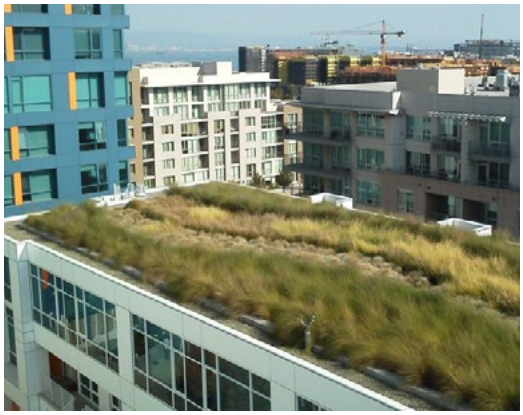
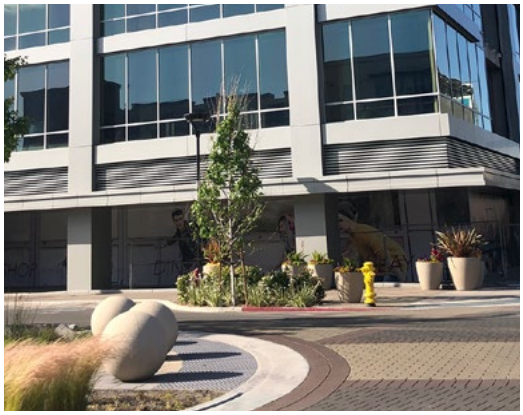
Attachment 11

city of mountain view

EAST WHISMAN
PRECISE PLAN





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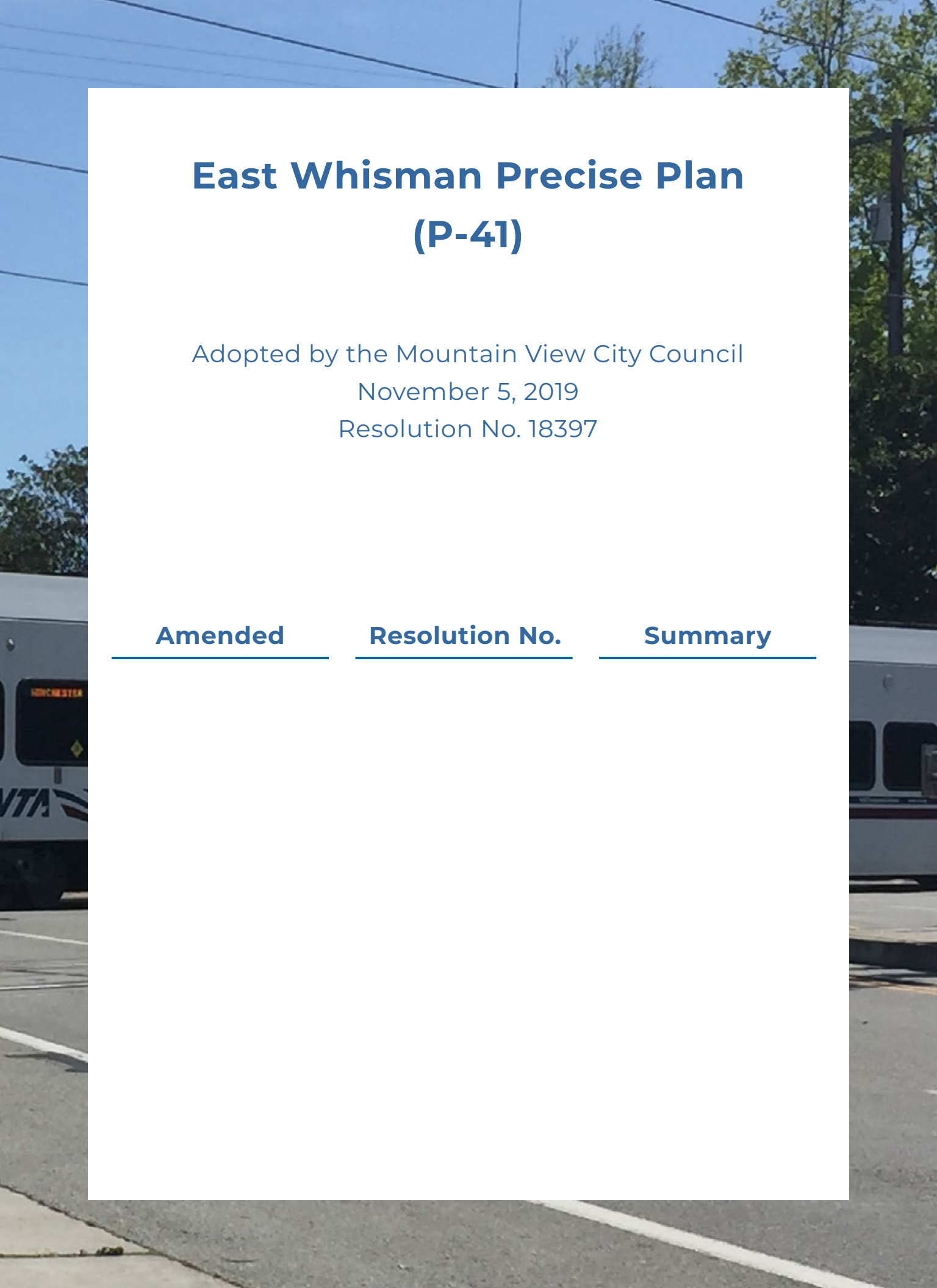

East Whisman Precise Plan (P-41)

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Amended	Resolution No.	Summary

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chapter one

Introduction

This Precise Plan serves as the primary tool for planning and implementation of the City of Mountain View's 2030 General Plan vision for East Whisman. The Plan guides the transition of the East Whisman Change Area to a vibrant mixed-use district, with new residential neighborhoods, open spaces, and mobility options. The Plan includes design standards and guidelines for new development; options for new pedestrian, bicycle, and vehicle connections; priority transportation and infrastructure improvements; and implementation actions.

This chapter establishes the purpose, context, and structure of the Plan.

Purpose and Authority

This Precise Plan implements the General Plan's goals and policies for the East Whisman Change Area and establishes the area's land use and development regulations.

The East Whisman Precise Plan guides land use and development decision-making processes for the area. The Precise Plan does not replace or augment building safety codes or other non-planning related codes. All applications for new construction, substantial modifications or improvements to existing buildings, and changes in land use shall be reviewed for conformance with this Precise Plan. This Precise Plan is adopted under the authority of the City's Zoning Ordinance, which establishes Precise Plans as a tool to regulate land use and development where certain properties or conditions require specialized attention.

Existing and previously entitled development may have their own approvals and requirements, which may supersede the requirements in this plan, unless additional approvals are required or entitlements have expired.

The East Whisman planning process included several workshops to present key information and receive feedback on plan strategies and alternatives from local residents and property owners

Standards and Guidelines

The Precise Plan's "standards" and "guidelines" respond to the Plan's vision and principles, and direct future development and infrastructure in East Whisman. *Standards* are requirements that must be followed by project applicants, businesses and property owners, unless an exception to a standard is otherwise noted. Standards are typically written with "shall" statements and may include numeric requirements (such as floor area ratio) that cannot be exceeded.

Guidelines are the City's expectations for how site, building, and infrastructure improvements should be designed. Projects should demonstrate how they address each guideline, but there is flexibility in how projects meet each guideline depending on project-specific design and location. These guidelines are typically written with a "should" statement. In some instances, guidelines allow an activity to occur but do not mandate its implementation. These guidelines are written with a "may" statement.

Office campus in East Whisman

Plan Location and Context

East Whisman is a major employment center located on the eastern edge of Mountain View. The 412-acre Precise Plan Area is shown in Figures 1 and 2. The 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 South Whisman and Whisman Station Precise Plan areas to the south, and Whisman Road to the west. The Plan Area also includes the commercial area at the intersection of North Whisman and East Middlefield Roads, referred to as the "Village Center" in the General Plan and this Precise Plan. The Santa Clara Valley Transportation Authority (VTA) light rail line travels north-south through the Plan Area with one station located within the boundary (Middlefield Station) and two stations just outside the Plan Area (Whisman Station to the south and Bayshore/NASA Station to the north).

East Whisman accommodates a substantial portion of the City's jobs. It is distinguished from the surrounding neighborhoods by its high-technology campuses and office, R&D and industrial buildings situated on large blocks.

Figure 1

Regional Context Area

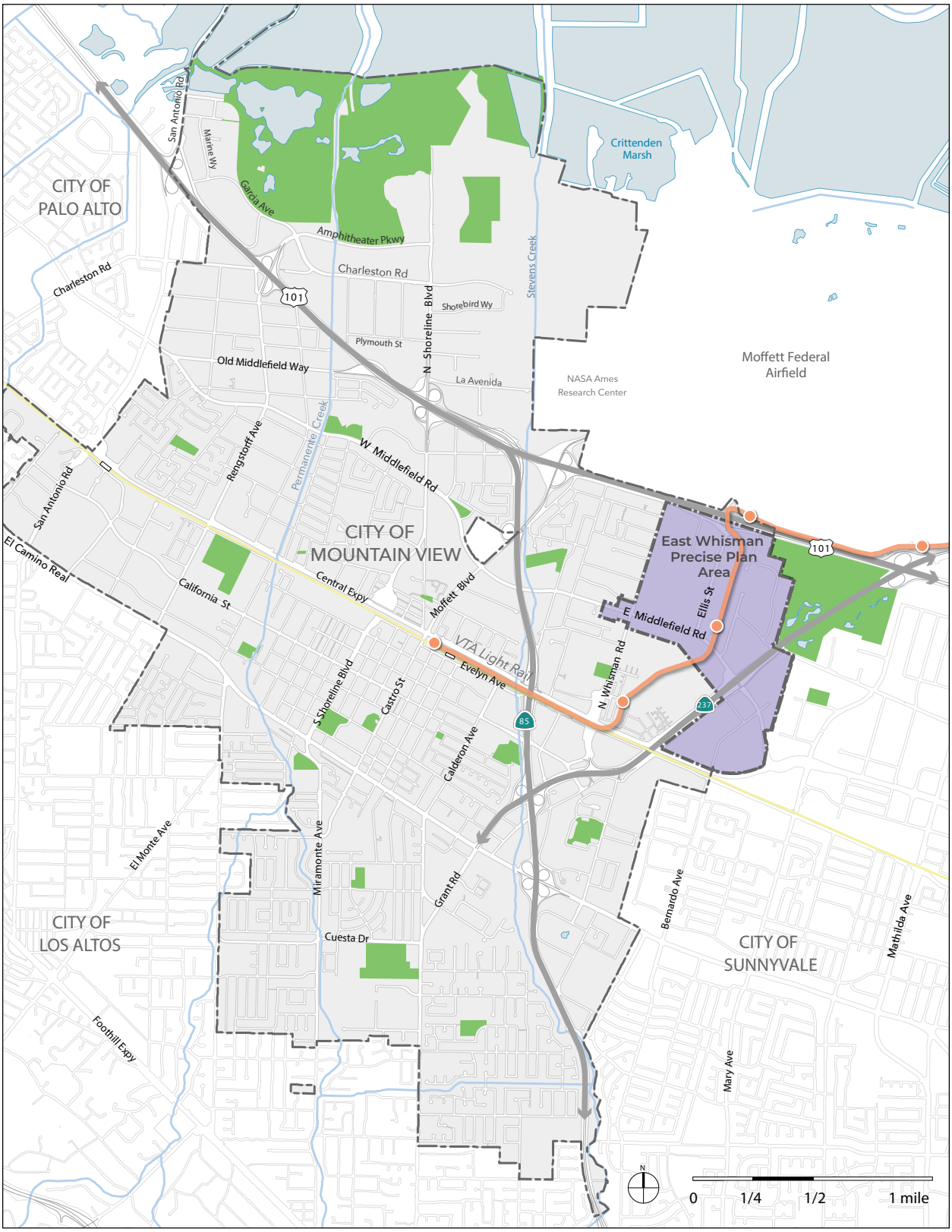
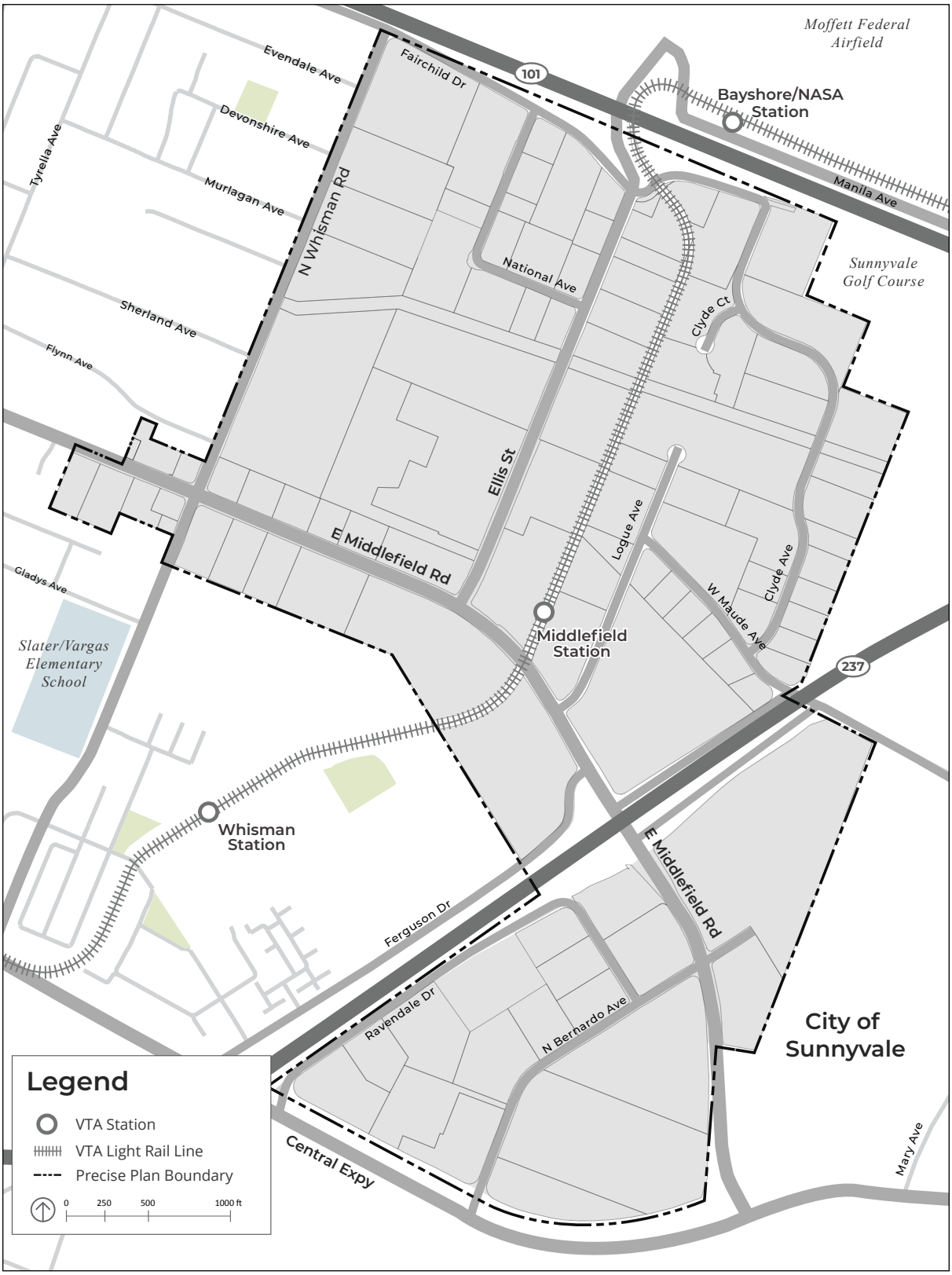


Figure 2

Plan Area



Planning Context

The City adopted a General Plan in 2012 to guide land use and growth in Mountain View through 2030. One of the "change areas" identified in the General Plan is the East Whisman area. The General Plan vision is for a transit-oriented employment center with high-intensity office development, a greater diversity of land uses, an improved multimodal transportation network with safe pedestrian and bicycle connections, and expanded retail and services to support residents and workers in the area. The General Plan also identified the need to update the area's zoning and development standards through a precise plan process to implement this vision.

This Precise Plan replaces district-specific regulations contained in the Mountain View City Code (Chapter 36, Zoning Ordinance) and several existing Planned Community Districts. This Precise Plan also amends the General Plan to allow new residential and expanded commercial land uses, to reduce the City's jobs/housing imbalance, to support shorter commutes and walkable neighborhoods, and to reduce Greenhouse Gas emissions, among other goals.

Relationship to Other Plans and Regulations

General Plan

The General Plan includes policies for Citywide development and general land use. Development and City actions within the Precise Plan area should be consistent with the policies in the General Plan.

Zoning Ordinance

The land use and development standards in this document supersede the land use and development standards in the Zoning Ordinance (Chapter 36 of the City Code). Regulations not addressed in this Precise Plan, such as standards for specific land uses, will still be regulated by the Zoning Ordinance.

Mountain View City Code

The City Code includes general regulations for subdivision, open space dedication, life safety, and operations of certain activities. These regulations apply to all citywide properties, including properties and projects in East Whisman.

Mountain View Greenhouse Gas Reduction Program

The Mountain View Greenhouse Gas Reduction Program (GGRP) establishes greenhouse gas reduction targets for the City. The GGRP lists measures to reduce emissions, such as green building performance requirements. All projects are expected to comply with the GGRP energy conservation and vehicle trip reductions.

Bicycle Transportation Plan and Pedestrian Master Plan

The East Whisman Precise Plan builds on the 2015 Bicycle Transportation Plan and the 2013 Pedestrian Master Plan. These transportation plans provide strategies and improvements to encourage active transportation. Relevant transportation projects and improvements are listed in the implementation chapter.

Parks and Open Space Plan

The City-wide Parks and Open Space Plan (POSP) prioritizes park acquisition and improvement strategies for the city. East Whisman is in the POSP's Whisman Planning Area, which has less than the City standard of 3 open space acres per 1,000 residents. The open space requirements in this Precise Plan provide specific implementation of the general strategies in the POSP to increase the supply of and access to open space.

Community Tree Master Plan

The Community Tree Master Plan (CTMP) is a guide for managing, enhancing, and growing Mountain View's community tree resource. The CTMP is implemented through the Protection of the Urban Forest ordinance (Heritage Tree preservation), development review and City activities on public streets and public parks.

Plan Bay Area

Plan Bay Area 2040 is a regional plan that aims to integrate sustainable land use, housing, and transportation strategies to reduce congestion, improve livability, and lower transportation-related emissions within the nine-counties of the San Francisco Bay Area. East Whisman was identified as a Priority Development Area (PDA), defined as higher-density, mixed-use development areas near major public transit stops. Key benefits available to PDA areas are CEQA streamlining and access to a variety of federal, State, and regional funding sources.

Valley Transportation Authority (VTA) VTP 2040

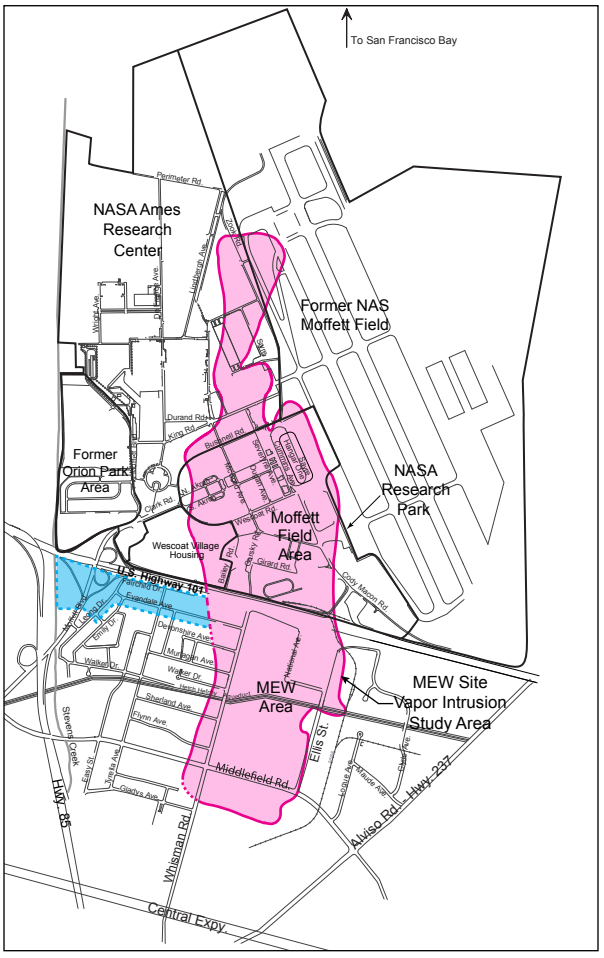
VTA, the regional transportation authority, has an adopted Long-Range Transportation Plan (VTP 2040) that describes all major projects and initiatives expected to occur in the next 20 years. It prioritizes complete streets, express lanes, light rail effectiveness upgrades, bus rapid transit, and bicycle/pedestrian improvements. Most recently, the Mountain View Light Rail Double Track Project added a second light rail track between the Mountain View and Whisman stations to facilitate greater levels of service. The VTA Plan also includes a package of projects in the Precise Plan area including the reconfiguration of the SR 237 / Middlefield Rd on-ramp and the planned Bernardo Avenue Caltrain Undercrossing / South Bernardo Avenue Bicycle Lanes.

