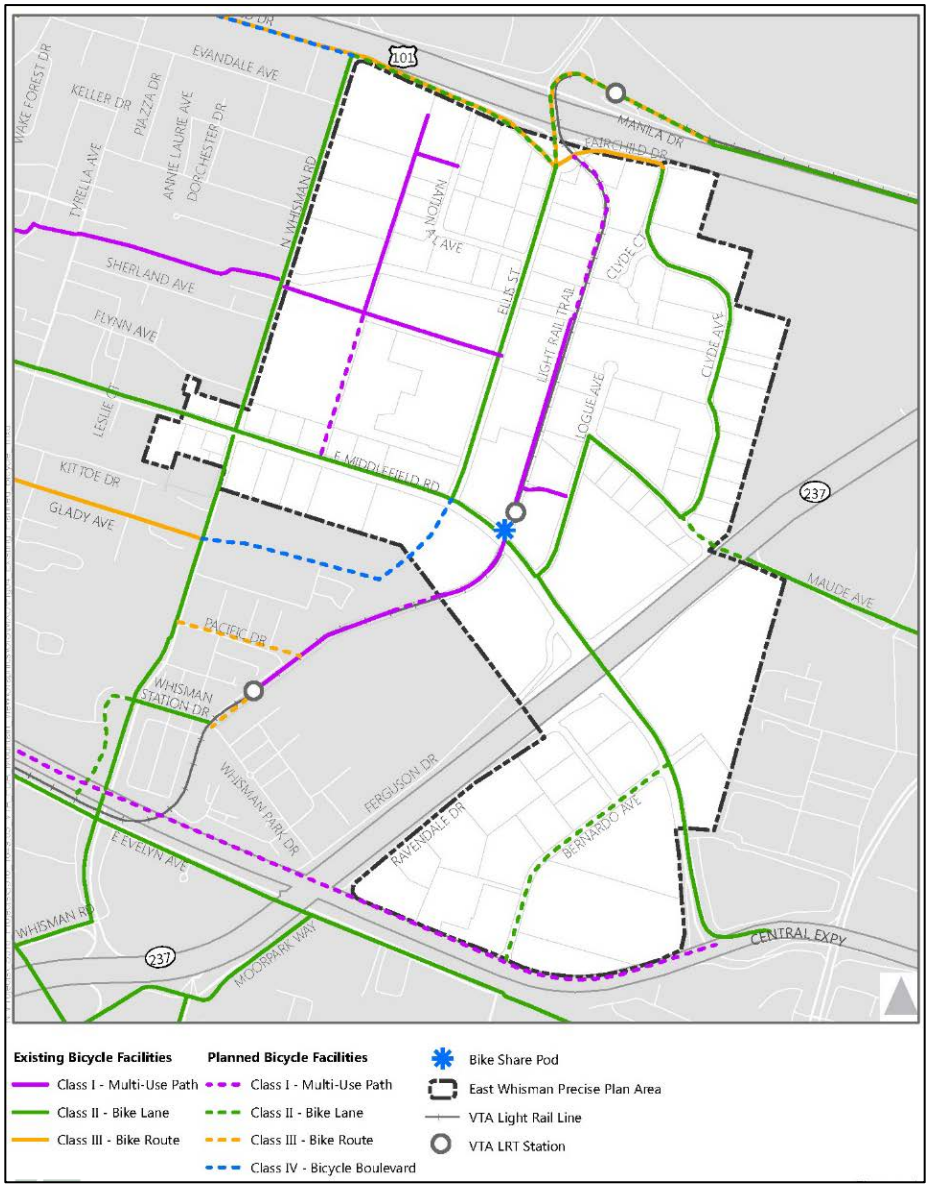


Figure 20: Existing and Planned Bicycle Facilities

Level of Traffic Stress (LTS) analysis seeks to measure how much stress is experienced by bicyclists across a street network due to various characteristics of roads and bicycle facilities. LTS grading is calculated by the number of vehicle travel lanes, travel speeds, and presence of bike lanes. LTS rankings range from 1 (very low stress; tolerable by all) to 4 (very high stress; tolerable to only a few). See Figure 21 for LTS ratings for the EWPP area.

Low stress bikeways (LTS 1 and 2) are generally tolerated by strong and fearless, enthused and confident, and most interested but concerned cyclists; in contrast, **high stress bikeways** are only tolerated by mainly strong and fearless cyclists.

Bike lane on Clyde Avenue. Level of Stress 1.

Key Opportunity! The Plan could promote more low-stress networks for cyclists to ensure all levels of riders feel comfortable moving in and around East Whisman.