Moffett Field Comprehensive Land Use Plan (CLUP)

Moffett Federal Airfield is a joint civil-military airport located less than 500 feet north of the project boundary. It is an operational facility currently used by NASA/Ames, various federal military groups, and private entities. The Comprehensive Land Use Plan (CLUP) establishes certain building height and land use restrictions for new development to ensure compatibility between Moffett Field operations and surrounding communities.

Middlefield-Ellis-Whisman Superfund Study Area (MEW)

A portion of the Plan Area is within the boundary of the Middlefield-Ellis-Whisman (MEW) Federal Superfund Study Area overseen by the U.S. Environmental Protection Agency (EPA). The MEW site encompasses most of the project area between North Whisman Road and the light rail tracks. EPA has conducted routine annual groundwater sampling since 1999, and since then cleanup has been on-going by the MEW companies, the Navy, and NASA to address the site-wide groundwater contamination. New development within the MEW site boundary may need to allow access for site investigation, cleanup activities, ongoing monitoring and to implement vapor intrusion mitigation strategies.



Middlefield-Ellis-Whisman (MEW) Superfund Study Area

Plan Structure

The Precise Plan is organized into the following chapters:

Chapter 2: Vision and Plan Strategies describes the vision and guiding principles to direct future development in East Whisman, including the physical design and policy strategies to collectively shape the future of the area.

Chapter 3: Development Standards provides standards and guidelines to regulate future development on privately-owned properties in East Whisman. It describes the intent and purpose for each East Whisman Character Area, and establishes standards related to allowed land use, development intensity, height, building frontage design, building placement, open area, and block size. The chapter also includes parking ratios, green building requirements, and other development standards common to all projects.

Chapter 4: Design Guidelines provides detailed guidance on the design of ground floors, building facades, building materials and architecture, parking design, landscaping character, and other building and site design elements.

Chapter 5: Mobility establishes the overall street network, street cross-sections and streetscape standards, bicycle and pedestrian networks, and other transportation standards and guidelines.

Chapter 6: Implementation provides guidance for reviewing projects under the Precise Plan regulations. The chapter includes a list of priority infrastructure projects (including water, sewer, and recycled water), capital improvements, and other implementation actions necessary to realize the Precise Plan vision. It also describes the Precise Plan funding strategy and monitoring programs.

Appendices cover administrative aspects of the Plan, such as the Precise Plan EIR Mitigation, Monitoring and Reporting Program.

chapter two

Vision + Plan Strategies

This chapter includes the Plan's vision, guiding principles, and major strategies. The **vision** describes how the future Plan area looks, feels, and functions. The **guiding principles** are the Plan's major themes, each supported by key regulations and actions listed beneath each principle. The **major strategies** summarize how the Plan specifically addresses key issues.

Precise Plan Vision

The East Whisman Area advances as a sustainable, transit-oriented residential neighborhood and employment center with an increased diversity of land uses, multiple mobility choices, numerous high-quality open spaces, vibrant local and local-serving businesses, and housing options for all incomes and stages of life.

East Whisman is anchored by the Middlefield Light Rail station and a central open space, surrounded by high-intensity, transit-oriented commercial and residential buildings. Building heights are lowest adjacent to existing neighborhoods and designed to respect their scale and character.

The central **Mixed-Use Area** features a complete neighborhood, with stores, services, and restaurants for residents, neighbors, and workers, and a range of plazas and open spaces. Office and residential buildings are designed and operated compatibly with nearby uses.

The **North and South Employment Areas** contain office campuses with significant landscaping and open areas and limited surface parking. These campuses buffer the residential areas from major freeways and Moffett Field, while providing public paths and open spaces that serve the surrounding community.

East Whisman is enlivened by the presence of a **Village Center**, a cluster of local-serving retail and services located at East Middlefield and North Whisman Roads. The Village Center is a gateway into the neighborhood and provides convenient access to shopping and other daily needs and services for nearby residents and employees.

The East Whisman area is interconnected through pedestrian and bicycle facilities that improve access to the surrounding region, light rail stations, services, housing, and employers, creating new public places and transportation options. Active transportation is further promoted through wide sidewalks covered with tree canopy, bicycle lanes on public streets, and an active and vibrant streetscape.

Guiding Principles

The East Whisman Precise Plan vision is supported through a series of guiding principles. The principles connect the overarching vision with the Plan's standards and regulations. These principles establish a reference point for stakeholders and decision-makers as projects are reviewed.

1 Transform East Whisman into a Mixed-Income Community with a Balance of Renters and Owners

East Whisman will provide housing opportunities for a range of incomes and household types, including a balanced mix of ownership and rental housing. In addition, new jobs will create advancement opportunities for local low- and moderate-income workers.

- A minimum of **twenty percent** of the future housing in East Whisman will be reserved for lower-income households, providing much needed housing for a diverse workforce at all income levels.
- The Plan provides incentives for projects that facilitate or provide more **affordable housing** units than required by the City's other regulations.
- The Plan encourages both **rental and ownership housing** with a mix of unit sizes to accommodate both small and large households. The Plan also allows for townhome-style residential units along North Whisman Road and in the Village Center, which are typically owner-occupied.
- The Plan includes a **local hire policy** that supports career pathways and training for the local low- and moderate-income workforce.

Recent affordable housing project

2 Create a Complete Neighborhood

The Plan blends office, retail, and residential uses together to create a complete community, supported by new public open spaces, services, and transportation options that provide for the daily needs of residents and employees in the area.

- The Plan establishes **target numbers** to guide the transition of East Whisman into a complete community. Each character area has targets for neighborhood commercial square footage, office/R&D square footage, parks acreage, and residential units. Proposed projects must demonstrate how they are meeting these targets during project review.
- The Plan requires **new public parks and open spaces**, including plazas, neighborhood mini-parks, greenways, and multi-use paths to promote recreation, active transportation, and social gathering.
- The **neighborhood commercial strategy** requires retail/service uses around the Middlefield Light Rail Station, on most building frontages in and adjacent to the Village Center, on Ellis Street adjacent to Highway 101, and on East Middlefield Road at the intersection of North Bernardo Street.

A complete neighborhood contains a mixture of gathering spaces, retail uses, and green space

3 Focus Activity and Development around Middlefield Light Rail Station

The Middlefield Station is the heart of the East Whisman community. New retail, commercial services, open space, and greater development intensity will bring activity and vibrancy to the station area. The addition of new residential units near light rail will add to the overall mix of land uses, supporting additional City and regional goals to increase transit ridership.

- The **highest development intensities** are allowed near the light rail station, in the Mixed-Use Transit-Oriented Character Area.
- The Plan calls for a **signature, central public open space** adjacent to the station to provide a community gathering space. This open space and the surrounding active ground floor uses will allow residents and workers to dine, relax, and socialize before and after accessing the light rail.
- The Plan requires consistent **pedestrian-friendly frontages** and buildings placed close to the street, especially along East Middlefield Road and Ellis Street.
- The Plan improves the light rail station's **access and visibility** to emphasize light rail as a key resource in the area's transportation network.

Middlefield Light Rail Station

4 Respect North Whisman Area Neighborhood Character

Future East Whisman development will be designed to respect and benefit the Wagon Wheel and North Whisman neighborhoods, by providing additional amenities for residents and creating appropriate transitions to existing homes.

- The Plan establishes **height overlay** areas along North Whisman Road and near Flynn Ave to respect the character and scale of existing neighborhoods. Lower-intensity building types, such as townhomes and smaller multifamily projects, will provide an appropriate transition to adjacent homes.
- Future growth in East Whisman will provide tangible **benefits** to adjacent residential communities, including new parks, neighborhood-serving commercial businesses, and active transportation improvements.

Future development along North Whisman Road will transition to the adjacent neighborhood

5 Enhance the Middlefield/Whisman Village Center

The Village Center at North Whisman Road and East Middlefield Road will be maintained as a neighborhood-serving center with an emphasis on retail, service, and residential uses. Commercial uses will line building ground floors at this intersection, creating an engaging gateway into the Plan area and City.

- **Minimum neighborhood commercial requirements** apply to new development at the Village Center (and other key locations) to ensure the continuation of this cluster of shops and services.
- The Plan contains policies to support the **retention of existing local businesses**, and to encourage essential services, such as a grocery store.
- Future development at the Village Center will be required to create a **master plan** to coordinate shared infrastructure, such as parking and open space.

The Village Center will include retail, restaurants and other neighborhood-serving uses, in frontages with ground-floor activity

6 Integrate New Housing Harmoniously with Office Uses

A successful blending of residential, office, and supporting retail uses is critical to the Plan's implementation. East Whisman will integrate new housing with office and R&D uses through streetscape improvements, site and building design, and development phasing.

- The Plan requires new developments be designed with **active, street-facing urban facades**. To create a pedestrian-friendly environment, all new development will be required to meet standards and guidelines related to building placement, setbacks, active frontages, façade design, transparency, articulation, massing and an emphasis on architectural diversity.
- The Plan directs new **public open areas and new paths and streets** to effectively buffer residential and office buildings from each other while linking them together.
- Standards and guidelines for the location and character of **parking, loading, equipment, and utilities** support residential character and quality of life.

Example of office buildings near residential apartments

7 Maximize Land Use Flexibility While Balancing Jobs and Housing

The Precise Plan provides flexibility to allow individual property owners to build residential, mixed-use, office, light industrial, or commercial development, in response to the market and other factors. The Plan also includes incentives to improve the jobs-housing balance, which promotes new housing opportunities for employees, and reduces vehicle miles traveled and greenhouse gas emissions.

- The Plan allows for the greatest **land use flexibility** in the Mixed-Use Character Area; all parcels located around Middlefield Station have the option to redevelop as residential, mixed-use, or office.
- To achieve balanced growth, the Plan contains a **Jobs/Housing Linkage** program to encourage office and residential growth to occur in tandem. This mechanism requires new office development to facilitate residential development and promotes integration of housing into the area.
- The Plan allows for continued **light industrial** uses in the Employment Character areas.

Housing integrated flexibly into the area will provide the best opportunity to improve the jobs-housing balance in East Whisman

8 Minimize Vehicle Trips

The Precise Plan contains policies and requirements to limit vehicle miles traveled (VMT). To achieve this objective, the Precise Plan improves connectivity and establishes clear expectations around parking, transportation demand management, and supporting alternative travel modes.

- The Plan sets **maximum block sizes** to break up large blocks into a finer-grained network of pedestrian-oriented streets and paths, including five new north-south and east-west streets, new greenways and multi-use paths, and new crossings of the VTA light rail track.
- The Plan incorporates curbside "flex-zones" and adaptive parking standards to **accommodate demographic and technological shifts** over time, such as Autonomous Vehicles and rideshare services.
- The Plan supports usage of **VTA and other transit services** through high-quality wayfinding, last-mile connections, and transportation demand management (TDM) requirements.
- The Plan's TDM program and parking policies help to **limit Vehicles Miles Traveled (VMT)** by managing parking and supporting alternative transportation options.

VTA light rail is an asset to the overall transportation network and provides additional mode choice

Example of high-quality wayfinding to provide easy access to transit stations

9 Build Complete Streets for Active Transportation

The Precise Plan strongly supports walking and biking by prioritizing bicycle/pedestrian connections within new streets and private developments. The Plan also identifies needed improvements to complete these active transportation networks.

- All streets within the Plan Area are "Complete Streets," creating a **complete mobility network** to accommodate bicycles and pedestrians with bicycle lanes, buffered cycle tracks, wide sidewalks and enhanced crossings.
- The design and character of **streetscapes** will vary by location and context, but all streets will be well-designed and provide high-quality amenities, landscaping and wayfinding for pedestrians and cyclists.
- The Plan identifies major new bicycle and pedestrian **connections into and out of the Plan area**, essential to improving circulation and overall connectivity. Significant upgrades to transportation facilities include improvements at Maude Avenue/237, Ravendale Drive to Ferguson Drive, East Middlefield Road/237, and Ellis Avenue/101.

Example of a Complete Street that accommodates pedestrians, bicycles, and vehicles

10 Create a Highly-Sustainable Community

The Precise Plan includes measures to help East Whisman become a highly sustainable area. These measures are designed to limit impacts on future generations, including adapting to and mitigating climate change, reducing per-capita water and energy demand, reducing air and run-off pollution, and fostering a neighborhood with sustainable transportation choices.

- The Precise Plan **prioritizes walking, biking and public transit** through an extensive list of priority transportation improvements that will be primarily funded and built by new development.
- The Plan also requires **aggressive new vehicle trip limits** for all new developments, to ensure reduction of the single-occupancy automobile mode share over time.
- To achieve maximum sustainability, the Plan requires a minimum level of **green building performance** from all projects.
- **New infrastructure** promotes sustainability through the provision of new recycled water and the inclusion of stormwater treatment facilities in new streets.
- Adding new residential and neighborhood commercial uses supports a **sustainable land use mix**, which is critical to improving the jobs-housing balance, reducing commute times and travel distances, and improving access to daily goods and services.

Green roofs are part of the Plan's approach to maximize sustainability

Plan Strategies

The East Whisman Precise Plan is structured around a set of interrelated policy strategies. These strategies support the vision and guiding principles, and are implemented by the more detailed standards, guidelines and actions found in following chapters. Each strategy is described in the subsequent pages of this Chapter, with an explanation of the strategy's goals and purpose, and where to find more specific direction in the Plan. Each strategy is illustrated with a plan-wide map, diagram, chart, or table as appropriate.

The Plan's major strategies are:

1. **Character Areas:** The Plan area is divided into three Character Areas, which regulate allowed land uses, block size, building placement, frontage standards, civic space standards, neighborhood transition standards, and building and site design.
2. **Height and Floor Area Ratio:** These standards establish maximum development height and intensity for each parcel, and the associated community benefits required to obtain the highest intensities.
3. **Jobs-Housing Linkage:** The Plan expects office development to facilitate the creation of new residential neighborhoods, supporting balanced growth.
4. **Diverse Housing:** The Plan includes a goal that 20% of new housing units are affordable and a goal for a range of unit sizes, with incentives and requirements to meet them.
5. **Neighborhood Commercial:** To promote additional shops and services for area residents, the Plan includes requirements and incentives for neighborhood commercial uses.
6. **Public Open Space:** Based on the City goal of three acres of parkland per thousand residents, the Plan sets an ambitious goal of 30 acres of publicly accessible open space, implemented through minimum standards, design guidelines, and the Conceptual Open Space Network.
7. **Schools:** The Plan contains a community benefits strategy that supports the creation and expansion of schools serving East Whisman.
8. **Streetscapes and Frontages:** To create high-quality streetscapes and public spaces, the Plan sets forth standards and guidelines for active building frontages, landmark locations ("key corners"), views, wayfinding, and the character of major corridors.
9. **Multimodal Circulation Network:** To maximize mobility choice in the Plan area, a layered series of networks will effectively distribute vehicle, transit, bicycle and pedestrian trips.
10. **Transportation Demand Management:** The Plan will reduce vehicle trips and congestion through a combination of roadway system improvements, transportation demand management (TDM), transit and shuttle enhancements, and regional transportation solutions.

Character Areas

The Precise Plan is organized into three distinct Character Areas, the Mixed-Use Character Area, the Employment Character Areas and the Village Center Character Area. Character Area standards and policies are intended to guide the "look and feel" of each of these areas, specifying the attributes that make each of these places distinct and unique. The Character Areas strategy serves two main goals: to define the desired urban design characteristics, and to guide the land use mix.

Each Character Area contains standards to implement the vision for East Whisman, and to create a unified sense of place and address land use compatibility. Guidance for the Character Areas covers land uses, block size, building placement and setbacks, frontage type and design, and related policies.

Character Areas also establish numerical targets so that each one is developed with an appropriate mix of land uses, activities, public open spaces, and amenities, as these are the building blocks for a complete neighborhood (see Table 1 Character Area Targets and Key Concepts). While individual developments may not be required to comply with the targets, the City will monitor development relative to the targets over time. The City will use that information to adjust policy, such as community benefits. More information on the Character Area targets is in Chapter 6.

The three East Whisman character areas are:

1. **Mixed-Use Character Area**
2. **Village Center**
3. **Employment Character Areas (North & South)**

A landscaped paseo provides pedestrian and bicycle connectivity, a critical component of a Complete Neighborhood.

Figure 3

Character Areas

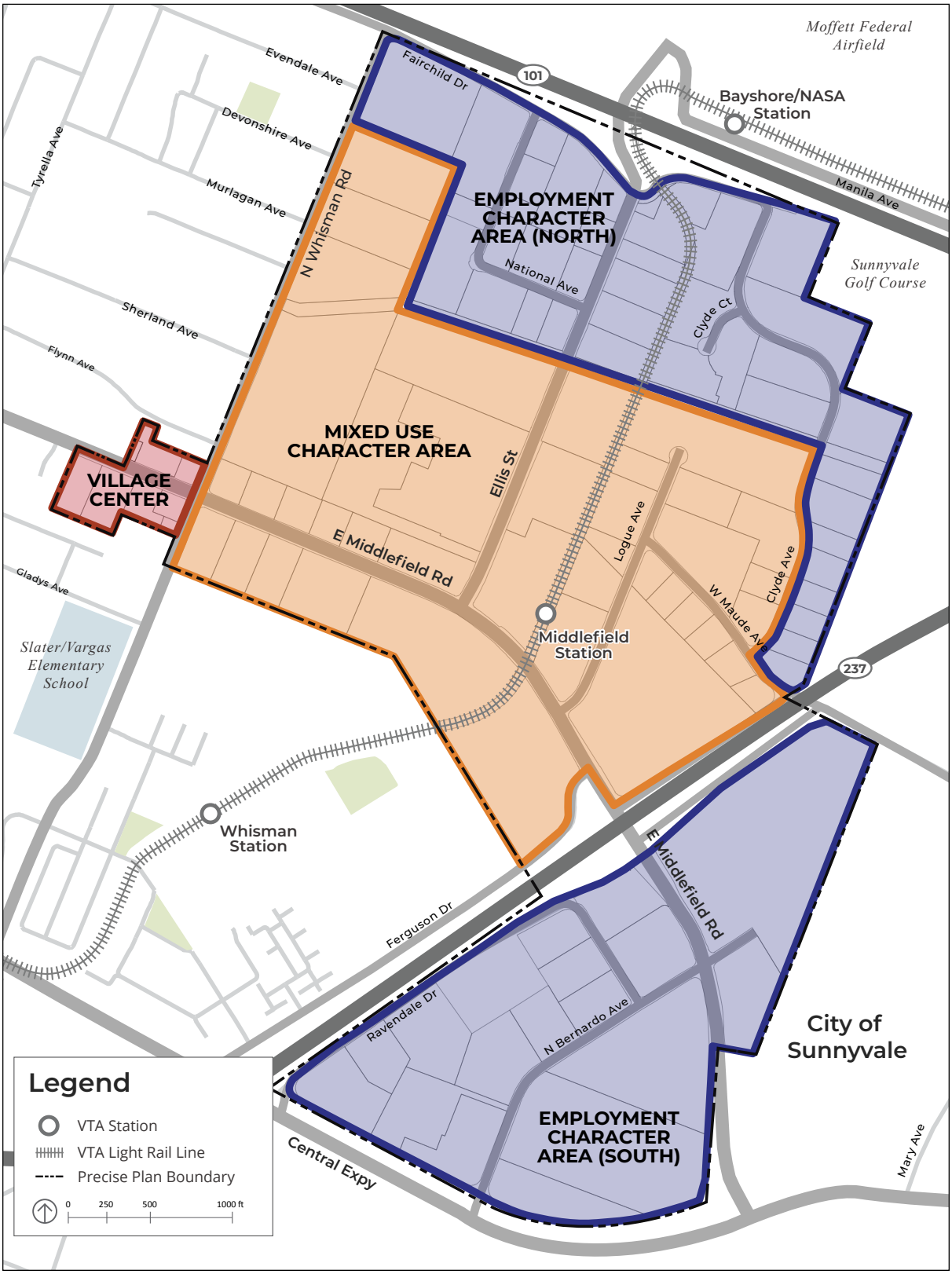


Table 1

Character Area Targets and Key Concepts

	LAND USE	PUBLIC OPEN SPACE	BLOCK PATTERN + MULTIMODAL CIRCULATION	BUILDING + DESIGN CHARACTER
MIXED-USE AREA 	A transit-oriented district with a mix of neighborhood commercial, residential, and office uses. Highest intensity buildings are located near the Middlefield Light Rail Station, transitioning to lower intensities near North Whisman Road. Neighborhood commercial is allowed anywhere, but is focused on Middlefield Road and near the light rail station. **RESIDENTIAL TARGET:** 4,800 – 5,000 units, a mix of ownership and rental **OFFICE/R&D/ INDUSTRIAL TARGET:** 3.7 million – 4.3 million sf (600,000 – 1.2 million net new sf) **NEIGHBORHOOD COMMERCIAL TARGET:** 50,000 – 70,000 net new sf, including a grocery store (or in Village Center)	Public open spaces include a central park, a neighborhood park, mini-parks, linear parks, and other plazas and publicly accessible open spaces. Open spaces provide varied and diverse programming. **TARGET:** Minimum of 14 to 20 acres of parks and publicly accessible open spaces, including a 1 to 2 acre central open space adjacent to the Middlefield Station.	A fine-grained network of publicly accessible paths creates direct and convenient routes for pedestrians and bicyclists. New north/south and east/west public streets break up large blocks. A new connection across light rail links the east and west parts of the area. **TARGET:** 400' average block lengths	Continuous building facades near the street. Active, pedestrian-oriented ground floors with variation and interest, including stoops, frequent entrances, and storefronts. Heights increase from North Whisman Road towards the Middlefield Station.
VILLAGE CENTER 	Neighborhood-serving and pedestrian-oriented retail and services, maintaining the existing square footage. Housing and small office are allowed, encouraging redevelopment into a mixed-use center. **RESIDENTIAL TARGET:** 50 – 200 units **NEIGHBORHOOD COMMERCIAL TARGET:** 70,000 – 90,000 sf (20,000 – 40,000 net new sf), including a grocery store (or in Mixed-Use Area)	A shared open space or plaza is a prerequisite for any large mixed-use project. **TARGET:** Minimum ½ acre publicly accessible open space	New pedestrian and bicycle connections built as redevelopment occurs. **TARGET:** 250' average block lengths	An integrated mixed-use center oriented around a public open space. Area edges are consistent in scale with surrounding neighborhoods. Attractive storefronts create a vibrant and inviting community space.

	LAND USE	PUBLIC OPEN SPACE	BLOCK PATTERN + MULTIMODAL CIRCULATION	BUILDING + DESIGN CHARACTER
EMPLOYMENT AREA NORTH 	A mix of moderate- and higher-intensity office uses, with hotels allowed along Ellis Street. Additional neighborhood commercial uses allowed throughout, but focused near Ellis Street and Highway 101. **OFFICE/R&D/ INDUSTRIAL TARGET:** 2 million - 2.6 million sf (300,000 - 900,000 net new sf) **NEIGHBORHOOD COMMERCIAL TARGET:** Minimum 15,000 sf (10,000 net new sf)	Campus open spaces are introduced or enhanced throughout the area with new development. **TARGET:** 2 to 4 acres of publicly accessible open spaces	New public paths through office campuses are provided with new development. Additional connections to the Mixed-Use Character Area are provided. **TARGET:** 500' average block lengths	Office campuses with significant public and private open space and outdoor amenities. Varied and innovative building forms and high-quality materials. Public multiuse paths provide open space, transportation, and recreation for residents, employees and visitors.
EMPLOYMENT AREA SOUTH 	A mix of low- to moderate-intensity office, R&D, and light industrial or similar employment uses. Neighborhood commercial uses allowed anywhere, but focused near North Bernardo Avenue and East Middlefield Road. **OFFICE/R&D/ INDUSTRIAL TARGET:** 2.15 million - 2.55 million sf (600,000 - 1 million net new sf) **NEIGHBORHOOD COMMERCIAL TARGET:** Minimum 10,000 sf	Campus open spaces created through new development include a new 2-acre open space on Middlefield Road and a linear park. **TARGET:** 4 to 6 acres of publicly accessible open spaces	New public paths through campuses, including a linear park. New connections to surrounding neighborhoods are also provided. **TARGET:** 600' average block lengths	

Height and Floor Area Ratio

To support the vision for East Whisman, the Plan allows taller buildings and more floor area ratio (FAR) in close proximity to the Middlefield Station to create a high-intensity, mixed-use core. In the North Employment Character Area, greater intensity is also allowed near the NASA/Bayshore light rail station. To respect existing neighborhoods, building heights and FARs will transition down toward North Whisman Road and Flynn Avenue, while development in the Village Center will be less intense than in the mixed-use core.

To achieve the maximum height and intensities, projects must be granted Bonus FAR. Residential Bonus FAR projects will meet requirements for higher building sustainability and community benefits contributions. Office Bonus FAR projects will facilitate residential development within the East Whisman area, meet green building requirements, and contribute to community benefits. There is a finite amount of office Bonus FAR available through a Development Reserve established by the Plan.

Other elements of the Height and FAR strategy include:

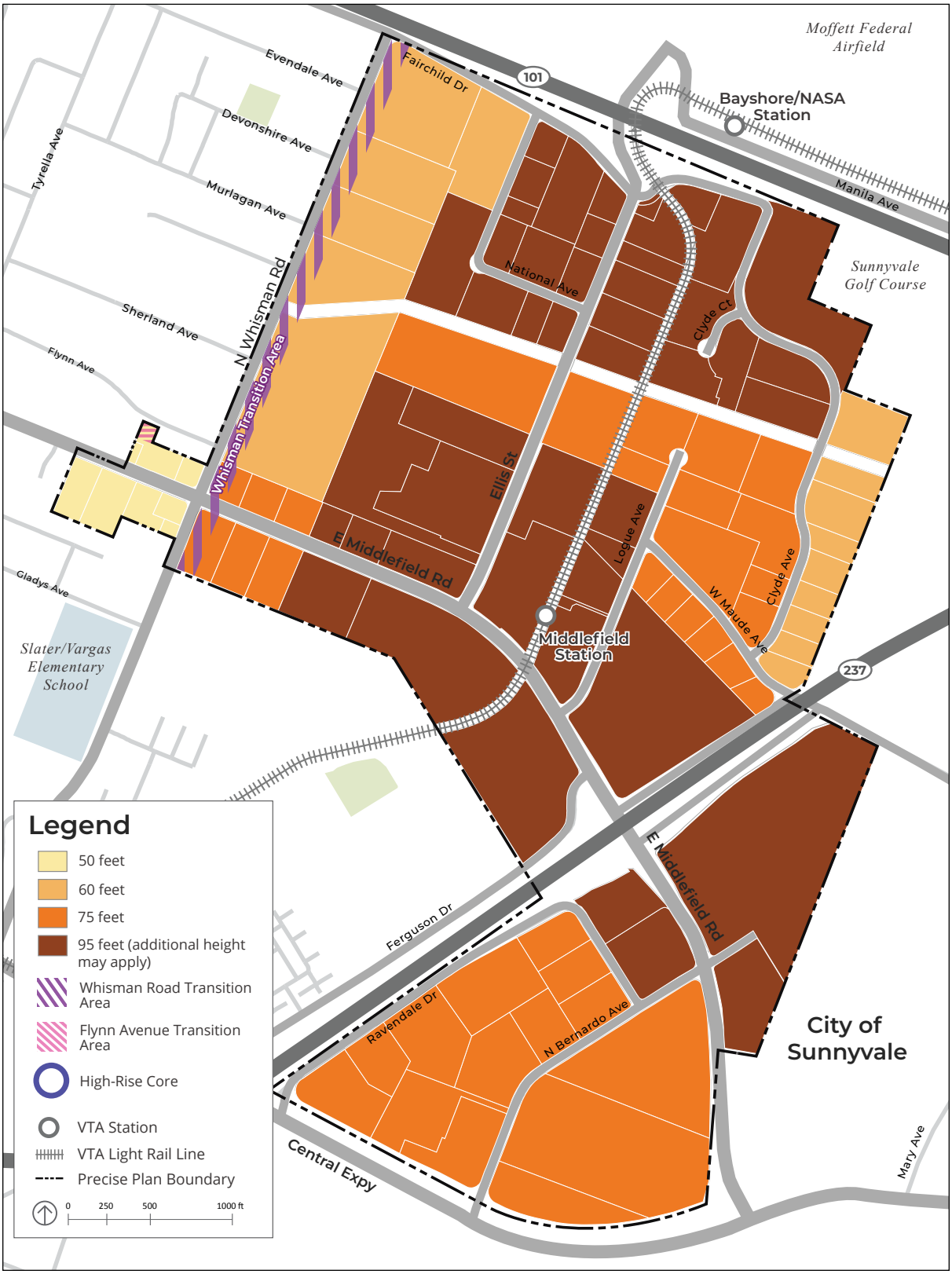
- **Moffett Field Height Limits.** The East Whisman Plan area is adjacent to Moffett Field. All new buildings will conform to the height limits established by the Moffett Field Comprehensive Land Use Plan (CLUP). [1]
- **Whisman Transition Area.** To reduce impacts related to shadows and privacy on existing homes west of North Whisman Road, building heights are limited within 50 feet of the back of the sidewalk. This transition area requires taller buildings to step down toward existing neighborhoods. Other design standards, such as deeper setbacks and required landscaping, also help to buffer new development.
- **Flynn Avenue.** To minimize impacts on existing homes in the Wagon Wheel neighborhood, all new buildings within 100' of Flynn Avenue shall be residential and limited to 2 stories.

Further detailed standards and guidelines related to Height and FAR are in Chapter 3.

[1] As of this Precise Plan adoption, the CLUP requires that building heights not exceed 182 feet above mean sea level. Specific maximum building height depends on site elevation.

Figure 4

Maximum Building Heights



Jobs-Housing Linkage

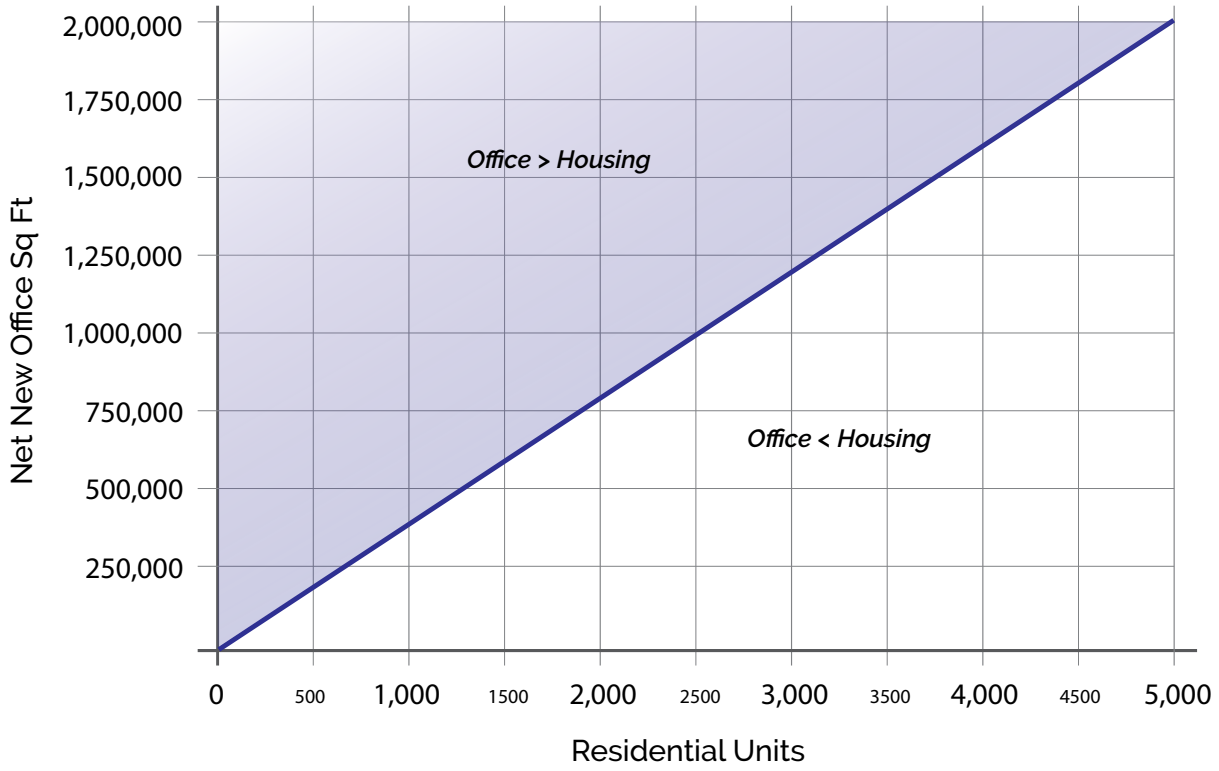
Residential uses in East Whisman create opportunities for people to live closer to work, support greater services and retail, help reduce traffic congestion by internalizing trips and may promote lower housing costs by increasing supply. In addition, housing counterbalances some of office's negative effects on vehicle miles traveled, regional travel times and other key transportation metrics.

Therefore, the Plan contains a "jobs-housing linkage" program to ensure residential development is balanced with office and R&D growth, and sufficient area is available for housing development. The program sets an expectation for all new office development requesting Bonus FAR to help facilitate residential development. Examples include dedication of land for housing, residential development partnerships, purchase of existing office square footage from residential developers who demolish office buildings, and other creative strategies or partnerships that support housing. In addition, a portion of the office and R&D Development Reserve is set aside for projects that provide additional affordable housing (see the Affordable Housing Strategy). Requiring office development to support residential development is a primary strategy to maintain a balance of housing and job growth in East Whisman.

The City will also continuously monitor the amount of residential and office/R&D growth in East Whisman (Figure 5). Based on this information, the City Council can make general decisions on the Jobs-Housing Linkage strategy or make specific decisions on Bonus FAR development proposals.

Figure 5

Jobs-Housing Linkage Monitoring



Diverse Housing

To realize the vision for a mixed-use, mixed-income community in East Whisman, affordable housing will be provided to a diverse workforce at all income levels. The objective is to maximize the production of affordable housing in the Plan Area, through new development, existing City requirements, the Bonus FAR structure, the jobs-housing linkage strategy, and other incentives and policies.

The Precise Plan establishes a goal of **20% affordable housing** across the Plan area. This goal will be achieved through the City's Below Market Rate (BMR) requirements on "Base" residential development, a **15% inclusionary housing requirement on market rate developments**, which will be required from all residential Bonus FAR projects, and an office **Development Reserve Set-Aside for the creation of affordable units**, which will provide incentive for office development to facilitate additional affordable development, such as dedicating land to an affordable housing developer (see Table 2).

The Precise Plan builds on existing City-wide requirements that help create affordable housing, such as Housing Impact Fees on non-residential development.

The Precise Plan also establishes goals to create a **mix of rental and ownership units** and for the **diversity of unit types** built in East Whisman (Table 3), creating a neighborhood for a range of family types and life stages. Like the neighborhood targets, individual developments may not be required to comply with the unit mix goal, but the City will monitor growth against these goals, and may adjust policy to help achieve them.

The following Precise Plan elements also support diverse housing:

- The Jobs/Housing Linkage Strategy supports the creation of affordable units.
- Bonus FAR projects are required to provide community benefits, which may include affordable housing.
- Reduced parking ratios, shared parking, and unbundled parking requirements are development standards that will help reduce the cost to build and operate affordable residential units.
- The target housing unit mix encourages a broad range of unit types, supporting many units suitable for families. Similarly, the Plan's targets include higher density for-sale units, providing entry-level ownership housing opportunities.

Table 2

Meeting the 20% Affordable Target

UNIT TYPE	UNIT TARGET
Market Rate Units	4,000
Affordable Unit Goal (20%)	1,000
Affordable Units in Market Rate Developments (15% Inclusionary)	700
Affordable Units from Development Reserve Set-Aside	At least 300

Table 3

Mix of Residential Unit Sizes

UNIT SIZE	PERCENT
Micro/Studio	10% - 20%
1 bedroom	20% - 40%
2 bedroom	30% - 50%
3+ bedroom	10% - 30%

Neighborhood Commercial

Providing places to eat, shop, socialize, and fulfill daily needs is key to the area's livability and sustainability, and will enhance the area's character and identity. East Whisman's neighborhood-serving commercial uses will fulfill these daily needs within easy walking or biking distance of residents and employees, while creating active, inviting street life and support for small businesses. Neighborhood commercial uses include retail, restaurants, personal services, fitness, and other local-serving activities – specific uses are listed in the Land Use table in Chapter 3.

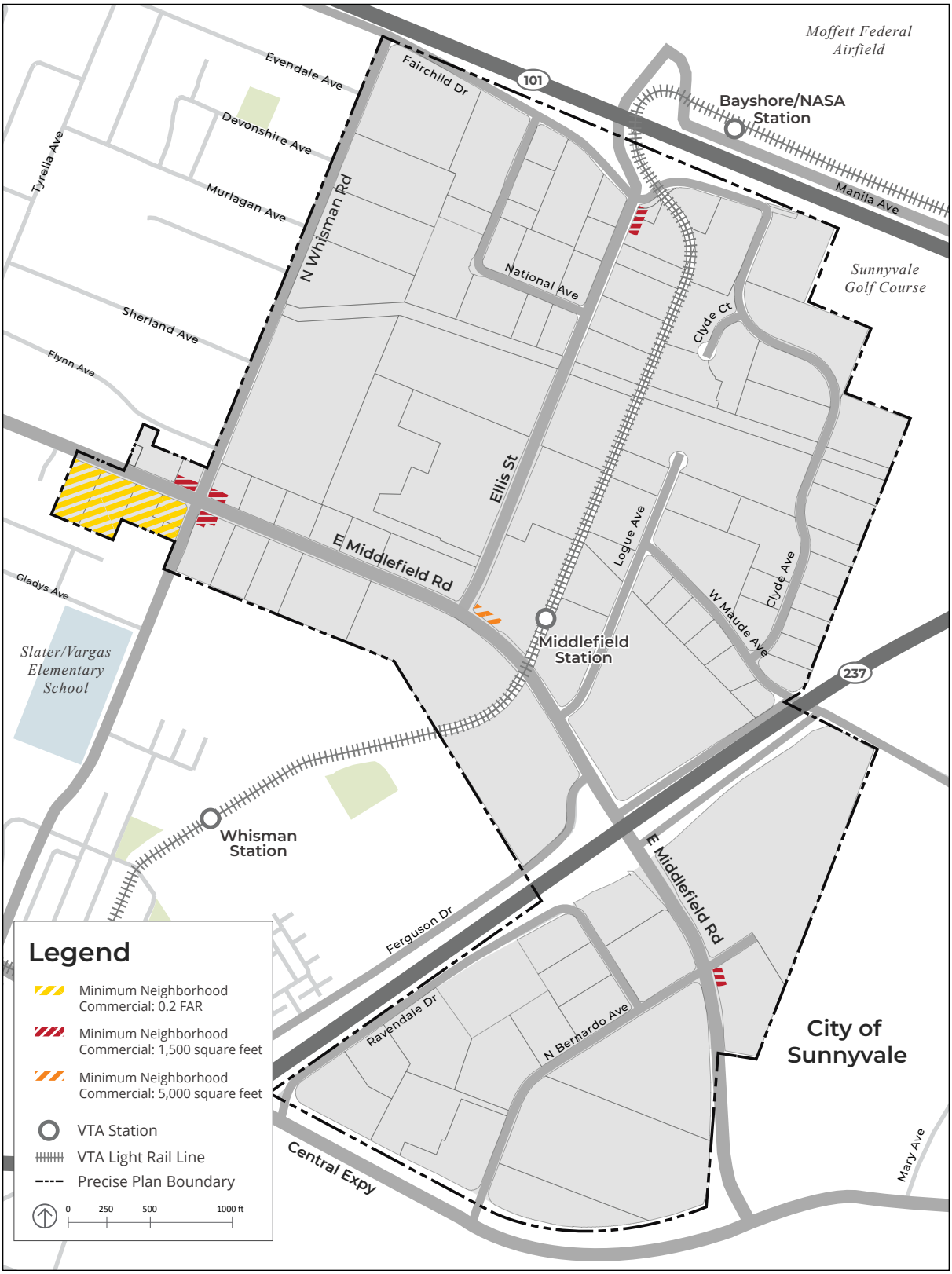
To promote convenient access to goods and services, support small business viability and high-quality urban design, a minimum square footage of qualifying neighborhood commercial uses is required within each Neighborhood Commercial Area listed below and shown in Figure 6:

- **Village Center.** This cluster of neighborhood-serving businesses will be improved and integrated as new development occurs. Ground floor commercial uses are required on all four corners of the North Whisman Road and East Middlefield Road intersection. The minimum amount of neighborhood commercial square footage in this area is approximately equal to the amount existing at time of Plan adoption (approximately 45,000 square feet).
- **Middlefield Station.** Neighborhood commercial uses will support and enliven the new central public open space adjacent to the light rail station.
- **Northern Ellis Street.** Commercial uses at the intersection of Fairchild Drive and Ellis Street will continue to provide goods and services for nearby employees.
- **Bernardo Avenue and East Middlefield Road.** A new commercial location will serve the needs of the employees working in and around the South Employment Area.