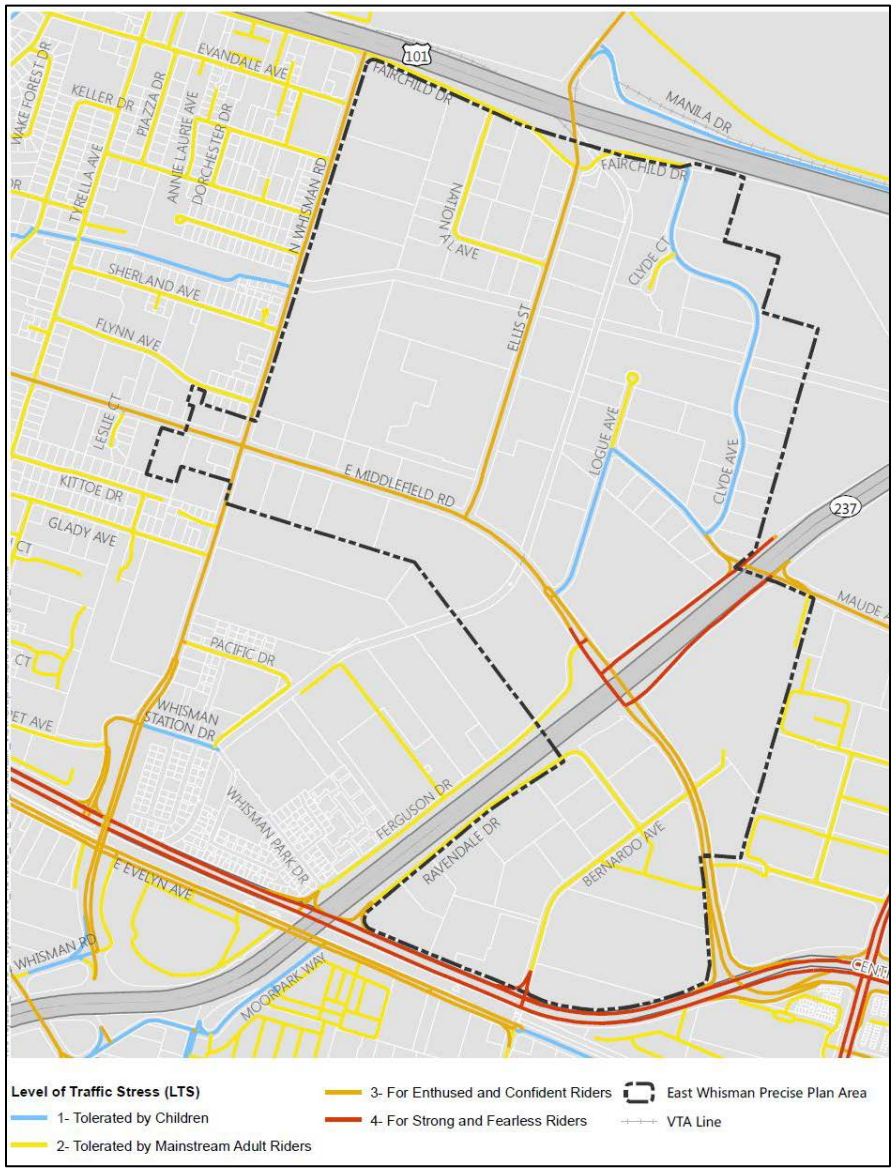


Figure 21: Level of Stress for Bicyclists

Pedestrians

All of the roadways in the Plan area have sidewalks on both sides, with a few exceptions - *Fairchild Drive* has a sidewalk on the south side only (due to US 101 on the north) and *Ravendale Drive* has a sidewalk on the east side only (due to SR 237 on the west). There are also a few gaps within existing sidewalk networks on National Avenue, Ellis Street, Logue Avenue, and Maude Avenue. Most sidewalks in the area are 4-5 feet wide. Recent development projects (those built since 2014) have included separated sidewalks with 5-foot landscape strips and 7-foot sidewalks. Wider sidewalks (~10 feet) are located on Middlefield Road near the LRT station.

Multi-use paths provide pedestrian access through the large blocks in the Plan area (shown in purple). However, the VTA light rail, US 101, and SR 237 are barriers to foot traffic due to poor (or not provided) crossing conditions. Locations of existing pedestrian paths and crossings are shown on Figure 22.

Examples of multi-use paths in East Whisman.

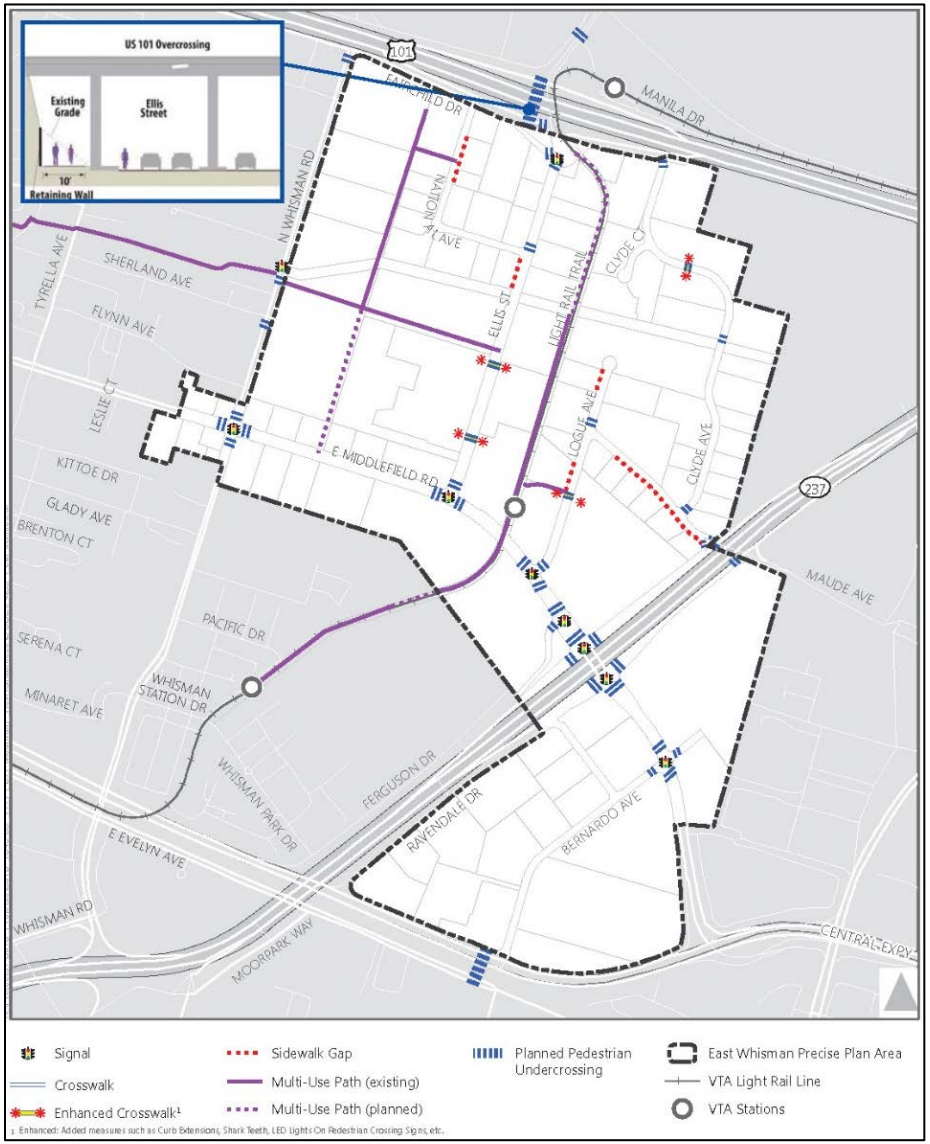


Figure 22: Existing and Planned Pedestrian Facilities

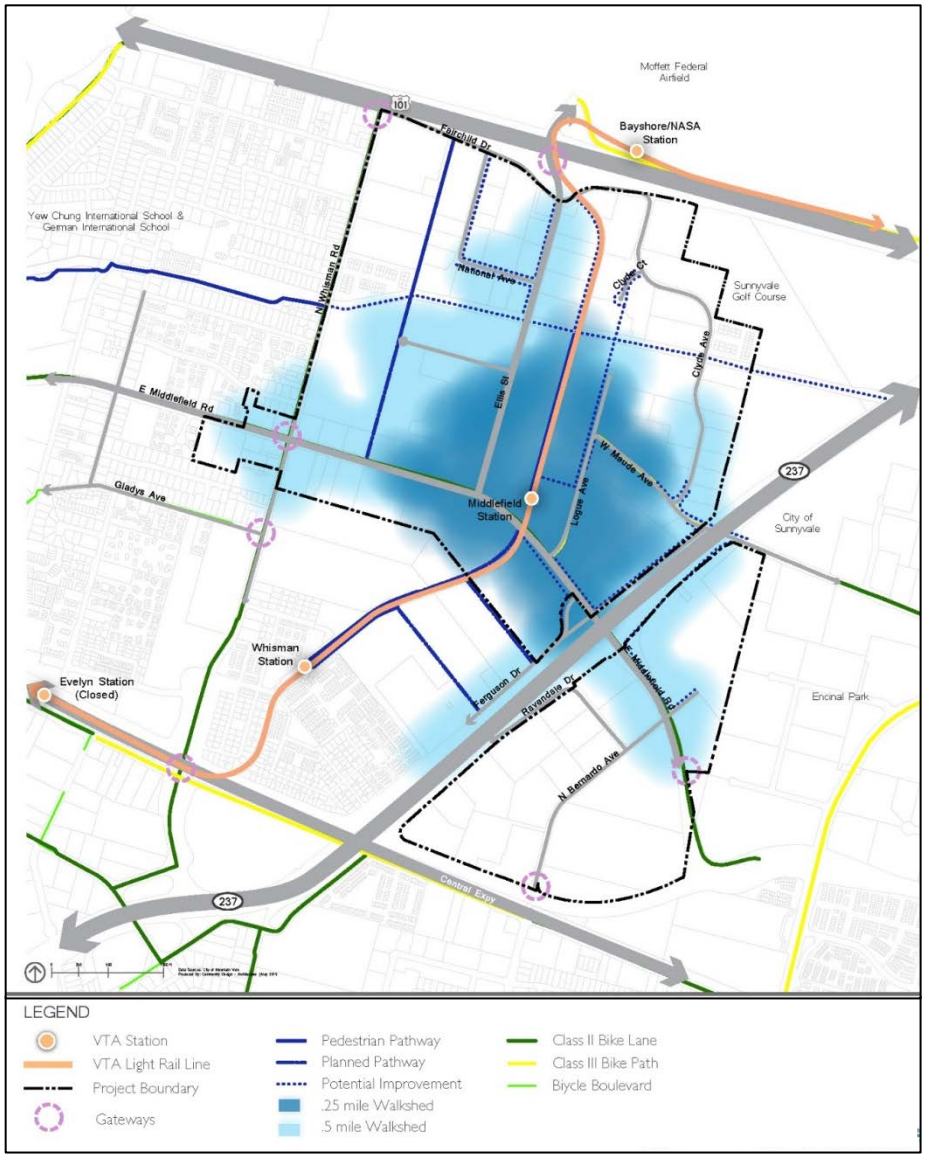


Figure 23: Existing Walkshed from Middlefield VTA Station

Figure 23 shows the locations within the Plan area within a 10 and 15-minute walk of the Middlefield LRT station.

Adding pedestrian facilities in the plan area, especially along the LRT tracks, could increase accessibility to the LRT station within the area.

Key Opportunity! There are opportunities to improve the pedestrian network, which would improve connectivity, reduce travel times, expand the walkshed, and increase access to transit.

Roadways and Automobiles

The roadway system providing vehicular access to the Plan area is shown on Figure 24. The major freeways and expressway providing regional access are US 101, SR 237, and Central Expressway, which form the northern, eastern, and southern boundaries of the Plan area. Roadways providing local access are: Fairchild Drive, National Avenue, Clyde Avenue, Maude Avenue, Middlefield Road, Whisman Road, Ellis Street, Logue Avenue, Ravendale Drive, Bernardo Avenue, and Ferguson Drive. Ellis Street connects the area with US 101 via an interchange at the northern edge of the Plan area. Maude Avenue and Middlefield Road have a split interchange with SR 237 with ramps to and from the east at Maude Avenue and ramps to and from the west at Middlefield Road. Ravendale Drive and Bernardo Avenue have intersections with Central Expressway and Middlefield Road intersects Central Expressway just outside of the Plan area.

Four Street Types are designated by the General Plan in East Whisman:

- Highway/Expressway. These are major roadways that are part of the regional and state network of highways, have access only at interchanges, and only accommodate vehicle travel. These include US 101, SR 237,