Neighborhood commercial uses are allowed in all zones in East Whisman and encouraged through incentives, including a FAR exemption for neighborhood commercial floor area, parking requirement reductions and waivers, policies that support nearby public parking, and community benefit credit for supporting and creating space for local neighborhood-serving businesses. In addition, frontage design that can accommodate neighborhood commercial uses, such as shopfronts or arcades, is encouraged throughout the Plan area and allowed smaller setbacks. This can facilitate the establishment of new commercial uses in these spaces over time, as demand for these uses increases.

Figure 6

Required Neighborhood Commercial Locations



Public Open Space

To support the area's quality of life and meet the needs of residents, workers, and visitors, the Plan establishes an overall goal of 30 acres of publicly-accessible open space to serve the projected 10,000 residents of the East Whisman area (equivalent to the City's standard of 3 acres of public parkland per 1,000 residents). Achieving this goal will require a coordinated effort between the City, property owners, and project developers, including land dedication by residential projects, City land purchase using parkland dedication in-lieu funds, and creation of public plazas and open space by non-residential projects.

This network of publicly accessible open spaces will include public parks (including mini-parks, linear parks and a neighborhood park) and publicly-accessible privately-owned open space, connected by new streets, greenways, and multi-use paths. Open space design will promote public gathering, enjoyment, and active and passive use by a broad range of the community, including plazas, passive open spaces, play areas, and other community gathering spaces. A diverse range of new public open spaces will be located within a comfortable walking and biking distance of residents, employees and visitors. Plus, private open spaces will provide additional leisure and recreation opportunities for residents and employees.

Figure 7 shows a conceptual open space network to help guide the general location and character of new open spaces. New development on sites showing a park will be expected to dedicate public parkland or create a publicly accessible open space, such as:

- **Central Park (1-2 acres).** A central park or public open space will be the signature gathering space adjacent to Middlefield Station. This important open space will be highly visible from Ellis Street and East Middlefield Road, and will encourage visibility and use of the light rail station. This space could include retail, outdoor dining, and entertainment uses to generate lively pedestrian activity throughout the day and evening, and will be designed to accommodate community gatherings and events. In addition, the central park will provide seating, site furnishings and elements (such as landmarks, public art, and other unique features) to encourage gathering and socializing.
- **Mini-Parks (4-5 acres total).** Multiple mini-parks are envisioned, each approximately 0.3 to 1 acre in size. Mini-parks may include grassy areas, playgrounds, community gardens, tree-covered areas, small sports facilities, barbecue areas, or other more innovative park types. Housing in the East Whisman area will be within a short walking distance of multiple mini-parks, so each should include different amenities.

A one- to two-acre park

- **Neighborhood Park (2-3 acres).** The northeast part of the Mixed-Use Character Area presents an excellent opportunity to create a large, dedicated public park of 2 to 3 acres. A Master Plan is required to allocate land uses and open space in this area, and also gives the property owner flexibility for the park's location. A neighborhood park will provide larger open space amenities than mini-parks can provide, such as a playing field.
- **Linear Parks (5-6 acres total, or 11-12 acres including SFPUC).** Figure 7 identifies the proposed location of linear parks, intended to provide pedestrian and bicycle connections, with additional width for special landscaping and recreation opportunities. Along the southern edge of the San Francisco Public Utilities Commission (SFPUC) aqueduct corridor, these linear parks provide an additional buffer between the Mixed-Use and Employment Character areas, and may be enhanced if SFPUC can secure leases for publicly accessible open space from adjacent property owners. Through the South Employment area, a linear park connecting Ravendale Drive to East Middlefield Road will be a valuable amenity for employees.
- **Privately-Owned, Publicly-Accessible Open Spaces (4-5 acres total).** New commercial development will provide on-site publicly-accessible open spaces under private ownership, such as plazas, landscaped areas and public art installations. Specific locations and sizes will be determined during project approval and thus are not shown on Figure 7, but locations near housing, neighborhood commercial uses, major street corridors, and public paths will be prioritized.

The proposed parks and open spaces shown in Figure 7 will create a significant portion of the 30 acres targeted by the Precise Plan. The remaining 3-8 acres will be acquired by the City with the parkland dedication in-lieu fees paid by residential development and may be within or near the East Whisman area.

Mini-park

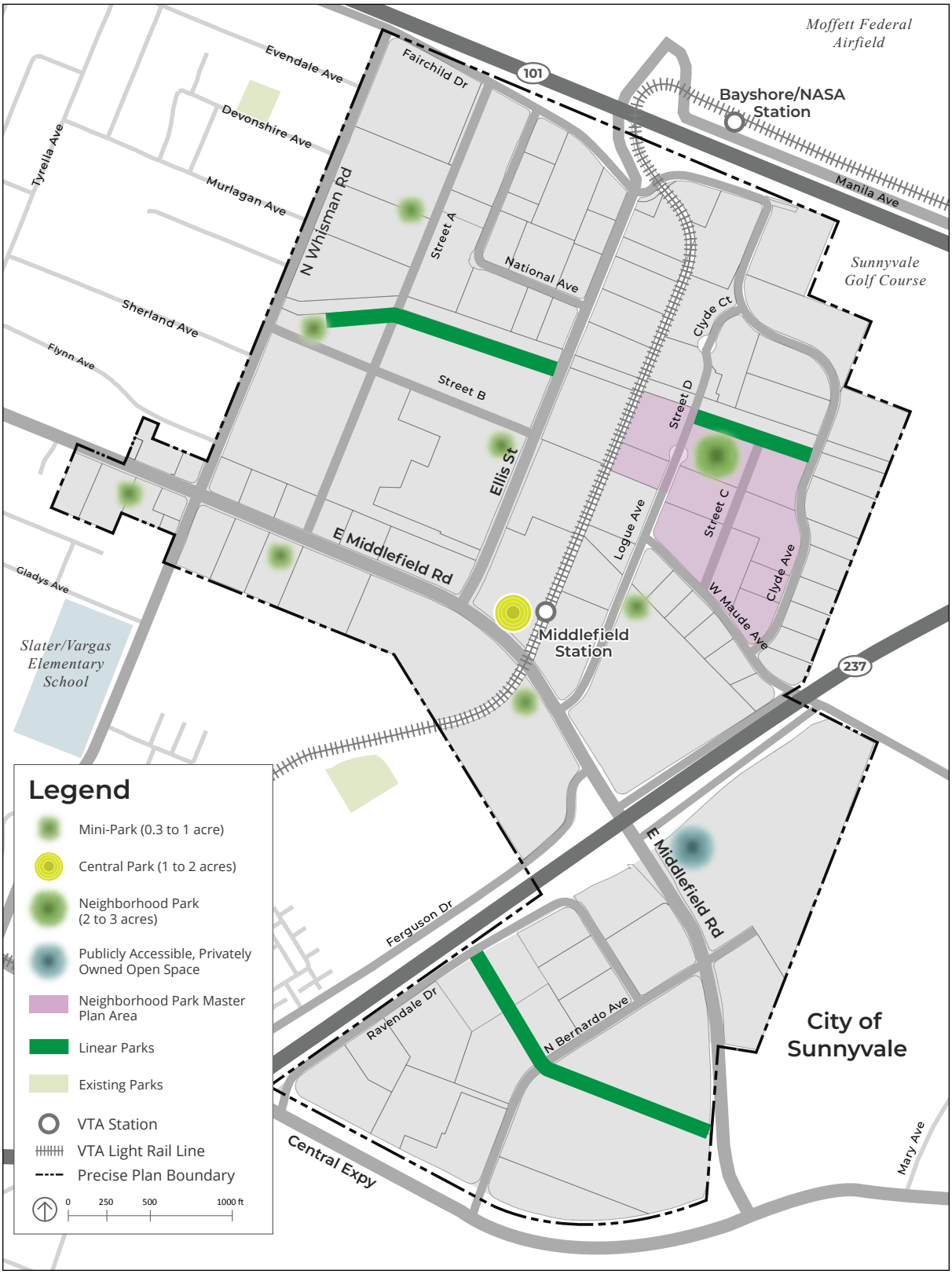
Neighborhood park

Linear park

Privately-owned, publicly-accessible open space

Figure 7

Conceptual Open Space Locations



Open space locations are conceptual. Exact locations will be determined through the development review process.

Schools

Residential growth in the Plan Area brings additional demand on the Mountain View-Whisman School District and Mountain View Los Altos High School District. To address this demand, the Plan includes a program by which development can provide support for school facilities. Specifically, Bonus FAR projects will submit a Local School District Agreement Proposal intended to support new local schools serving the East Whisman Precise Plan area. The proposal may include, but is not limited to, land dedication for new school development; additional funding for new school development; TDR strategies to benefit developer(s) that provide new school facilities; or other innovative strategies supporting schools.

While the additional contributions may not cover all school district costs, the City can continue to support school expansion through:

- **City and School District Collaboration.** The City will continue to assist local school districts in identifying potential school locations to serve East Whisman and City growth. In addition, the City may continue to provide parkland dedication in-lieu fee funding support for acquisition of school land, when public open space is also provided at the school.
- **TDR Program.** The City has previously authorized a Transfer of Development Rights (TDR) program that allows the sale of development rights from a school site to property owners/developers for use at another property in the City. The TDR program seeks to allow new school sites in the City to transfer unused development rights to parcels within certain Precise Plan areas, and to allow the receiving sites to use TDR to apply for development projects that would otherwise exceed the maximum FAR. Some East Whisman projects have been allowed to proceed through the development review process, exceeding the maximum allowed FAR with the acquisition of school TDR square footage associated with a new Los Altos School District school and subject to requirements in Chapter 3 of this Precise Plan. Repeating this process may provide additional resources by which a school district can acquire land.

Streetscapes and Frontages

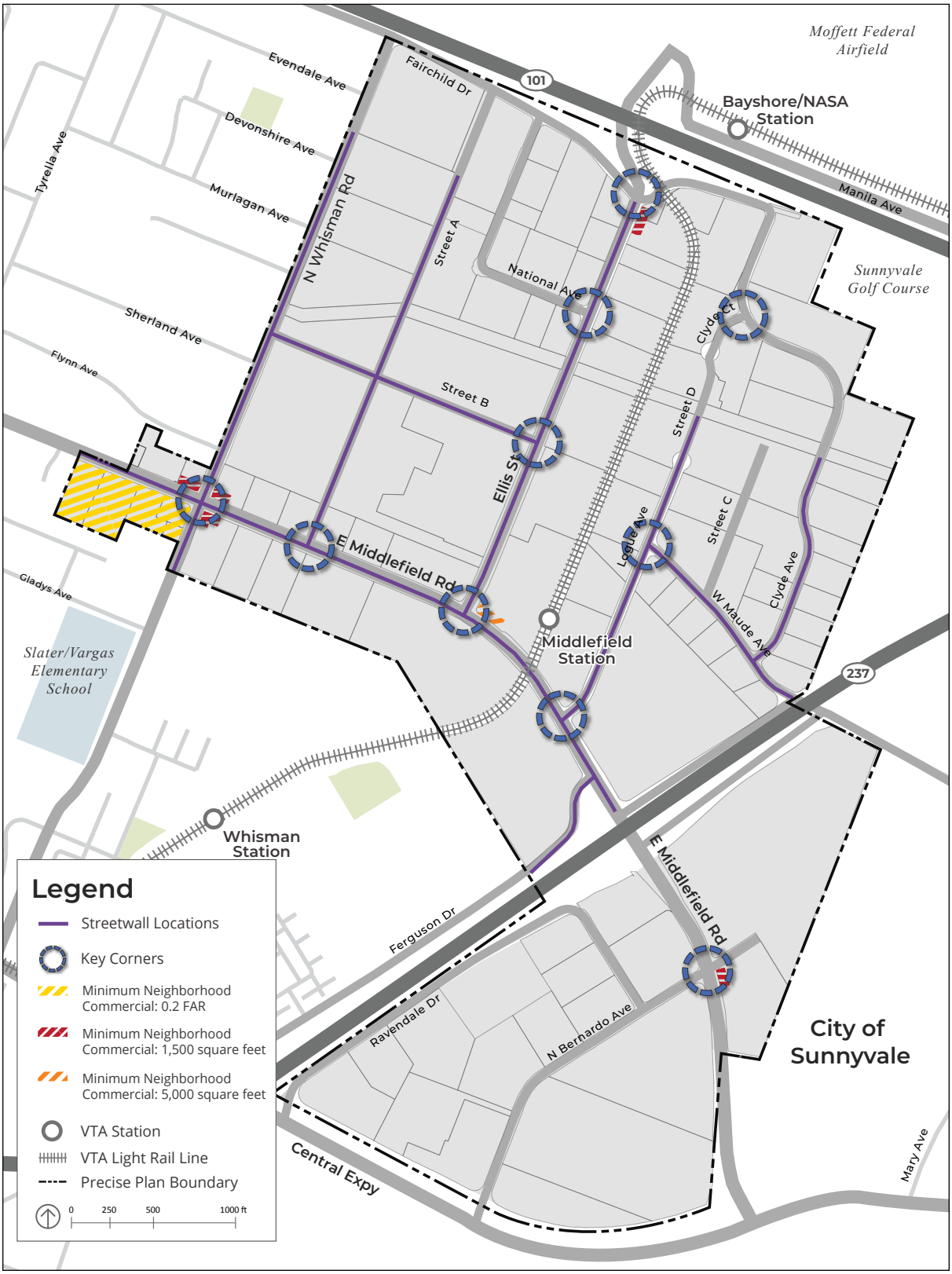
Throughout the Plan, special design standards and guidelines help create a strong neighborhood identity. The major elements of this identity include well-defined streetscapes, corners, and frontages that support activity and interest. In order to foster a vibrant and pedestrian-focused district, projects at important locations and along major streets are required to create clearly defined and interesting edges to their projects. Focusing on high-quality public spaces encourages greater use of these spaces for mobility and recreation, and fosters social interaction, community building and neighborhood pride. Activating building facades and edges helps promote pedestrian liveliness and interest.

The following policies support placemaking:

- **Priority Frontages.** Building frontages define the relationship of the building to public spaces. Priority Frontages are ground floor frontage templates to guide development design and support the plan's placemaking goals of transparency, engagement, and socialization. "Active Priority Frontages", which include storefronts, are required in Key Corners and Neighborhood Commercial Areas, encouraged elsewhere in the Plan Area, and allowed reduced setbacks compared to non-active frontages. "Non-active Priority Frontages", which include residential and office frontages, are encouraged along other public streets and public spaces.
- **Key Corners.** Key Corners are locations where special building and open space design can provide a sense of place, wayfinding, and meet other urban design goals. Active Priority Frontages or publicly-accessible plazas and open spaces will be located at Key Corners, which are shown on Figure 8. Other standards for key corners include:
    - Parking is not permitted along Key Corner frontages.
    - Building entrances will be located close to the Key Corner.
    - Facades at Key Corners include unique design and special materials, and are allowed additional height for architectural features.
    - When plazas/open spaces are located at a Key Corner, direct pedestrian access should be provided to the building entrance. These open spaces should include landmarks or specimen trees.
- **Street Wall Standards.** Each Character Area includes numeric guidance regarding the expected "street wall" location and height, in order to create consistent streetscapes along corridors. A street wall consists of a continuous set of building façades with similar heights that are set back a similar distance from the property line. For pedestrians, having a consistent street wall creates enclosure and improves access to buildings from the sidewalk. Breaks in the street wall may be appropriate for open spaces, paseos, greenways, or other similar facilities.

Figure 8

Streetscapes and Frontages Strategy



Multi-modal Circulation Network

To accommodate new uses and increased intensity, the area's multi-modal circulation networks will be improved, including light rail, shuttle and bus transit; complete streets; bicycle facilities and multi-use paths; and regional connections. When completed, these circulation networks will increase access to other areas in Mountain View and Sunnyvale, while facilitating easier, more comfortable travel within East Whisman and to the light rail stations.

Complete Streets

Public streets within East Whisman will be "Complete Streets" designed to accommodate bicyclists, pedestrians, transit riders, emergency vehicles, and drivers. Complete Streets contribute to neighborhood connectedness and provide informal places for social interaction and gathering. Existing streets may be retrofitted to better balance users, and new streets will be designed to accommodate all users. Chapter 5 includes design standards and guidelines for each street in East Whisman.

The Precise Plan also establishes a fine-grained pattern of publicly-accessible, privately-owned service streets and other network types to encourage walking and bicycling. Breaking up large blocks into a finer-grained network of human-scale streets will provide convenient and pleasant walking and biking routes. Walkable blocks will be small enough to create frequent intersections and should generally be no longer than 400 to 600 feet (varies by Character Area). Block standards are included in Chapter 3.

Public Circulation Network

Public Streets

Public streets are classified into three street types as shown in Chapter 5 Mobility and listed below. Each street type plays an important role in the circulation network and will be designed to support its adjacent land uses:

- **Avenues** (Middlefield Road, Whisman Road, and Ellis Street). Avenues include East Middlefield Road, North Whisman Road, and Ellis Street. Avenues have mixed residential and commercial frontages and are wider than other streets, including a generous landscaped median and dedicated left turn lanes. They balance all modes, with dedicated bicycle facilities, high quality transit stops and generous sidewalks. Avenues connect regional routes to other street types.
- **Local Streets** (National Avenue, Fairchild Drive, Clyde Avenue, Clyde Court, Logue Avenue, Maude Avenue, North Bernardo Avenue, Ravendale Drive, Ferguson Street, and New Streets A, B and D). Local Streets primarily serve local traffic to adjacent uses. Low travel speeds, widened sidewalks, and dedicated bicycle facilities help encourage travel by non-vehicle modes and provide more balanced access.
- **Public Service Streets** are low-volume streets that provide access to adjacent uses, with bicyclists sharing the street with vehicles. Pedestrians are high-priority modes on public service streets.

Other Streets and Network Types (Privately Owned, may be Publicly Accessible)

Other types of streets and paths make up the multi-modal circulation network, though they do not function as fully public streets. These route types provide flexibility for developments to determine on-site circulation, while providing smaller blocks for pedestrians and bicyclists. They will be constructed opportunistically as new development occurs, consistent with the Plan's block standards. Figure 9 shows conceptual locations for where public access along these routes is required. These route types may also be constructed without public access, if that location is not necessary for minimum block sizes or public circulation needs.