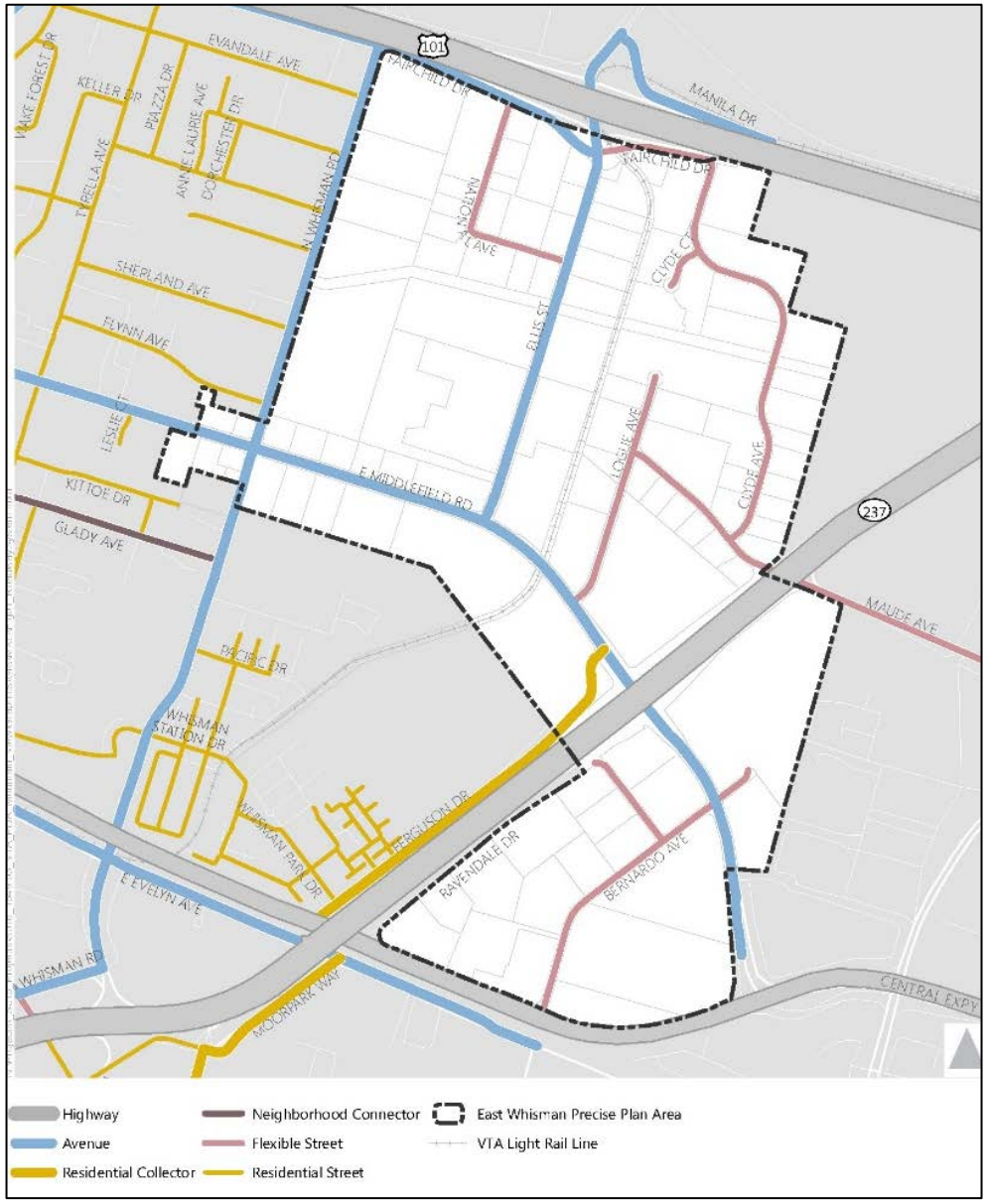


Figure 24: Existing Roadway Network, Source: 2030 General Plan

and Central Expressway.

- **Avenue**. Avenues have mixed frontages and distribute trips to both residential and commercial areas. They provide a balanced level of service for all modes. Fairchild Drive, Middlefield Road, Whisman Road, and Ellis Street are all Avenues.
- **Flexible Street**. Flexible Streets primarily serve local traffic to abutting uses. Low travel speeds and pedestrian and bicycle improvements help encourage travel by non-vehicle modes and provide more balanced access. National Avenue, Clyde Avenue, Logue Avenue, Maude Avenue, Bernardo Avenue, and Ravendale Drive are all Flexible Streets.
- **Residential Collector**. Residential collector streets distribute local traffic to other streets. They accommodate vehicle traffic while ensuring a high quality of life for residents by prioritizing walking and bicycling. Ferguson Drive is a Residential Collector.

Traffic congestion is typically measured in terms of Level of Service (LOS), which is based on delays at morning and/or evening peak travel times. Figure 25 shows the LOS metrics from the 2012 General Plan EIR at key intersections and roadway segments. Three out of the four studied arterials in the Plan area measure as LOS C.

Table 2: Level of Service Analysis (2012 General Plan EIR)

Intersection	LOS	Average Daily Traffic (ADT)
#8 Central Expressway (between 237 and Middlefield)	D	25,500
#18 Ellis Street (between 101 and Middlefield)	C	9,000
#29 Middlefield Road (between 237 and Ellis)	C	14,300
#47 Whisman Road (between Gladys and Central Expy)	C	7,300

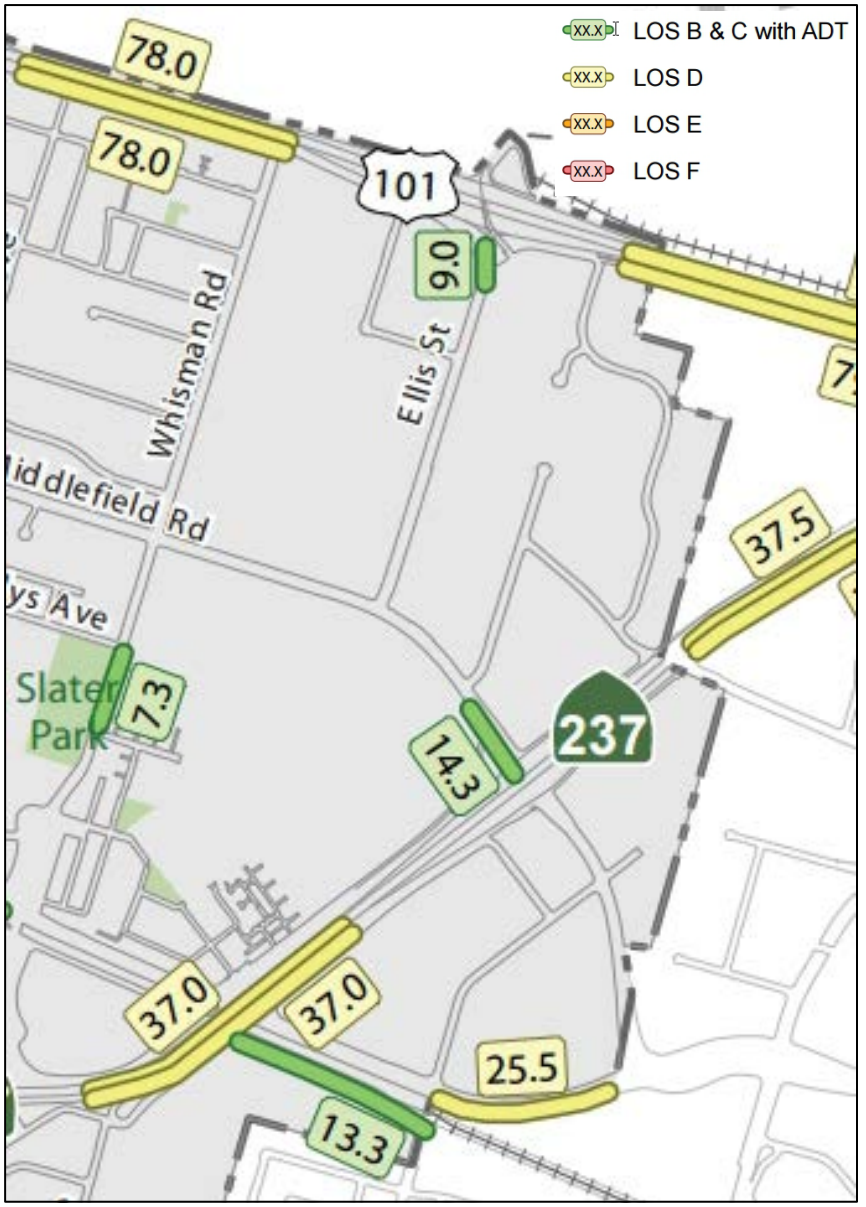


Figure 25: Level of Service (LOS), Source: 2012 General Plan EIR

Appendix

1. East Whisman Change Area

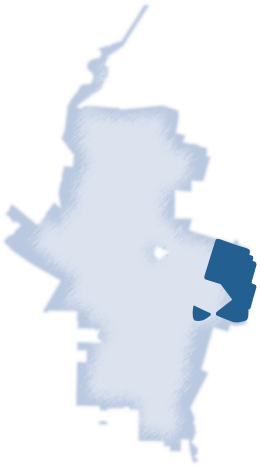
Mountain View 2030 General Plan

2. Village Center

Mountain View 2030 General Plan

3. Current and Recent Development Projects

EAST WHISMAN CHANGE AREA



VISION

The East Whisman Change Area advances as a sustainable, transit-oriented employment center with an increased diversity of land uses.

In 2030, East Whisman is anchored by transit-oriented commercial buildings with highly sustainable features and materials. It is an active area with pedestrian and bicyclist connections to light rail, services and employers. Commercial buildings are designed to respect the scale and character of adjacent residential neighborhoods. East Whisman features stores, services and restaurants for neighbors and workers, who enjoy plazas and open spaces throughout the area.

GOALS AND POLICIES

East Whisman policies encourage and offer incentives to more transit-oriented and sustainable development while supporting diverse land uses to serve future workers and neighbors.

Goal LUD-19: ***An area with innovative transit-oriented developments, services for area residents and workers and strong connections to the rest of the city.***

Policies

LUD 19.1: Land use and transportation. Encourage greater land use intensity and transit-oriented developments within a half-mile of light rail transit stations.

LUD 19.2: Highly sustainable development. Provide incentives to encourage new or significantly rehabilitated development to include innovative measures for highly sustainable development.

LUD 19.3: Connectivity improvements. Support smaller blocks, bicycle and pedestrian improvements and connections throughout the area.

LUD 19.4: Transportation Demand Management strategies. Require development to include and carry out Transportation Demand Management strategies.

LUD 19.5: Village centers. Promote new or expanded village centers that serve the area.

LUD 19.6: Residential transitions. Require development to provide sensitive transitions to adjacent residential uses.

LUD 19.7: NASA Ames and Moffett Field area connections. Create stronger connections between East Whisman and the NASA Ames and Moffett Field areas.

FORM AND CHARACTER

Pedestrian and Bicyclist Environment

- Pedestrian and bicycle networks connecting to transit and key destinations, including mid-block trails throughout East Whisman.
- Wide sidewalks and pedestrian amenities, such as benches, tree wells and directional signs at key nodes.
- Sidewalks with planter strips outside of key nodes.
- A well-connected bicycle network with on-street bicycle lanes and off-street bicycle or shared-use trails.
- Small curb radiuses and shorter pedestrian crossings, especially near retail, trails and transit.

Pedestrian connections to transit

Site Layout and Design

- Development includes sustainable features such as passive solar, stormwater retention, heat island reduction, renewable energy production, or other types of green infrastructure and technology.
- Buildings located at or near sidewalk for a significant portion of site frontage.
- Greater building setbacks with landscape buffers in locations adjacent to surrounding residential areas.

- Buildings oriented towards transit stations and retail nodes.
- Parking primarily located to rear or along sides of site.
- Developments designed to accommodate and minimize conflicts with pedestrian and bicycle routes.
- Significant landscaping such as trees or large planting areas for portions of buildings set back from the street.
- Buildings sensitively transition to nearby existing neighborhoods.
- Larger buildings broken down into smaller volumes.
- Step-backs of upper building floors where a smaller-scale building appearance is desired, such as along pedestrian routes or trails.
- Structured parking preferred over surface parking, especially in key pedestrian areas.