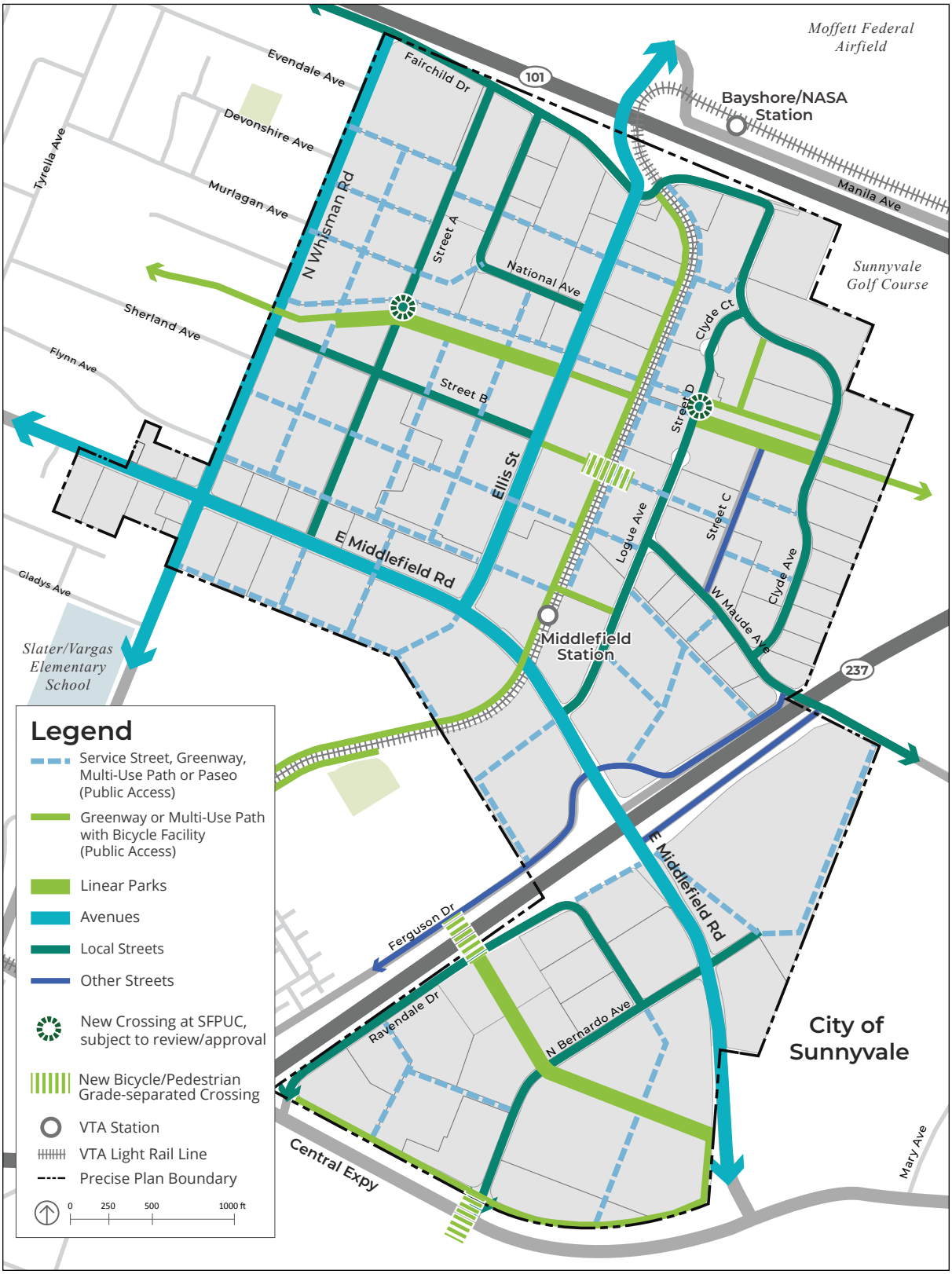
- **Service Streets** are slower, narrower streets that serve a variety of purposes – such as access to parking garages, addresses for residential units, commercial loading spaces, delivery for offices or R&D uses, and more.
- **Greenways** are high-priority dedicated pedestrian and bicycle facilities with no vehicular access, except for potential fire access use. They separate bicycles from pedestrians, allowing for faster bicycle travel.
- **Paseos and Multi-use Paths** are narrower facilities with no vehicular access, except for potential fire access, and are either dedicated pedestrian facilities or facilities where pedestrians and bicyclist co-mingle. Paseos increase pedestrian access and internal connectivity within projects, while multi-use paths provide multi-direction travel for additional bicycle comfort and safety.

Bicycle Network

Public streets – existing or planned – are an important part of the overall bicycle network in East Whisman. As shown in Figure 10, this includes buffered bicycle lanes, on-street bicycle lanes, and cycle tracks. Service Streets will have slow-moving traffic, providing a comfortable bicycle environment. Many new publicly accessible paths, including greenways, will provide additional dedicated bicycle access. New parks will also provide comfortable biking environments through blocks. Other bicycle-related improvements will be added, including green striping, detection loops, and wayfinding.

Figure 9

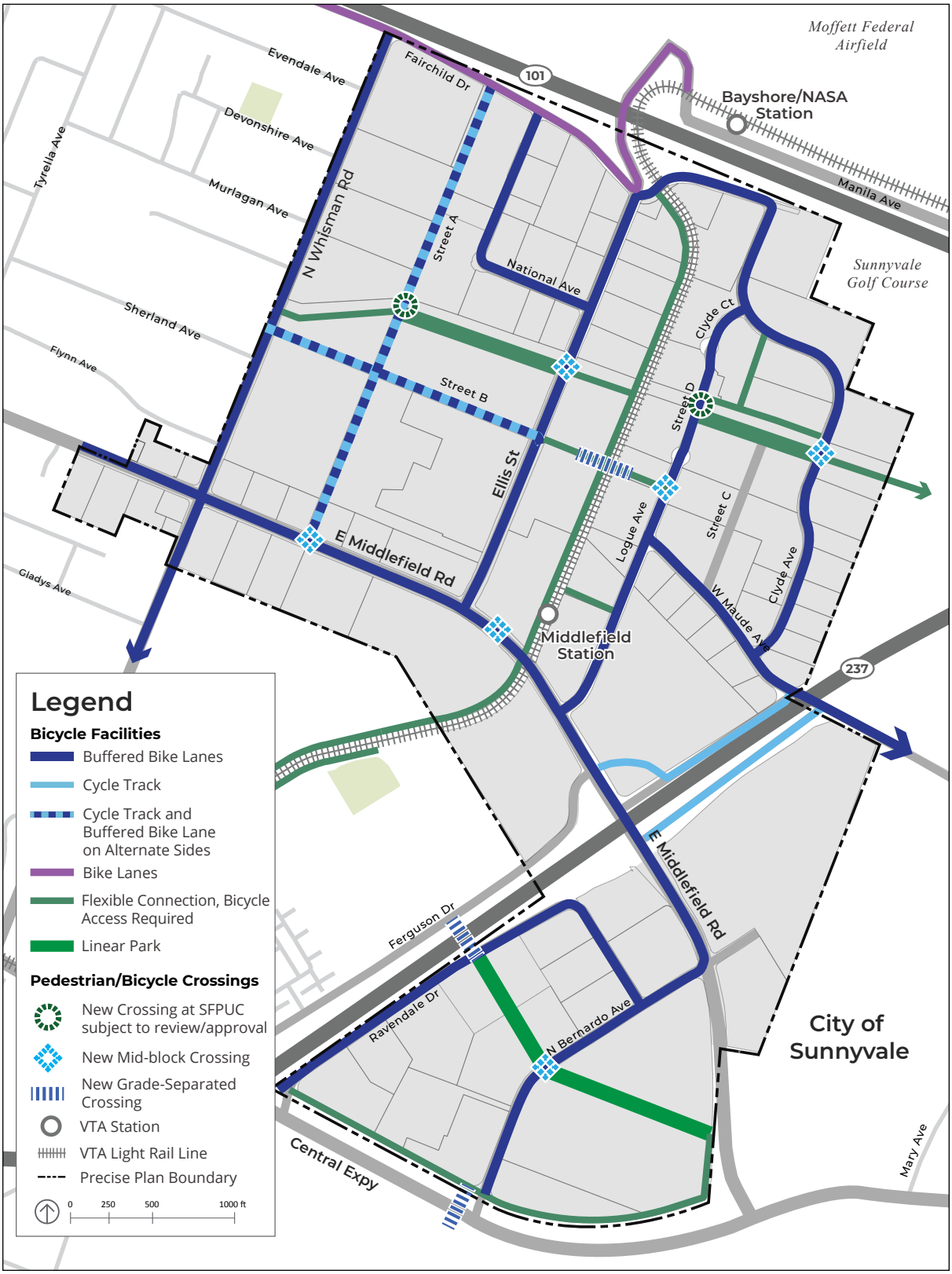
Public Circulation Network



Street and path locations are conceptual. Exact locations will be determined through the development review process.

Figure 10

Bicycle Circulation Network



Street and path locations are conceptual. Exact locations will be determined through the development review process.

Transportation Demand Management

To minimize the number of vehicle trips into and out of East Whisman, the Plan contains a long-term trip reduction requirement for new office and R&D, with a range of public and private actions to help reach that level over the long term. Ultimately, Office, R&D and industrial buildings across East Whisman will be limited to an average of 0.95 a.m. and 0.88 p.m. peak-hour trips per 1,000 square feet of floor area (Table 4). This number of trips is significantly lower than most suburban office parks; the baseline trip generation as of adoption of this Plan is approximately 1.0 - 1.1 trips per 1,000 square feet of floor area. This is based on the level of trip generation that limits congestion at eight major "gateways" to the East Whisman area, shown in Figure 11. Some of these gateways are "trip target" gateways, which are more likely to trigger congestion impacts and were used to establish the trip requirement. Others are "monitoring" gateways, which will be monitored over time to address unforeseen congestion impacts.

Vehicle trips into and out of the East Whisman area will primarily be limited through project-specific peak-hour trip caps to new development, with penalties for noncompliance and additional measures that must be implemented if noncompliance continues, such as parking fees, increased transit subsidies, more aggressive Transportation Demand Management (TDM) policies, and other measures. Parking requirements are consistent with the trip caps to further support the trip-reduction targets. Existing office sites should also see their trip generation fall, by leveraging expanded Mountain View Transportation Management Association (MVTMA) services, internalized trips due to new residential near jobs, voluntary programs, and TDM requirements for some small projects.

Implementation of the Precise Plan, including new housing, improvements and transportation services, will make it easier to achieve these trip-reduction targets. Since the long-term target is unrealistic without this implementation, the Plan allows near-term flexibility for trip reduction requirements, but more aggressive requirements as greater trip reduction becomes more feasible over time.

The Plan's priority transportation improvements focus on walking and bicycling, transit usage, and local street circulation. However, accommodating the growth in East Whisman will also require regional transportation programs and improvements, such as working with the MVTMA, VTA, NASA and the City of Sunnyvale.

A robust monitoring program (including site-specific trips, gateway intersection congestion, vehicle miles traveled, and other data) will provide information on how the Plan is performing and can inform on-going City decisions on capital improvements, TDM requirements, developments, and more.

Table 4

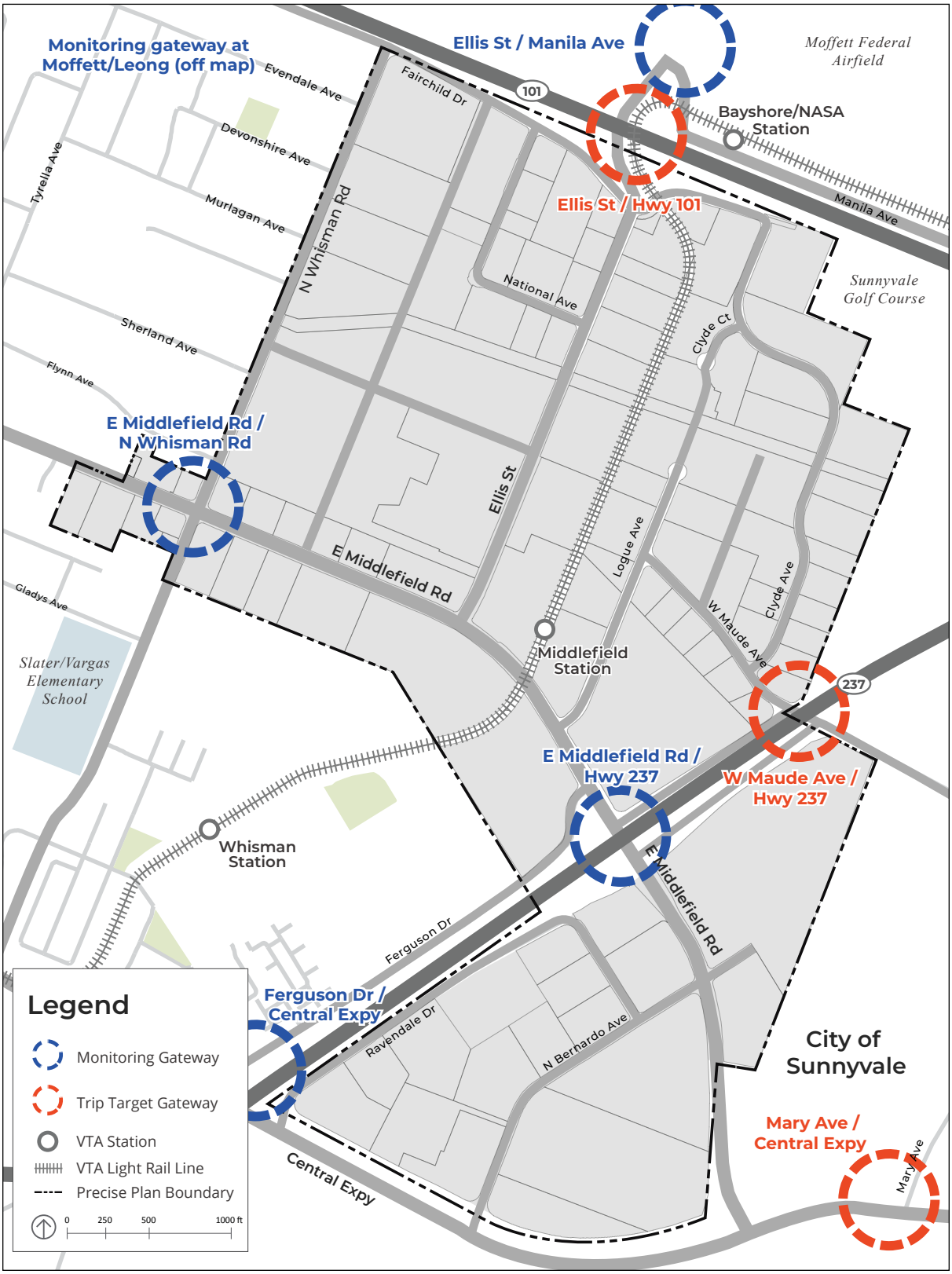
Office and R&D Trip Generation

TIME	AM TRIPS	PM TRIPS
2019 Baseline	1.07 peak hour trips per 1,000 square feet	0.99 peak hour trips per 1,000 square feet
Long-term Average	0.95 peak hour trips per 1,000 square feet*	0.88 peak hour trips per 1,000 square feet*

**This may be increased with vehicle capacity improvements at the gateways.*

Figure 11

Gateways for Establishing Trip Caps



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chapter three

Development Standards

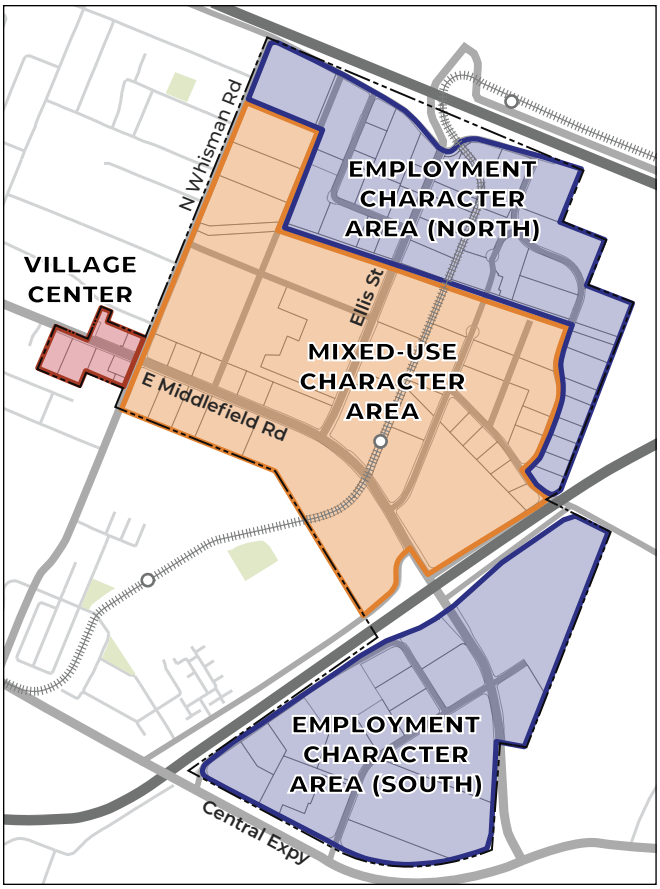
This chapter of the Precise Plan contains the standards that apply to all new development in East Whisman. Allowed land uses and many development standards are based on the Character Area that a project is located in. Character Areas define the identity and "look and feel" of each area within East Whisman and the attributes that make each of these places distinct and unique, fostering a sense of place with consistent urban design. Character Area development standards include intensity, physical character, building form, building placement, building massing and site design. Figure 12 illustrates the boundaries of Character Areas within East Whisman.

This chapter also includes a description of requirements that apply to the entire Plan area, such as requirements for providing public open space and new streets (civic spaces), parking and TDM standards, and green building and bird-safe design requirements. Development projects must also consult the design guidelines in Chapter 4.

3.1. Character Areas

The East Whisman Precise Plan is organized into three Character Areas that define the identity and attributes that make each area unique, responding to the allowed land uses, surrounding neighborhoods, and nearby infrastructure. These are the Mixed-Use, Village Center, and Employment Character Areas.

Each Character Area includes unique development requirements to create cohesive and well-designed places, with standards for maximum intensity, physical character, building form, frontage design, building placement, building massing, site design, and block lengths. The Mixed-Use and Employment Character Areas are broken into smaller height and intensity sub-areas to create transit-oriented development and transitions to surrounding neighborhoods. Figure 12 defines the different Character Area and Sub-Area boundaries within East Whisman and identifies the parcels included within each area.



3.2 Land Uses

This section includes land use standards for each Character Area and the required Neighborhood Commercial areas. Provisional uses may be allowed depending on a review of the design, location, and operational characteristics of the use.

1. **Allowable Land Uses.** Allowable land uses for each Character Area are listed in Table 5.

2. **Townhouse or Rowhouse.** Townhouses and rowhouses, as defined in the Zoning Ordinance, are provisionally allowed only within the Mixed Use – Low Intensity Character Sub-Area facing North Whisman Road and the Village Center Character Area. Projects shall comply with the City's townhouse and rowhouse standards and guidelines in addition to height and floor area standards in this Precise Plan.

3. **Rooftop Amenities.** Rooftop amenities, such as common open areas, are permitted uses, except under the following areas/ circumstances, where they are provisional uses:

    a. Within the Mixed Use – Low Intensity Character Sub-Area, Whisman Road Transition Area, and Village Center Character Area, at any height; or

    b. Elsewhere within the Mixed-Use and Employment Character Areas, when above the maximum height standard.

4. **Other Residential Uses.** Other residential uses may be permitted or provisionally allowed depending on the type of unit and use. The City's Zoning Ordinance includes permit requirements and other standards for these uses, which include small and large family day care, home occupations, residential care homes, and rooming and boarding.

5. **Neighborhood Commercial.** Neighborhood commercial uses shall be required in ground floor spaces for parcels shown on Figure 19, pursuant to Section 3.7.3. These ground floor spaces shall comply with the "Required Neighborhood Commercial Spaces" column in Table 5.

6. **Hotel Uses.** Hotels are only allowed on Ellis Street and East Middlefield Road.

7. **Commercial Zone General Development Standards.** Standards and operational requirements generally applicable to commercial zones in the Zoning Ordinance may apply to commercial and industrial uses at the discretion of the Zoning Administrator, such as limits on late-night use and activities, requirements for trash enclosures, and roof-top equipment screening.

8. **Non-Conforming Industrial Uses.** Non-conforming industrial uses in the Mixed-Use Character Area, including but not limited to wholesale, manufacturing, data centers, and warehousing, shall be allowed to continue for the structural life of the building. No such building shall be enlarged, extended, reconstituted or substituted, or substantially altered, unless the use thereof is changed to a permitted or provisional use, or unless the alteration is necessary to screen or mitigate impacts on surrounding properties or is otherwise required by law. New industrial uses within these structures with a potential to impact surrounding properties with noise, overnight activities, odors, or light, shall require a provisional use permit.