Plazas and Shared Space

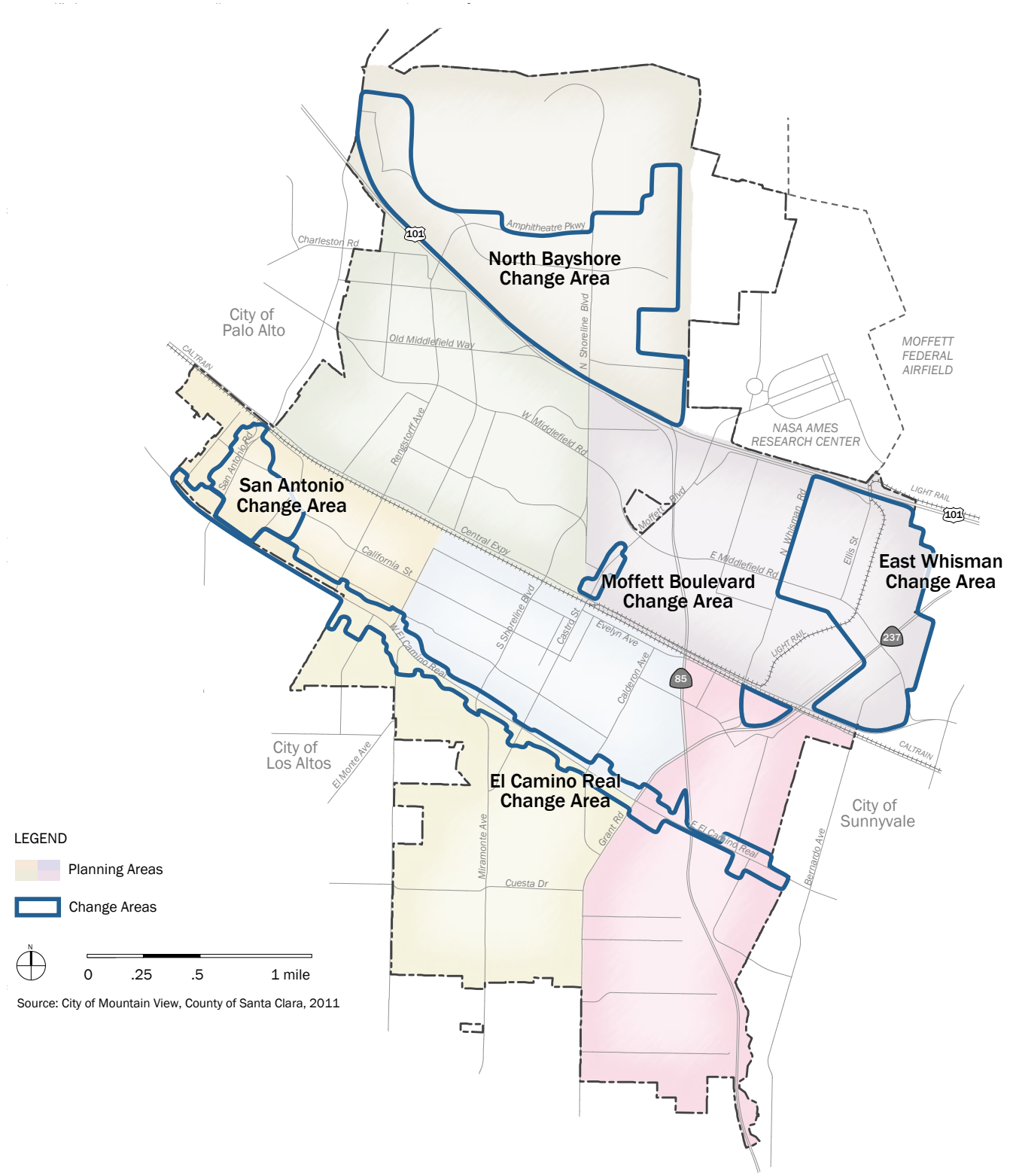
- Paths, trails and linear parks connect to streets, creeks, parks and surrounding areas.
- Plazas and open spaces distributed throughout area.
- Plazas engage with higher-intensity buildings and uses near village centers and transit stations.

Building-to-Street Relationship

- Building frontages help create a safe and comfortable pedestrian experience.
- Buildings include ground-floor design elements.
- Pedestrian-scale building elements activate the street, especially at transit stations and village centers.
- Building frontages include pedestrian entrances and windows.
- Building entrances oriented toward streets, plazas and open areas.
- Building frontages include plazas and court-yards, landscaping, murals, street furniture, and similar features.

Landscaping and building entrances create a comfortable pedestrian experience

Figure 3.8: Change Areas



Village Centers

A village center is typically a neighborhood shopping center with stores and services for local residents. Village centers support diverse local businesses and services, are places to socialize, and may offer different goods and services for specific community needs. Linked village centers give residents access to a broad variety of essential goods and services.

Locating village centers throughout the city is an important way of carrying out sustainability principles by offering walkable, accessible destinations for people of all ages and abilities. They cut down on the amount of driving and greenhouse gas emissions from vehicles.

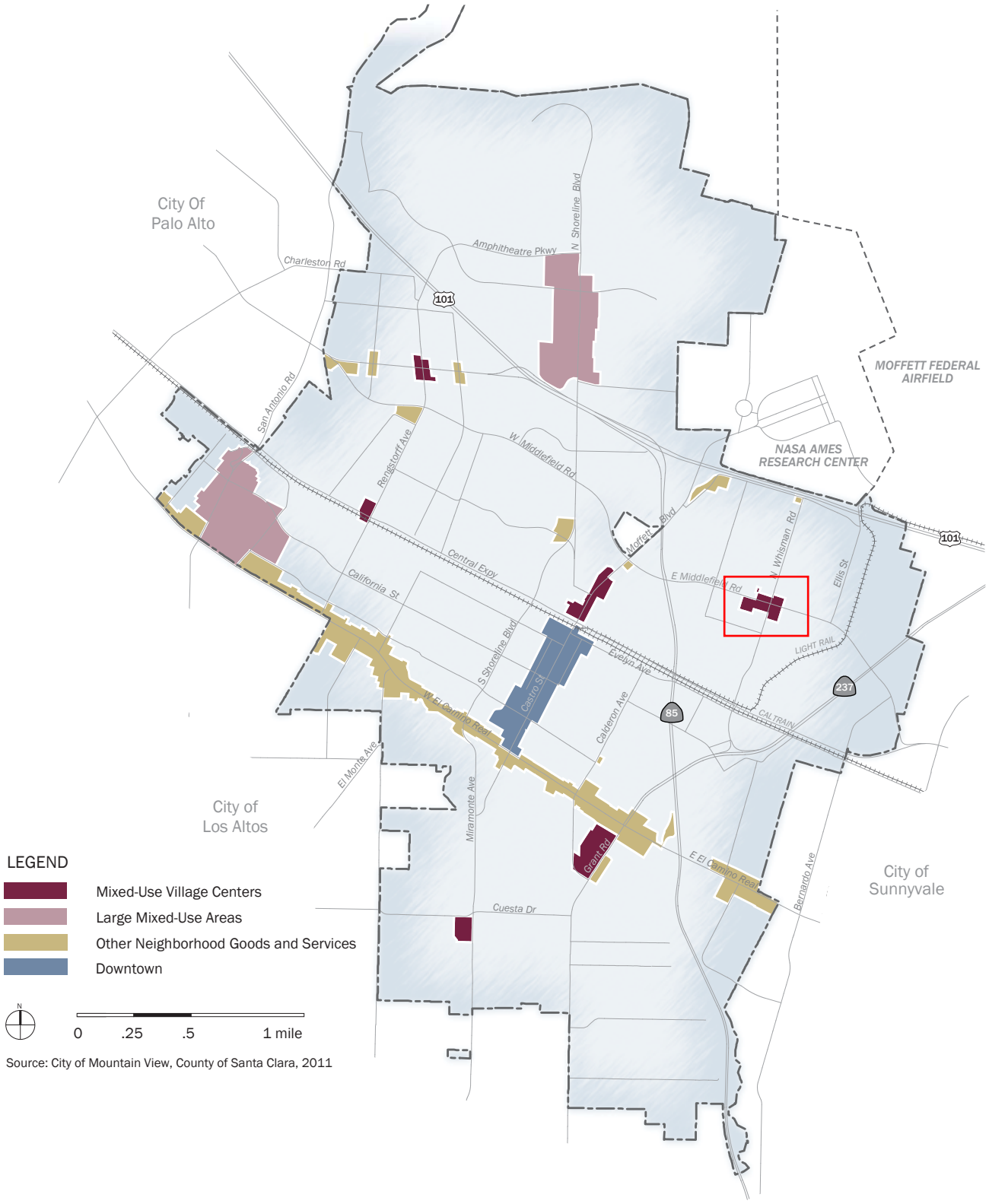
The General Plan strategically locates land for homes and businesses to support new or enhanced village centers (Figure 3.7). The Village Center Strategy Diagram shows current village centers and possible locations for new ones. Land use policies help further define how village centers can be incorporated within the city and how connections between them can be strengthened.

Land Use Designations

The Land Use Designations section at the end of this Element describes the general distribution and intensity of land uses throughout the city. New designations support the city's growth and reflect Mountain View's desire for change in key areas. A full-scale General Plan Land Use Map is available at **www.mountainview.gov.**

A village center with retail, plazas and connections to surrounding neighborhoods

Figure 3.7: Village Center Strategy



Source: City of Mountain View, County of Santa Clara, 2011

Current and Recent Development Projects

Below are brief descriptions on recent development projects in and adjacent to the East Whisman Precise Plan area, which are either completed, under construction, or approved and not yet constructed. Enclosed is a map of the development project locations.

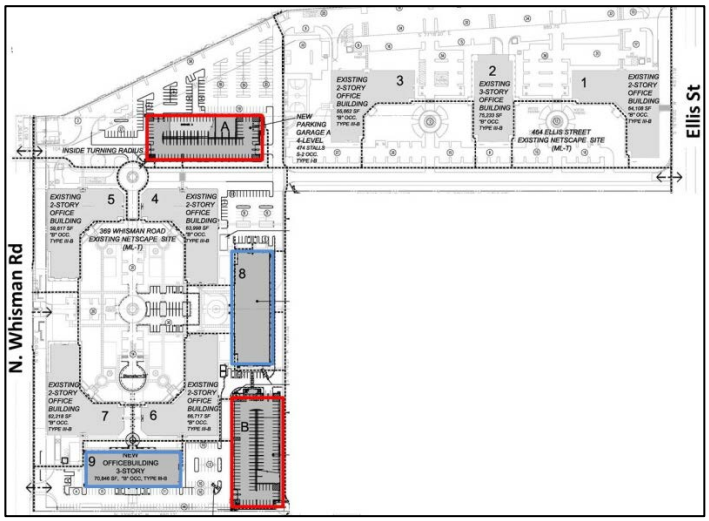
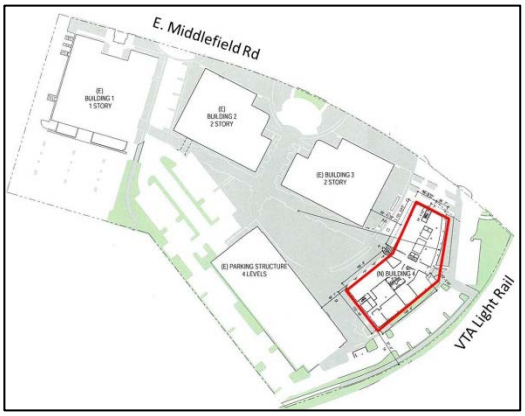
Transit (T-) Overlay Designations

Four projects have been constructed under the T-overlay district standards allowing floor area ratios (FARs) of up to 0.65, including:

Description	Building Photo
331 Fairchild Drive – a 3-story, 87,500 sq. ft. office building with a surface parking lot built at 0.4 FAR. *Status*: Completed and Occupied by Audience	
350 Ellis Street – two, 4-story office buildings (425,000 sq. ft.), a one-story amenity building (25,000 sq. ft.), and a 3-level parking structure built at 0.5 FAR. *Status*: Completed and Occupied by Symantec	
590 East Middlefield Road – a 3-story, 97,500 sq. ft. office building with a one-level parking structure built at 0.65 FAR. *Status*: Completed and Occupied by Omnicell	

Description	Building Photo
690 East Middlefield Road – two, 6-story office buildings (340,000 sq. ft.) with a surface parking lot built at 0.5 FAR. *Status*: Completed and Occupied by Synopsis	

Two projects have been approved under the T-overlay district standards, but have not been constructed. These projects have development agreements which permit them to be constructed at a later date, including:

Description	Site Plan
369 North Whisman Road and 464 Ellis Street – construct a 3-story office building (70,800 sq. ft.), a 4-story office building (109,900 sq. ft.), and two, 4-level parking structures on an existing office campus, resulting in a total FAR of 0.49. This project has a 10-year development agreement, expiring in 2021. *Status*: Not Constructed and Occupied by Google	 **Blue** – New Office Buildings **Red** – New Parking Structures
575 E. Middlefield Rd. – construct a 4-story, 102,500 sq. ft. office building on an existing office campus, resulting in a total FAR of 0.5. This project has an 8-year development agreement, expiring in 2018. *Status:* Not Constructed Occupied by Symantec	 **Red** – New Office Building

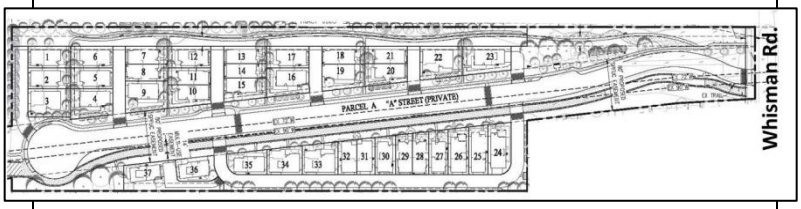
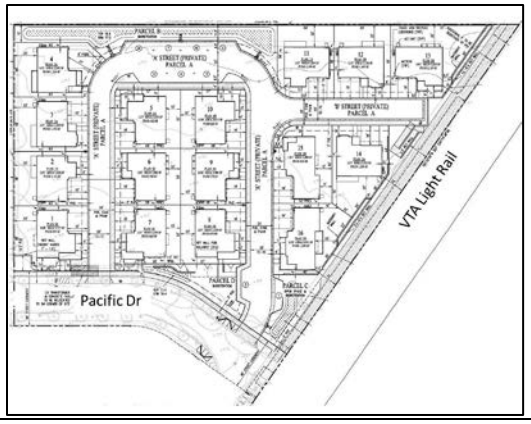
Planned Community (P) Designations