Table 5

Allowed Land Use Table

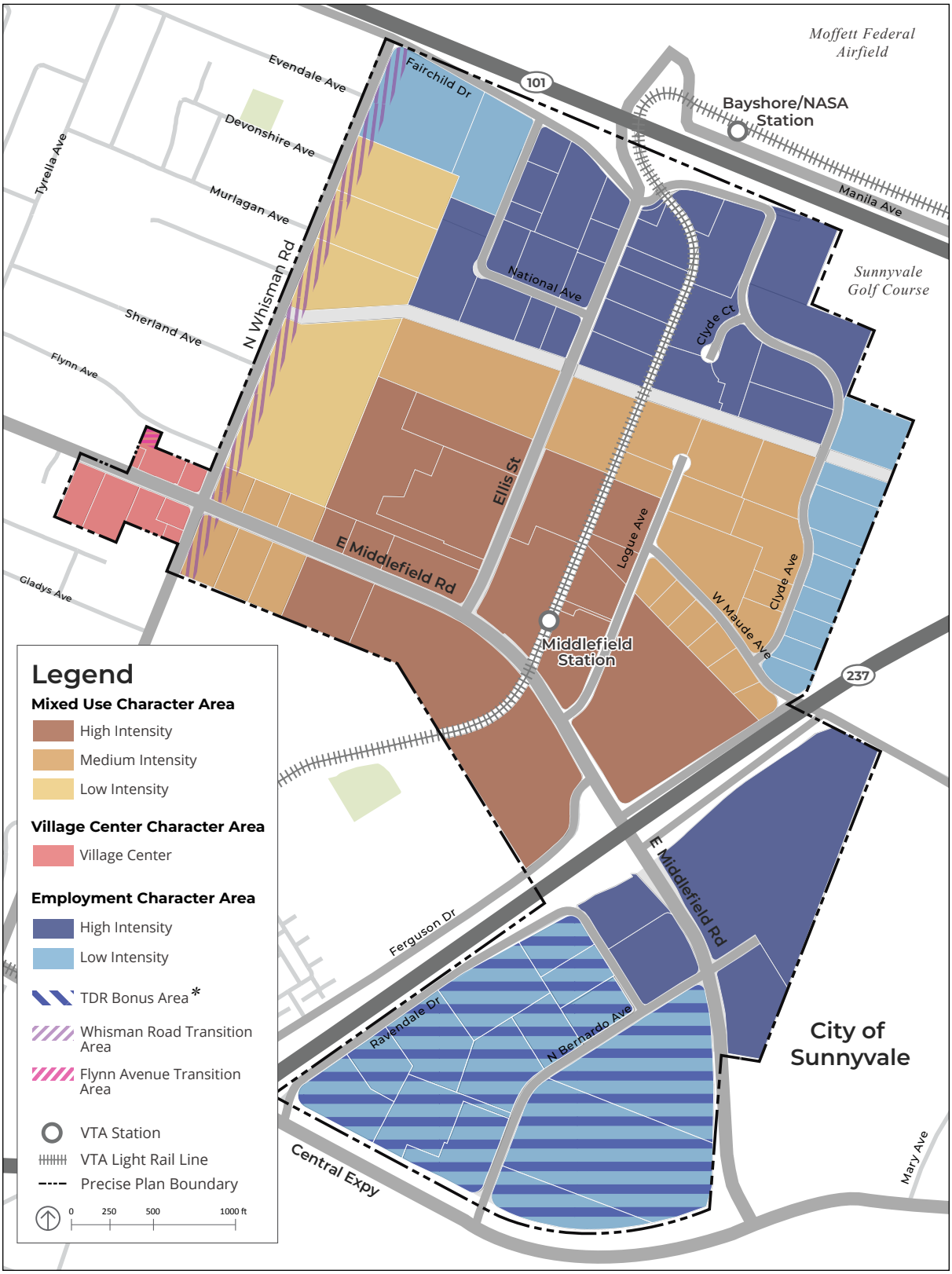
KEY TO LAND USE PERMIT REQUIREMENTS	SYMBOL
Permitted uses, subject to compliance with other zoning requirements	P
Provisional use, Provisional Use Permit Required	PUP
Use not allowed	-

Use and Required Permit	Mixed-Use Character Area	Village Center Character Area	Employment Character Area	Required Neighborhood Commercial Spaces
INDUSTRIAL				
Data centers	-	-	P	-
Food products (Food and Beverage)	PUP	-	P	-
Manufacture, assembly or packaging of products from previously prepared materials	-	-	P	-
Manufacture of instruments and devices	-	-	P	-
Wholesaling and distribution (commercial products only)	-	-	P	-
RECREATION, EDUCATION, PUBLIC ASSEMBLY				
Child day-care facilities	PUP	PUP	PUP	PUP
Community assembly	PUP	PUP	PUP	PUP
Community center	PUP	PUP	PUP	PUP
Indoor recreation and fitness centers	P	P	PUP	P
Libraries and museums	PUP	PUP	PUP	PUP
Outdoor commercial recreation	PUP	PUP	PUP	-
Parks and open space	P	P	P	-
Private schools	PUP	PUP	PUP	PUP
Rooftop amenities	P / PUP (See standard 3)	PUP (See standard 3)	P / PUP (See standard 3)	-
Schools—specialized education and training	PUP	PUP	PUP	PUP
Studios for dance, art, music, photography, martial arts, etc.	P	P	PUP	PUP
Theaters	PUP	PUP	PUP	PUP
RESIDENTIAL				
Emergency shelters	-	-	PUP	-
Live/work residential	PUP	PUP	-	-
Multiple-family residential	P	P	-	-
Safe Parking	-	-	PUP	-
Senior care residential facility	PUP	PUP	-	-
Supportive and transitional residential	P	P	-	-
Townhouses and rowhouses	- / PUP (see Standard 2)	PUP (see Standard 2)	-	-
Single-family residential, duplex, and small-lot single-family	-	-	-	-

Use and Required Permit	Mixed-Use Character Area	Village Center Character Area	Employment Character Area	Required Neighborhood Commercial Spaces
RETAIL				
Accessory retail uses	P	P	P	P
Bars and drinking places	PUP	PUP	PUP	PUP
Certified farmer's markets	P	P	P	P
Grocery stores	P	P	P	P
Liquor stores	PUP	PUP	-	PUP
Outdoor merchandise and activities	PUP	PUP	PUP	PUP
Restaurants serving liquor, with entertainment	PUP	PUP	PUP	PUP
Restaurants serving liquor, without entertainment	P	P	P	P
Restaurants with or without beer and wine	P	P	P	P
Restaurants, take-out	P	P	P	P
Retail stores, general merchandise	P	P	P	P
Shopping centers	PUP	PUP	PUP	PUP
SERVICES				
Automatic teller machines (ATMs)	P	P	P	P
Banks and financial services	P	P	P	P
Business support services	P	P	P	P
Dry cleaning services	P	P	P	P
Cannabis business, non-storefront retail	-	-	PUP	-
Commercial parking lots	PUP	PUP	PUP	-
Hotels	P (see Standard 6)	-	P (see Standard 6)	-
Medical services—< 3,000 SF	P	P	PUP	PUP
Medical services—3,000 to 20,000 SF	PUP	PUP	PUP	-
Offices				
General Offices	P	PUP	P	PUP
Administrative and executive offices	P	-	P	-
Research and development/light testing and assembly	P	-	P	-
Personal services	P	P	P	P
Public safety and utility facilities	P	PUP	P	PUP
Repair and maintenance—consumer products	P	P	P	P
Service Station	-	PUP	-	-
Storage, accessory	P	P	P	P
Warehousing	-	-	P	-
TRANSPORTATION AND COMMUNICATIONS				
Pipelines and utility lines	P	P	P	-
Transit stations and terminals	P	PUP	PUP	PUP
Renewable energy or other energy facility	P	P	P	-
OTHER USES				
Other uses not named, but similar to listed uses and consistent with the purpose and intent of the Precise Plan.	PUP	PUP	PUP	PUP

Figure 12

Character Sub Areas



**Projects may be allowed up to an additional 0.25 Bonus FAR, up to a Maximum with Bonus of 0.75 FAR, not including the TDR. See Employment Character Area Standards.*

3.3. General Standards and Definitions

This section provides general standards for height, floor area ratio, open area and setbacks, which are regulated specifically by Character Area (Sections 3.4-3.6). This section also includes background information and definitions to help interpret the Character Area standards. These standards and definitions apply to all properties in the East Whisman Precise Plan Area.

3.3.1. General Height Standards

1. **Height.** Maximum height is established within each height and intensity sub-area in the Character Areas. Figure 4 shows the maximum allowed building height. Building height is defined in the Zoning Ordinance, except as provided below.

2. **Top of Curb.** If a building or group of buildings only fronts on an internal, publicly-accessible service street, they may use that service street's top-of-curb to establish maximum height.

3. **Whisman Road Transition Area.** Structures within the Whisman Road Transition Area shall be limited to the lower maximum heights shown in the Character Area standards. The Whisman Road Transition Area extends 50' from the planned inside edge of the public sidewalk.

Height exception at key corners

4. **Height Exceptions for Architectural Features.** The following exceptions to the height standards may be allowed, subject to design review. The following exceptions shall not be combined for additional height.

   a. **Rooftop Amenities.** When allowed with a provisional use permit (as shown in Table 5), architectural features for rooftop amenities may be allowed up to 10' of additional height. Elevator overruns may be allowed additional height for rooftop access, subject to design review. All rooftop amenity and access features above the Character Area maximum height shall be set back behind the building's parapet a minimum of 6'. While the intent of this exception is for unenclosed structures, such as shade canopies, a small amount of enclosed floor area may be allowed, such as restrooms, subject to the same limitations and included in FAR. This exception shall not be used in the Village Center or Whisman Road Transition Area.

   b. **Architectural Features at Key Corners.** Key corners, as identified in Figure 13, shall be allowed up to 10' additional height for architectural features that help define the corner.

5. **Height Exceptions for Ground Floor Neighborhood Commercial.** Buildings with ground floor neighborhood commercial uses, defined in Section 3.7.3, may be allowed up to 5' of additional height. This exception does not apply to street wall height standards or residential height transitions in the Village Center character area.

6. **Dedicated Public Facilities.** Projects may receive an additional 10-15' of allowable height for one typical additional story if land is dedicated for public parks, school sites, or other public facilities, subject to approval from the decision-making body. This exception may not be used in the Village Center or Whisman Road Transition Area.

7. **Minimum Ground Level Wall Plate Height.** Non-residential ground level plate heights shall be at least 15' above primary frontage sidewalk grade. Residential ground level plate heights shall be at least 12' above primary frontage sidewalk grade.

8. **Maximum Ground Floor Height Above Grade, Primary Frontage.** The floor of ground level non-residential building spaces shall be as close as possible to primary frontage sidewalk grade, especially at building entrances. The floor of ground level residential building spaces shall be no more than 4' above primary frontage sidewalk grade.

9. **Moffett Field Comprehensive Land Use Plan Compliance.** Applicants requesting any height exceptions, including those for architectural features and dedicated public facilities, shall demonstrate compliance with the Moffett Field Comprehensive Land Use Plan (CLUP).

Height exception at key corners

10. **High-rise core.** Residential or mixed-use residential projects in the Mixed-Use Character Area, High Intensity Sub-area may propose buildings up to 135', inclusive of all height exceptions, subject to the following requirements.

    - **Location.** This is only allowed where the majority of the building mass above 95' is within 750' of the Middlefield Light Rail station, plus all parcels between Ellis Street and Logue Avenue. It is not allowed within 200' of the Precise Plan boundary.

    - **High Quality Open Space, Neighborhood Commercial and Height Variation.** This allowance shall only be used in projects with a variety of building heights, ground floor neighborhood commercial uses and high-quality, publicly accessible open spaces. The coverage of the floor plates above 95 feet should be roughly equivalent to the combined area of neighborhood commercial and/or publicly accessible open space provided in excess of the minimums established by Section 3.7.2 (Public Parks and Open Space) and Section 3.7.3 (Required Neighborhood Commercial Areas). The floor plates may be larger if other neighborhood commercial or open space goals above the minimum standards are met, such as a grocery store.

    - **High-rise building forms.** Building masses greater than 95 feet in height shall meet the following requirements to preserve views and exposure to light and air:

        - No facades shall be greater than 190' in length.
        - No floor plate above 95' shall be greater than 25,000 square feet.
        - Projects shall comply with the Precise Plan's street wall requirements.

    - **High-rise building spacing.** High-rise building masses greater than 95' in height shall be spaced no less than 100' apart to minimize shadowing of streets, open space, and other buildings. This distance shall be measured by a 100' circular offset from the building perimeter at its outermost points on the building form.

    - **Design.** High-rise buildings shall meet high standards of unique design, considering their visibility and landmark status.

    - **View and shadow study.** Proposed high-rise projects with building masses greater than 95' in height shall submit a view and shadow study. This study shall include information, including but not limited to, 3D massing models, digital simulations, or other methods, that evaluate both building shadows and impacts to views of mountain ranges surrounding the City. The view study shall provide views from several public locations in East Whisman, including, but not limited to, Middlefield Station, East Middlefield Road, and North Whisman Road.

High-rise buildings

3.3.2. General Floor Area and Floor Area Ratio Standards

1. **Floor Area Ratio (FAR).** "Base" FAR is the highest allowed FAR within a project or master plan area with minimum Precise Plan and Citywide requirements, including affordable housing. "Maximum with Bonus" FAR is the highest allowed FAR within a project or master plan area including all FAR bonuses, as described in Chapter 6. "Base" and "Maximum with Bonus" FARs are established within each height and intensity sub-area in the Character Areas. Floor Area Ratio is defined in the Zoning Ordinance, except as provided below.

2. **Dedications and Easements.** The area of new dedications and easements for publicly accessible streets, paths, or other transportation purposes shall be included in a site's lot area for the purposes of calculating FAR. For this section, "new dedications" shall only include those areas shown beyond the edge of "existing right-of-way" in the Mobility Chapter, future public streets as shown in Figure 18 (Public Street Network), and new public street alignments where total net lot area is reduced.

3. **Parking – FAR Calculations.** Above-grade parking is not included in calculations of "Maximum FAR: Non-Residential". For projects without hotels in the Employment Character Area, the sum of non-residential floor area and above-grade parking shall not exceed twice the maximum otherwise allowed. Above-grade parking shall be included in calculations of "Maximum FAR: Hotel" and "Maximum FAR: Residential".

4. **Multiple Character Areas.** If a project site or master plan boundary includes more than one height and intensity sub-area, the project's total gross floor area shall be the sum of allowed gross floor area in each constituent part. The floor area may be applied across the project as a whole if the project substantially complies with the purpose and intent of the Precise Plan, including height limits, setbacks, and other standards.

5. **Gross Floor Area Exemptions.** The following building area may be exempt from a project's gross floor area, including allowed FAR, community benefit, or development reserve calculations, subject to approval from the decision-making body. These exemptions do not apply to the Village Center Character Area.

    a. **Small Business and Non-profit Uses.** Building spaces for small businesses or educational, cultural, or other non-profit uses may be excluded from gross floor area. The maximum floor area exemption shall not exceed 5% of the project's gross floor area, except when an existing structure is being preserved for use by a small business. An appropriate legal agreement shall be recorded on the property to identify the approved gross floor area exemption and use of the space for qualified businesses or organizations.

    b. **Neighborhood Commercial.** Building spaces for neighborhood commercial uses shall be excluded from allowable gross floor area calculations if these uses are included within a larger development. At the discretion of the approving body, residential or office amenity spaces, such as fitness centers, may use this exemption if those amenities are available for public use. An appropriate legal agreement shall be recorded on the property to identify the approved gross floor area exemption and use of the space for qualified businesses or uses. "Neighborhood commercial uses" are defined in Section 3.7.3. This exemption does not apply to parking structures.

    c. **Transfer of Development Rights (TDR).** A TDR project containing floor area purchased from a school district through a City-authorized TDR Program may be allowed additional floor area and additional height (proportional to the TDR floor area) above the permitted development standards in the Plan subject to development review and the following requirements:

        i. Council authorization of the request to use TDR square footage through separate action prior to development review;

        ii. Appropriate land use entitlements, which may include an agreement or similar instrument subject to approval by the City Council; and

        iii. Environmental review to analyze development outside the Plan's scope.

    d. **Long-Term Bicycle Parking and Bicycle Amenities.** Long-term bicycle parking and bicycle amenities, such as required showers and repair areas, shall be excluded from allowable gross floor area calculations.

3.3.3. General Open Area Standards

1. **Landscaping.** All new or improved landscaping shall comply with the standards and regulations in the City Code Section 36.34.

2. **Residential Common Usable and Private Open Area.** Residential and mixed-use residential projects shall provide common usable and private open area as required within each Character Area's standards. Private open area (open area for a specific unit, such as a balcony or entry patio) is optional, but may be used to provide a portion of the required open area. Common usable open area shall be centrally located and accessible to all units to which its area calculation is applied. Each unit shall comply with the common usable open area standard.

3. **Common Usable Open Area and Private Open Area.** Setback areas are not considered usable open space unless they have a minimum depth of 25 feet. Sidewalks, greenways, paseos and multi-use paths shall not be considered common usable open area if they are provided pursuant to public mobility requirements, unless additional width and amenities are provided, subject to design review. Emergency vehicle access areas may be considered common usable open area if amenities are provided, subject to design review. Private open area shall have a minimum dimension of 6'. Common Usable Open Area and Private Open Area may be above-grade, such as roof decks.

4. **Shared Common Usable Open Area.** In mixed-use projects, the same common usable open area may satisfy a portion of all uses' common usable open area requirements, subject to review of appropriate programming, accessibility, compatibility and time of use.

5. **New Public Open Spaces.** All projects shall meet the requirements in Section 3.7.1, Civic Spaces, for public parks and publicly-accessible open spaces.

Non-residential common usable open space

Residential common usable open space

3.3.4. General Setback, Site Design, and Building Placement Standards

1. **Setbacks.** Minimum setbacks are established within each Character Area's standards. Setbacks from streets and other network types are measured from the edge of the access easement or public right-of-way, or total width, as shown in the Mobility Chapter. Side and rear setbacks, where no transportation facility is provided, are measured from the property line. Development shall comply with all setback and building placement standards for future planned streets, even if the street is not constructed with the project. Pedestrian, bicycle and vehicle visibility shall be considered at corners and intersecting paths, roads, streets, alleys and driveways.

2. **Property Line Streets and Connections.** See Section 3.7 Civic Spaces and Mobility (chapter five) for requirements when block edges are located at property lines. In general, building setbacks in these locations will be 20' or more depending on the type of connection, unless the applicant works with the adjacent property to share the connection.

3. **Right-of-Way Encroachments.** Minor architectural elements, such as awnings, canopies and signage, may encroach into the public right-of-way, subject to City approval. Projections shall not impede rescue for residential bedrooms required to meet California Building Code requirements for emergency egress and rescue openings. These encroachments shall be located at least 8' above grade.

4. **Setback Encroachment.** Major architectural elements, such as balconies and bay windows, may encroach into the front setback areas a maximum of 5', provided the total area of all elements does not exceed 35% of the building façade area. This encroachment is subject to design review.

5. **Public Utility Easements.** Public Utility Easements (PUE) for joint trench and other dry utilities may be required along the project frontage. PUEs are typically 10' where there are overhead electric lines and 5' otherwise, but may vary at the discretion of the Public Works Director.

6. **Underground Parking Encroachment.** Underground parking shall not encroach under public streets or dedicated public parks and shall not be located under PUEs. Underground parking, when fully below grade, may encroach into setbacks and below privately held open areas, subject to development review. Underground parking shall accommodate root zones for continuous large trees in the Whisman Transition Zone, along property edges where screening is necessary, within portions of publicly accessible open areas and connections, and other locations as determined through development review.

7. **Priority Frontage Types.** To the extent possible, ground floor building frontages facing public streets and public parks shall include doors and/or windows to living, working, neighborhood commercial or similar spaces. Projects should use one or more of the Priority Frontage Types in Chapter 4 along all public street and public open space frontages, but alternate frontages may be appropriate if they support the design intent of the Precise Plan and Character Area. Priority Frontage Types are also encouraged along publicly accessible service streets, greenways, paseos and multi-use paths.

8. **Active Priority Frontage Setbacks.** Minimum setbacks for Active Priority Frontages are smaller than minimum setbacks for other building frontages. Examples of Active Priority Frontage Types include shopfront, arcade, lobby entry, and commercial forecourts, as described in Chapter 4, Design Guidelines. These frontage types are allowed in most locations, and required in some locations, such as Key Corners and Required Neighborhood Commercial areas. They are typical for high-traffic areas, commercial uses, and residential amenity spaces, and they promote transparency and engagement. Other frontage designs may fit this definition and may be appropriate if they are similar to those in Chapter 4 and support the policy and intent of the Precise Plan.