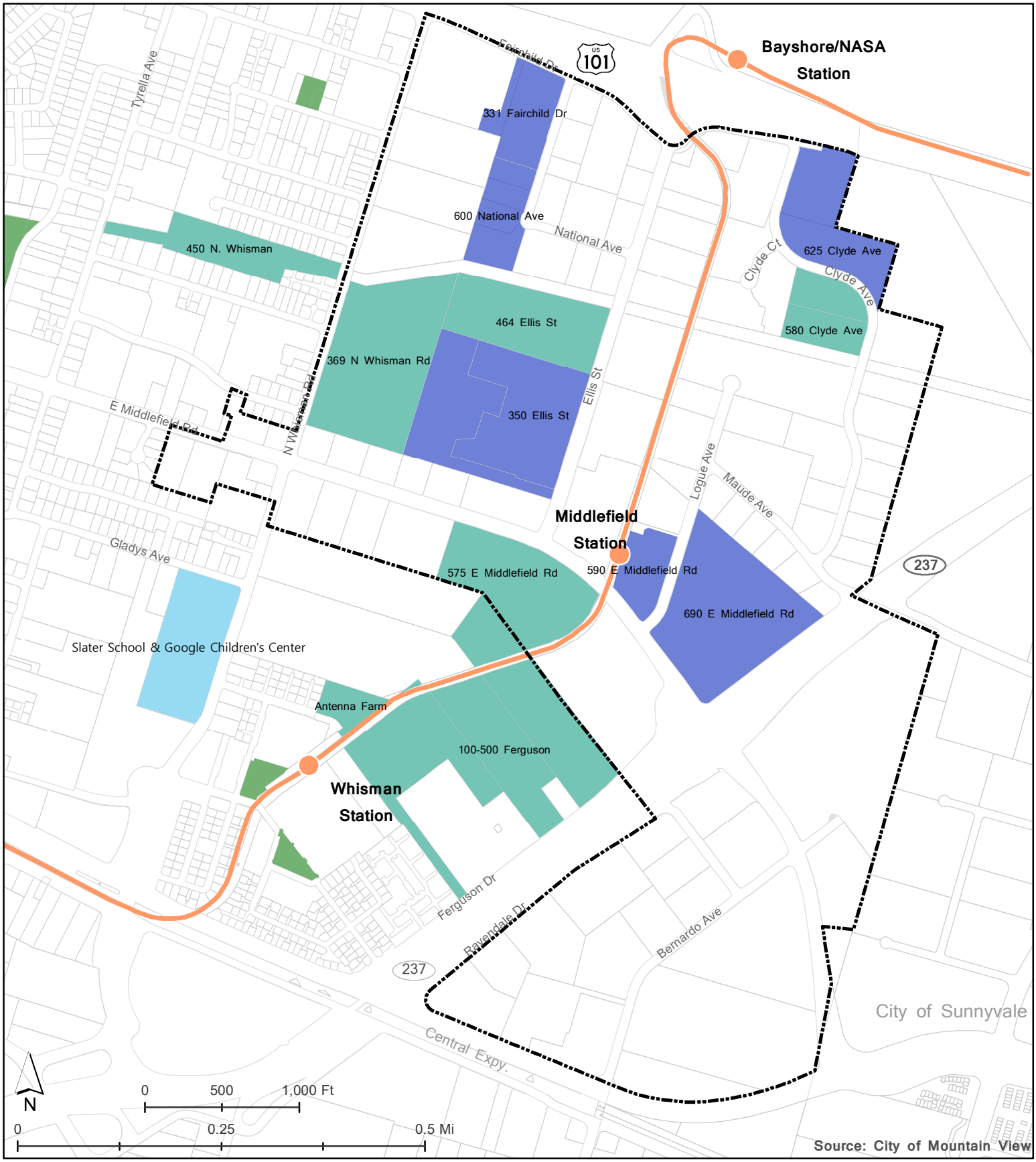
Three projects have been approved with P-designations and were designed in accordance with the East Whisman Change Area goals and policies of the General Plan, exceeding the ML and T-overlay district regulations, including:

Description	Building Photo
600 National Avenue – a 4-story, 140,600 sq. ft. office building with a one-level parking structure built at 0.67 FAR. *Status*: Under Construction	
625 Clyde Avenue – two, 6-story office buildings (385,500 sq. ft.) with two, 6-level parking structures built at 1.0 FAR. *Status*: Completed and Occupied by Samsung	
580 Clyde Avenue – a 5-story, 178,500 sq. ft. office building at with a 4-level parking structure approved at 0.8 FAR. *Status*: Approved and Not Yet Constructed	

Adjacent Projects to the Plan Area

There are three residential development projects immediately adjacent to the plan area which have been approved and are currently under construction, including:

Description	Site Plan
450 North Whisman Road – a 37-unit attached and detached rowhome development on a new private street with the Hetch-Hetchy Trail (adjacent to City and County of San Francisco right-of-way). *Status*: Under Construction by Summerhill Homes	
100, 400, 430 & 500 Ferguson Drive – a multi-parcel, mixed-use project with two, 4-story apartment buildings (394 units) with 3,000 sq. ft. of ground-floor retail, and 198 rowhome units (113 attached and 85 detached) along new private streets with a new 2.7-acre public park. *Status*: Under Construction by Pulte Homes and EFL	 **Red** – 100, 400 & 430 Ferguson **Blue** – 500 Ferguson
Antenna Farm – a 16-unit detached small-lot single-family development with a new private street, adjacent to the VTA light rail line. *Status*: Under Construction by Summerhill Homes	



Recent and Current Development Projects

- Approved and Completed Projects
- Approved, Not Yet Constructed
- Schools
- Parks
- Precise Plan Boundary
- VTA Light Rail Line & Stations

City of Mountain View