9. **Key Corners.** Key Corners are locations where special building and open space design can provide a sense of place, wayfinding and architectural interest. Figure 13 identifies Key Corners. The following standards apply in Key Corners:

    a. Buildings or publicly accessible plazas/ open spaces shall be located at Key Corners. Surface and structured parking are not permitted at Key Corners.

    b. When buildings are located at the corner, building entrances shall be located within 30' of the corner. When plazas/open spaces are located at the corner, the building shall have direct pedestrian access off the plaza.

    c. Frontages within 50' of Key Corners shall be Active Priority Frontages (either Shopfronts, Arcades, or Lobby Entry).

    d. Key Corners are allowed up to 10' of additional height for architectural features (as described under "General Height Standards," Exceptions for Architectural Features).

10. **Whisman Road Transition Area.** Required setbacks are greater within the Transition Area along the east side of North Whisman Road as shown in the Character Area standards. This setback area shall be planted with large trees.

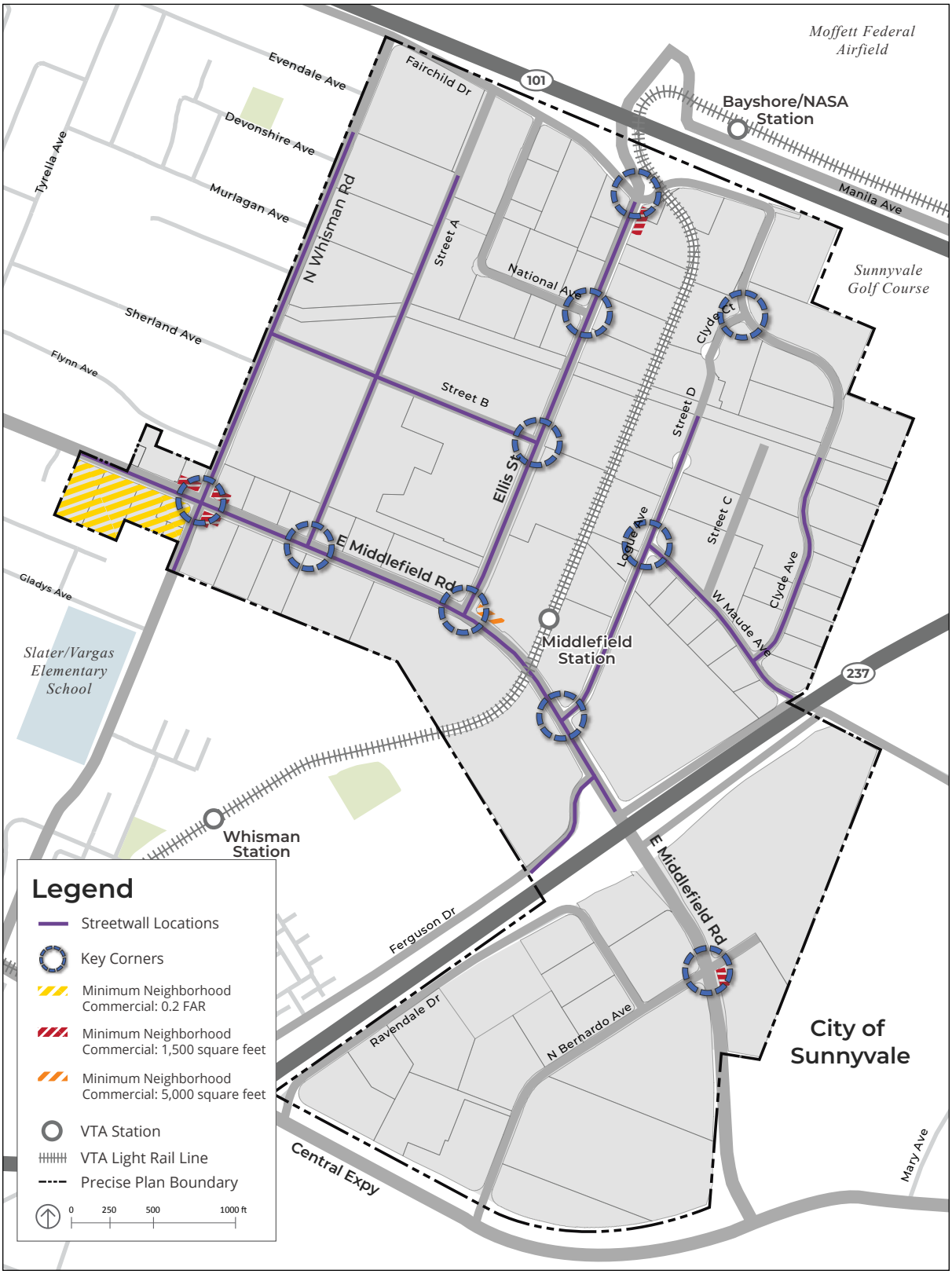
11. **Parking Location.** Parking structures shall generally be located at the interior, side, or rear of a lot and/or the least visible location from the street to reduce their visual impact. Surface parking shall be located behind buildings. If that is not feasible, surface parking may be located beside buildings if screened from the street with low walls and/or landscaping approved through the design review process.

12. **Loading, Equipment and Trash Enclosure Location.** Loading docks, equipment areas, trash enclosures and similar utility areas shall not face public streets, public parks or publicly accessible open spaces. They shall be screened from adjacent properties and publicly accessible streets and paths with fencing or walls, and landscaping. Additional guidelines for the treatment of these uses are included in Chapter 4.

Outdoor dining areas and storefront help activate building frontages

Figure 13

Key Corners



3.4 Mixed-Use Character Area Standards

The Mixed-Use Character Area is the heart of the East Whisman Plan Area, where a new sustainable, urban neighborhood will support a diverse mix of households, businesses and public spaces.

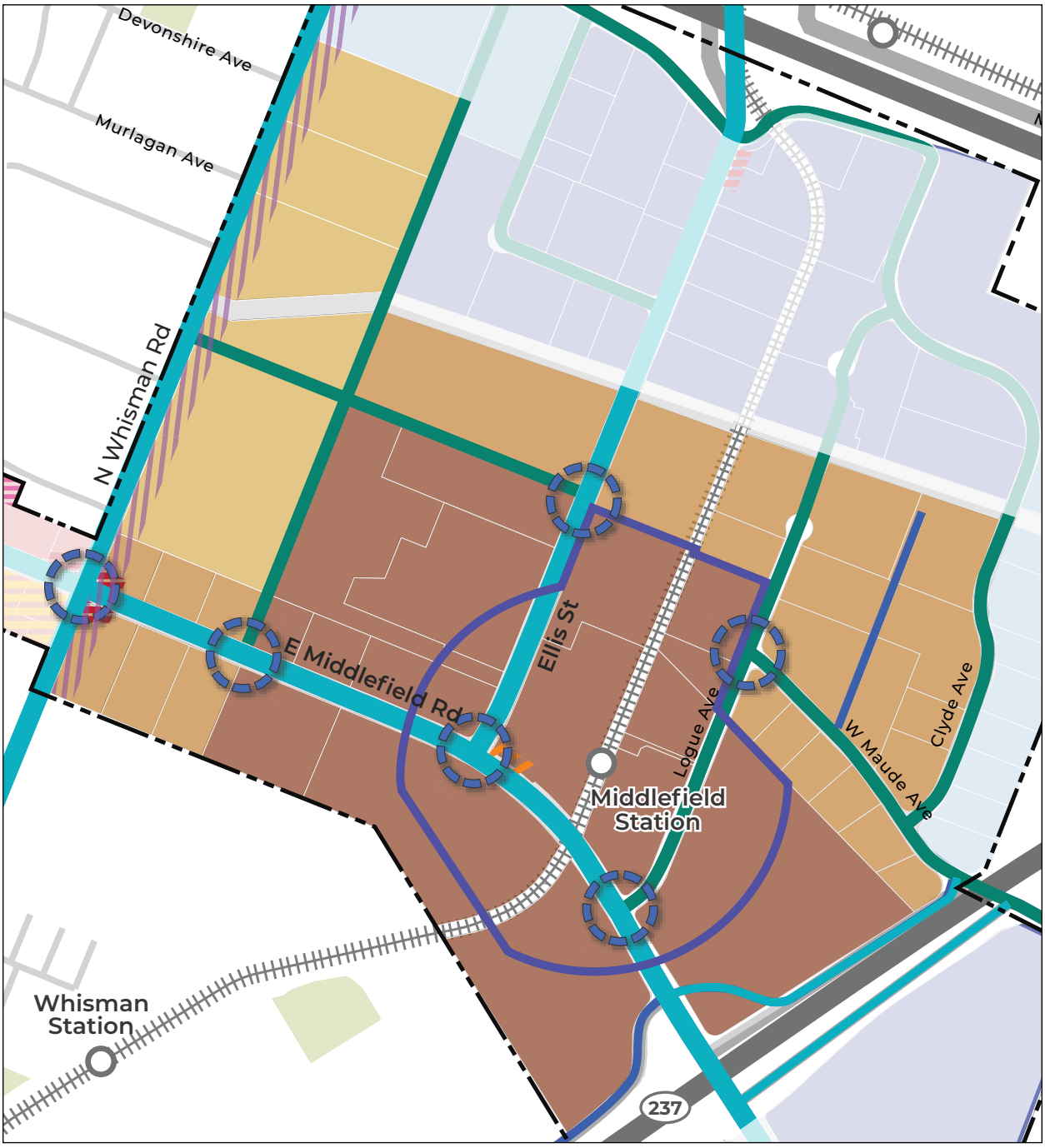
- **A broad range of uses are allowed**, including residential, retail and services, entertainment, hotel, and office and R&D uses.
- **Civic spaces** serving future residents and workers (including new streets, greenways, and public open spaces) are interconnected and located throughout the area. The Mixed-Use Character Area has the highest development intensities and the greatest need for new public spaces.
- **New pedestrian and bicycle connections** will improve direct and convenient access to the light rail station and to surrounding neighborhoods.
- **Walkable and active streets** provide direct access to buildings that are located near the sidewalk. Parking will be accommodated in structures or podiums that are well-screened from public view.
- **Heights and intensities** transition from the most intense at the light rail station to the least intense towards North Whisman Road and the Sunnyvale City border.
- **The Whisman Road Transition Area** requires deeper setbacks, landscape buffers and lower-scaled buildings facing the existing residential neighborhood across North Whisman Road.
- **Neighborhood commercial areas** are required at East Middlefield Road/North Whisman Road and at the central open area adjacent to the Middlefield light rail station. Accessible shopping and services in these visible places will improve the area's livability and vitality.

Mixed-use development surrounding central plaza adjacent to transit

Signature building form and architecture is desirable near the light rail station

Figure 14

Mixed-Use Character Area



3.4 Mixed-Use Character Area Standards

Table 6: Mixed-Use Character Area Height, FAR, and Open Area Standards

		High Intensity	Medium Intensity	Low Intensity
HEIGHT (SEE SECTION 3.3.1. GENERAL HEIGHT STANDARDS)				
Maximum Height: All Buildings		95′	75′ Whisman Road Transition Area: 55′ (d)	60′ Whisman Road Transition Area: 45′ (d)
Maximum Average Street Wall Height (see Other Character Area Standards 2 and 3)		75′	55′	45′
FLOOR AREA RATIO (SEE SECTION 3.3.2. GENERAL FLOOR AREA AND FLOOR AREA RATIO STANDARDS)				
Maximum FAR: Non-Residential	Base	0.40		
	Maximum with Bonus	1.00	0.75	0.50
Maximum FAR: Residential Hotel and Mixed-Use	Base (a)	1.00		
	Maximum with Bonus: Hotel (b)	2.00		N/A
	Maximum with Bonus: Residential and Mixed-Use (c)	3.50	2.50	1.85
OPEN AREA (SEE SECTION 3.3.3. GENERAL OPEN AREA STANDARDS)				
Minimum Common Useable Open Area: Non-residential		100 sf / 1,000 sf of gross floor area		150 sf / 1,000 sf of gross floor area
Minimum Common Usable Open Area: Hotels		20 sf / room		N/A
Minimum Common Useable + Private Open Area: Residential		80 sf / unit Common Usable 120 sf / unit Total	100 sf / unit Common Usable 150 sf / unit Total	100 sf / unit Common Usable 200 sf / unit Total

(a) Cumulative total of Hotel and Residential FAR. Does not include Non-Residential FAR, but includes above-grade parking.
(b) Does not include Non-Residential FAR, but includes above-grade parking. Overall FAR, inclusive of Hotel FAR, Non-Residential FAR and above-grade parking shall not exceed Maximum Residential and Mixed-Use FAR.
(c) Inclusive of Non-Residential FAR, Hotel FAR and above-grade parking. In mixed-use projects, constituent uses shall not exceed their maximum FARs.
(d) The Whisman Transition Area measures 50′ in from the back of the planned Whisman Road public sidewalk.

Table 7: Mixed-Use Character Area Building Placement Standards

	From Public Streets (a)	From North Whisman Road (a)	Side and Rear Where No Street Exists, and From Public Parks (b)
MINIMUM SETBACKS (SEE SECTION 3.3.4. GENERAL SETBACK, SITE DESIGN, AND BUILDING PLACEMENT STANDARDS)			
Active Priority Frontages (c)	5′	15′ in Low; 10′ in Medium	15′ Side and Rear; 10′ Parks
Other Non-Residential	10′	20′ in Low; 15′ in Medium	15′
Residential	10′	15′	15′
Parking Structures	15′	20′	15′
Surface Parking	10′ from Local and Residential Streets 20′ from Avenues		5′

(a) Measured from the outside edge of public sidewalk, as shown in Mobility (Chapter 5).
(b) Measured from property line. See Section 3.7 Civic Spaces and Mobility (chapter five) for requirements when block edges are located at property lines.
(c) Active Priority Frontages include shopfront, arcades, lobby entries and forecourts with shopfront. Setback also applies to upper floors over these facades.

Other Character Area Standards

1. **Building Height.** Office, hotel and residential building height shall be appropriately scaled to its number of stories. Residential and hotel projects shall be no taller (in feet) than the number of stories times 10 plus 20, up to the Plan maximum. Office projects shall be no taller (in feet) than the number of stories times 15 plus 20, up to the Plan maximum. Projects with ground floor neighborhood commercial uses may be allowed up to 5' of additional height. For example, a 4-story residential project shall be no taller than 60' and a 3-story office building with ground floor commercial shall be no taller than 70'.
2. **Street Wall Location.** Building facades shall be located within 20' of the planned inside edge of the public sidewalk along Avenues (30' along North Whisman Road), Local Streets and Residential Streets. Building breaks are appropriate for parks and high-quality open spaces, articulation, forecourts, active amenity areas, preservation of significant Heritage trees, new streets and paths, and access to the interior of a lot. Surface parking shall not be used to interrupt the street wall, except on the secondary frontage of corner properties.
3. **Street Wall Height.** The maximum average street wall height is in Table 6. Above this height, buildings shall step back 10' step back from lower-floor building facades along public streets and public parks. Taller street wall height may be appropriate to support variation, articulation and interest, but the required average shall be maintained. Building walls within 50' of Key Corners are exempt from this requirement.
4. **Personal Storage (Residential).** A minimum of 164 cubic feet of personal storage shall be provided for each dwelling unit, and shall be designed appropriately to accommodate a range of bulky items.

Signage

1. **Relation to Zoning Ordinance.** Signs shall follow the regulations in the Zoning Ordinance for exempt signs, prohibited signs, and general sign regulations, unless otherwise specified below. Special signs and building real estate signs are subject to the ML Zone sign standards.
2. **Aggregate Sign Area.** Total sign area not to exceed ½ square foot per foot of lot frontage, including up to 50 square feet per residential building. Each face of signs shall be counted.
3. **Building Signs.** One building sign is permitted per public street frontage. Each building is also allowed no more than one sign above the second floor. Signs shall be below the lowest level of the cornice and are prohibited on any parapet or roof screen. Illumination is allowed, subject to design review and impacts to nearby properties.
4. **Monument Signs.** One monument sign per public street frontage is permitted, and only where the building's façade is set back 20' or more from the inside edge of the sidewalk. The monument sign shall be limited to a maximum height of 6' with an area no larger than 30 square feet per sign face. Signs shall be compatible and complimentary to the building and landscape design. Illumination is allowed, subject to design review. Monument signs should not be used with Active Priority Frontages.
5. **Pedestrian Signs.** One pedestrian sign for each occupancy frontage along a street, paseo, greenway or multi-use path is permitted, not included in the maximum aggregate sign area. The pedestrian sign shall be no larger than 6 square feet per sign face. Signs may have indirect lighting or be unlit. Lighting is not included in the sign area.
6. **Neighborhood Commercial Uses.** Neighborhood commercial uses with occupancy frontage along a street or public path are permitted one building-mounted sign per occupancy, not included in the aggregate sign area, no larger than 1 square foot per foot of the primary occupancy frontage. Additional signage for major tenants may be permitted within the maximum aggregate sign area, with a Master Sign Program, subject to design review. Illumination is allowed, subject to design review.

3.5 Employment Character Area Standards

The Employment Character Area is envisioned with dynamic and sustainable campuses, creating high quality spaces for Mountain View's employers and employees.

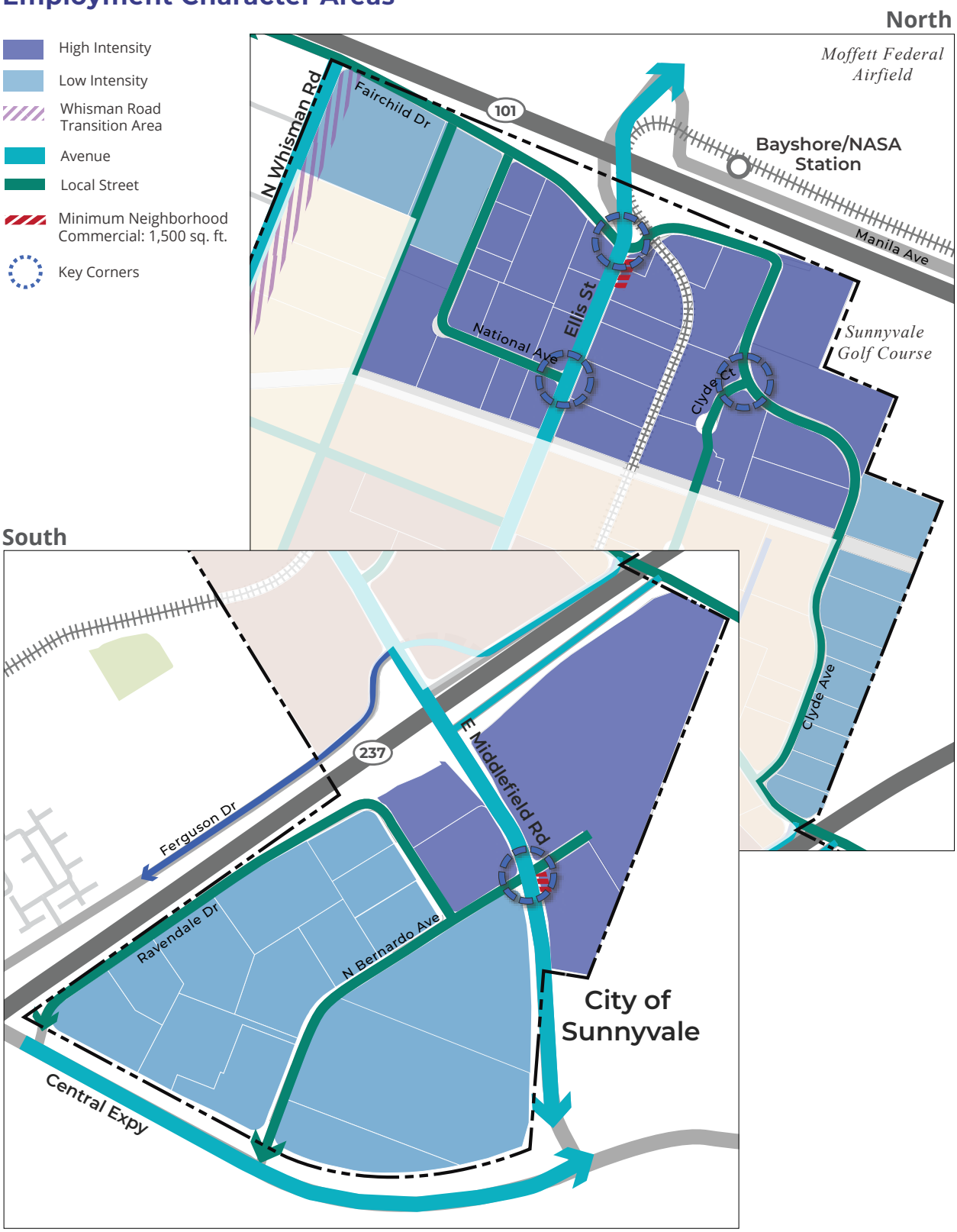
- **Allowed uses** include office, R&D, light industrial, warehousing, retail and services, and hotels.
- **The Employment Character Area** is defined in part by its **visibility and access** to Highway 101 and State Route 237. Pedestrian, bicycle and transit infrastructure support access to adjacent neighborhoods and regional destinations to reduce reliance on the automobile.
- **To serve the social and recreational needs** of workers and visitors, the Employment Character Area will provide new **publicly-accessible open spaces**. Paths among buildings and open areas will provide opportunities to link campuses together.
- **Heights and intensities** are most intensive near light rail stations to support alternate transportation modes, and near freeways, to buffer residential neighborhoods from freeway impacts. Heights and intensities are lowest near North Whisman Road and along the Sunnyvale Golf Course.
- **Sustainability** is encouraged in the design of buildings, landscaping, and amenities.
- **Some areas will maintain lower-intensity and lower-cost spaces for start-ups, neighborhood-serving businesses**, and other companies to broaden and diversify the City's economic opportunities and vitality.

Publicly-accessible open areas and mid-block paths

Sustainable features, such as green roofs, reduce environmental impact and create interesting building forms

Figure 15

Employment Character Areas



3.5 Employment Character Area Standards

Table 8: Employment Character Area FAR, Height, and Open Area Standards

		High Intensity	Low Intensity
HEIGHT (SEE SECTION 3.3.1. GENERAL HEIGHT STANDARDS)			
Maximum Height: All Buildings		100′	60′ Whisman Road Transition Area: 45′ (c)
FLOOR AREA RATIO (SEE SECTION 3.3.2. GENERAL FLOOR AREA AND FLOOR AREA RATIO STANDARDS)			
Maximum FAR: Non-Residential	Base	0.40	
	Maximum with Bonus	1.00	0.50
Maximum FAR: Hotel	Base (a)	1.00	
	Maximum with Bonus: Hotel (a)	2.00	
	Maximum with Bonus: Mixed-Use Hotel (b)	2.50	
OPEN AREA (SEE SECTION 3.3.3. GENERAL OPEN AREA STANDARDS)			
Minimum Landscape Area		25%	30%
Minimum Common Useable Open Area: Non-residential		150 sf / 1,000 sf of gross floor area	
Minimum Common Usable Open Area: Hotels		20 sf / room	

(a) Does not include Non-Residential FAR, but includes above-grade parking.
(b) Inclusive of Non-Residential FAR, Hotel FAR and above-grade parking. In mixed-use projects, constituent uses shall not exceed their maximum FARs.
(c) The Whisman Transition Area measures 50′ from the back of the planned Whisman Road public sidewalk.

Table 9: Employment Character Area Building Placement

	From Public Streets (a)	From North Whisman Road (a)	Side and Rear Where No Street Exists (b)
MINIMUM SETBACKS (SEE SECTION 3.3.4. GENERAL SETBACK, SITE DESIGN, AND BUILDING PLACEMENT STANDARDS)			
Active Priority Frontages (c)	10′ 5′ from Ellis Street	20′	15′
Other Facades	15′ 10′ from Ellis Street	20′	15′
Surface Parking	20′		5′

(a) Measured from the outside edge of public sidewalk, as shown in Mobility (Chapter 5).
(b) Measured from property line. See Section 3.7 Civic Spaces and Mobility (chapter five) for requirements when block edges are located at property lines.
(c) Active Priority Frontages include Shopfront, Arcades, Lobby Entries and Forecourts with Shopfront. Setback also applies to upper floors over these facades.

Other Character Area Standards

1. **South Employment Area TDR Bonus FAR.** When authorized by the City Council through a Citywide Transfer of Development Rights (TDR) program, projects may be allowed up to an additional 0.25 Bonus FAR, up to a Maximum with Bonus of 0.75 FAR, not including the TDR. This additional floor area is subject to compliance with the Plan's Bonus FAR requirements, including community benefits, jobs-housing linkage, and green building. This section shall only apply to sites in the South Employment Area, as shown in Figures 3 and 15.

2. **Street Wall Location – Ellis Street.** Building facades shall be located within 20' of the planned inside edge of the public sidewalk along Ellis Street. Building breaks are appropriate for parks and high-quality open spaces, articulation, forecourts, active amenity areas, preservation of significant Heritage trees, new streets and greenways, and access to the interior of a lot. Surface parking shall not be used to interrupt the street wall.

3. **Street Wall Height – Ellis Street.** The maximum average street wall height shall be 65' on Ellis Street. Above this height, buildings shall step back 10' from lower floor building facades along public streets. Taller street wall height may be appropriate to support variation, articulation and interest, but the required average shall be maintained. Building walls within 50' of Key Corners are exempt from this requirement.

4. **CLUP Turning Safety Zone**. All development proposed in the Moffett Field Comprehensive Land Use Plan (CLUP) Turning Safety Zone, along the east edge of the North Employment Area, shall comply with the density and land use requirements thereof.

Signage

1. **Relation to Zoning Ordinance.** Signs shall be subject to the sign regulations in the Zoning Ordinance regarding exempt signs, prohibited signs, and general sign regulations, unless otherwise specified below.

2. **Building, Real Estate and Other Signage.** Properties within the Employment Character Area are subject to the ML Zone sign standards, except as provided below. Illumination is allowed, subject to design review, except real estate signs.

3. **Monument Signs.** Monument signs are only allowed where the building's façade is setback 20' or more from the inside edge of the public sidewalk, paseo or multi-use path. Signs shall be compatible and complimentary to the building and landscape design. Illumination is allowed, subject to design review.

4. **Upper Floor Signs.** Each building is allowed no more than one sign above the second floor. Signs shall be placed below the lowest level of the cornice and are prohibited on any parapet or roof screen. Illumination is allowed, subject to design review and impacts to nearby properties.

5. **Pedestrian Signs.** One pedestrian sign for each occupancy frontage along a street, paseo, greenway or multi-use path is permitted, and not included in the maximum aggregate sign area. The pedestrian sign shall be no larger than 6 square feet per sign face. Signs may have indirect lighting or be unlit. Lighting is not included in the sign area.

6. **Neighborhood Commercial Uses.** Neighborhood commercial uses with occupancy frontage along a street, paseo, greenway or multi-use path are permitted one building-mounted sign per occupancy, not included in the maximum aggregate sign area. The sign shall be no larger than 1 square foot per foot of the primary occupancy frontage. Additional signage for major tenants may be permitted within the maximum aggregate sign area, with a Master Sign Program, subject to design review.

3.6 Village Center Character Area Standards

The Village Center Character Area is enhanced as an attractive, neighborhood-serving, mixed-use center.

- **A mix of uses** are allowed, including retail and services, entertainment, and residential uses.
- **Building frontages** along North Whisman Road and East Middlefield Road will reinforce the area's human-scale environment, with varied setbacks and frontages activated by building entries and access to landscaped outdoor spaces.
- **Properties adjacent to residential neighborhoods** will transition with additional setbacks and height limits.
- **The southwest corner** of the Village Center should develop as a **cohesive and integrated shopping area**. Most of the allowed intensity in the Village Center may not be built unless it is planned as a whole with a Master Plan.
- **Shared public open space** will provide an opportunity for existing and new residents to gather, with surrounding shopping, dining and entertainment uses.

Shared public open space serves as the anchor for a retail and services district

Frontages in the Village Center reinforce a human scale environment

Figure 16

Village Center Character Area

3.6 Village Center Character Area Standards

Table 10: Village Center Character Area FAR, Height, and Open Area Standards

HEIGHT (SEE SECTION 3.3.1. GENERAL HEIGHT STANDARDS)		
Maximum Height: all buildings		50′
Maximum Average Street Wall Height		45′
Maximum Height within 100′ of Flynn Avenue		30′
FLOOR AREA RATIO (SEE SECTION 3.3.2. GENERAL FLOOR AREA AND FLOOR AREA RATIO STANDARDS		
Maximum FAR: Non-residential uses		0.40
Maximum FAR: Residential and Mixed-Use Residential Projects (a)	Base	1.0
	Maximum with Bonus	1.35
OPEN AREA (SEE SECTION 3.3.3. GENERAL OPEN AREA STANDARDS)		
Minimum Landscape Area		20%
Minimum Common Useable Open Area: Non-residential		200 sf / 1,000 sf of building area
Minimum Common Useable + Private Open Area: Residential		100 sf / unit Common Usable 200 sf / unit Total

(a) Inclusive of Non-Residential FAR and above-grade parking.

Table 11: Village Center Character Area Building Placement

	From Public Streets (a)	Side and Rear, Precise Plan Boundary (b)	Side and Rear, within Precise Plan (b)
MINIMUM SETBACKS (SEE SECTION 3.3.4. GENERAL SETBACK, SITE DESIGN, AND BUILDING PLACEMENT STANDARDS)			
Active Priority Frontages (c)	5′	20′	15′ (d)
Other Non-Residential	15′	20′	15′ (d)
Residential	15′	15′	15′ (d)
Parking Structures	15′	20′	15′ (d)
Surface Parking	20′	5′	5′

(a) Measured from outside edge of public sidewalk, as shown in Mobility (Chapter 5).
(b) Measured from property line
(c) Active Priority Frontages include Shopfront, Arcades, Lobby Entries and Forecourts with Shopfront. Setback also applies to upper floors over these facades.
(d) Structures may have 0′ side setback when part of an integrated commercial or mixed-use center, subject to Master Plan approval.

Other Character Area Standards

1. **Street Wall Location.** Building facades shall be located within 25' of the planned inside edge of the public sidewalk along Whisman Road and Middlefield Road. Building breaks are appropriate for parks and high-quality open spaces, articulation, forecourts, active amenity areas, preservation of significant Heritage trees, new streets and greenways, and access to the interior of the lot. Surface parking shall not be used to interrupt the street wall except on the secondary frontage of corner properties. The street wall should be predominately 25-45' in height.

2. **Street Wall Height.** The maximum average street wall height shall be 45' along Whisman Road and Middlefield Road. Above this height, buildings shall step back 10' from lower floor building facades along public streets. Taller street wall height may be appropriate to support variation, articulation and interest, but the required average shall be maintained. Building walls within 50' of Key Corners are exempt from this requirement.

3. **Residential Height Transitions.** The maximum wall plate height adjacent to the Precise Plan boundary shall be 36' within 20' from the property line. For every additional foot away from the property line, the maximum wall plate height may increase by 1'. Additional height or setback restrictions may be required based on design review and neighborhood compatibility.

4. **Height Limitations within 100' of Flynn Avenue.** All buildings within 100' of Flynn Avenue right-of-way shall be residential and follow the R2 Zone building height and wall height standards.

5. **Fences Adjacent to Residential Uses.** Non-residential development adjacent to the Precise Plan boundary shall have a 7' high architecturally-treated solid masonry wall, subject to design review.

6. **Personal Storage (Residential).** A minimum of 164 cubic feet of personal storage shall be provided for each dwelling unit, and shall be designed appropriately to accommodate a range of bulky items.

7. **Signage.** The following sign standards apply to the Village Center Character Area:

    a. **Relation to Zoning Ordinance**. Signs shall be subject to the sign regulations in the Zoning Ordinance regarding exempt signs; prohibited signs; and general sign regulations; unless otherwise specified in the Precise Plan. Projects shall identify retail signage locations in project submittal.

    b. **Non-Residential Uses**. Non-residential uses are subject to the CN Zone sign standards.

    c. **Residential Uses**. Residential uses are subject to the R3 Zone sign standards.

3.7 Civic Spaces

Civic spaces are publicly-accessible and public-serving areas provided by private development. They include new public streets, publicly-accessible paths and service streets, public parks, publicly-accessible open spaces, and neighborhood commercial uses. New civic spaces provide necessary amenities within walking distance of new housing and office space.

3.7.1. Blocks and Streets

The following are standards and requirements for new streets, paths and bicycle facilities in the East Whisman Area.

1. **Applicability of Block and Street Standards.** See chapter five (Mobility) for transportation improvement design. See chapter six (Implementation) for dedication requirements and to determine when a project is required to meet the block standards and/or provide new streets or other mobility facilities.

2. **Blocks, Mixed-Use and Employment Character Areas.** Maximum block lengths are 400' in the Mixed-Use Character Area and 600' in the Employment Character Areas. Maximum block perimeters, 1600' and 2400' respectively, may be used where a block dimension is less than 400'. These standards are conceptually illustrated in the Public Circulation Map, Figure 17, and in each Character Area Map.

3. **Blocks, Village Center.** Maximum block lengths are 400 feet in the Village Center Character Area, south of Middlefield Road. The precise location of new streets, connections, or other mobility facilities shall be determined through a Master Plan. Prior to approval of a Master Plan, no maximum block length applies.

4. **Application of Street Typologies.** Block edges shall include public streets or any of the following publicly accessible street types: service streets, greenways, paseos, or multi-use paths, as defined in Chapter 5. A publicly-accessible street type not listed may be approved if it is similar to other listed street types or meets the purpose and intent of the Precise Plan. If an existing connection terminates at the project boundary, the applicant shall construct a similar or compatible connection. Where shown on the Circulation and Bicycle Network Maps, dedicated bicycle facilities (greenway or multi-use path) shall be provided.

5. **Changes to Public Circulation Map.** The Public Circulation Map, Figure 17, shall be used to locate approximate block locations. Changes to the location of streets and paths wholly within development or master plan boundaries may be allowed if minimum block standards and overall connectivity are maintained. If major changes to the Public Circulation Map affecting other properties are proposed, project applicants shall submit a conceptual block circulation plan as defined in Chapter 6. The conceptual block circulation plan shall meet the following requirements:

   a. Minimum block standards shall be maintained.

   b. The applicant property shall bear an equal or greater proportion of public circulation and open space improvements than neighboring properties.

   c. Connections shall not cross adjacent properties which create undevelopable areas.

   d. Network design shall consider key views and access to buildings, landmarks, open spaces, potential development sites and open spaces.

6. **Public Street Alternative.** Publicly accessible greenways may be provided in lieu of public streets A, B and D, and a publicly accessible service street, greenway, paseo, or multi-use path may be provided in lieu of public street C if the following occurs:

    a. A development or Master Plan application is submitted by all affected property owners.

    b. The City makes findings that the street is not necessary for vehicle circulation or utilities.

7. **Alignments.** Sidewalks, paseos and bicycle paths shall be as direct as possible, with minimal conflicts with other modes, especially vehicles. To the extent possible, new streets, paths and greenways shall align with other streets, paths and greenways across existing streets. Offset alignments should be avoided, but if proposed, should generally be less than 50 feet, or greater than 100 feet, centerline to centerline.

8. **Public Streets on Property Lines.** Where the Public Circulation Map shows a new public street along a property line, half the street should be provided on each property, unless projects elect to construct the entire section within their property, or unless other design, safety or engineering conditions apply, as determined by the City.

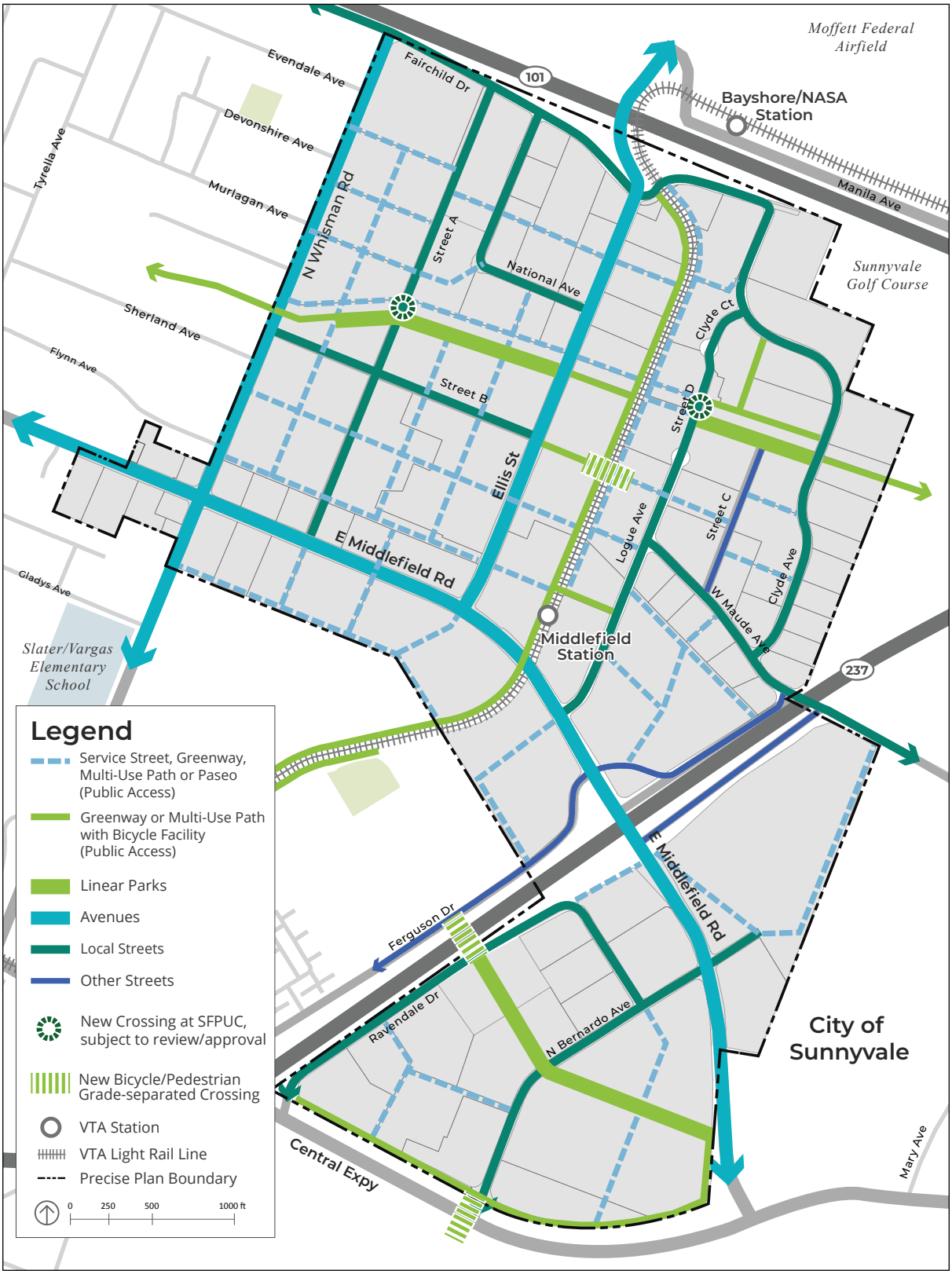
9. **Other Connections on Property Lines.** Where the Public Circulation Map shows a new publicly-accessible connection (such as service streets, greenways, paseos, or multi-use paths) along a property line, projects shall provide the minimum area necessary for a functional connection, including, if necessary, a landscape buffer between the hardscape and property line. Additional guidance is provided in Chapter 5 (Mobility).

10. **Connections on Long Property Lines.** The publicly-accessible connection shall be built along the south edge of 350 Ellis Street and 369 North Whisman Road, and the north edge of 690 East Middlefield Road. The smaller parcels on the opposite sides of these property lines are not required to build or dedicate improvements, but may do so to support their site design. If the connection improvement has been constructed on the larger parcel, development on the smaller parcel shall treat it as a shared public connection in terms of setbacks, design and access.

11. **Fences.** Fences and walls shall not be built where the Public Circulation Map shows new public streets or publicly-accessible connections along property lines, except existing fences and walls may be reconstructed (up to 7') to maintain screening and security on sites built prior to adoption of this Precise Plan. Small decorative fences and landscaping (up to 4') may be allowed, if access to the street or connection is provided at frequent points. Fencing for residential private open spaces is allowed (up to 6').

Figure 17

Conceptual Public Circulation Network



Street and path locations are conceptual. Exact locations will be determined through the development review process.

3.7.2. Public Parks and Open Space

New public parks and open spaces will be provided throughout the East Whisman Area according to the following standards and requirements.

1. **East Whisman Public Parks.** Non-residential Bonus FAR and residential projects shall dedicate land for a public park if one is shown on the Conceptual Open Space Network Map (Figure 18). The amount of the dedication shall be consistent with the size and characteristics defined in Table 12 and other standards established in the General Plan and City Code. Modifications to park location within a project site or master plan area may be allowed based on project design review.

2. **Neighborhood Park Master Plan Area.** Before development proposals are submitted in the "Neighborhood Park Master Plan Area" on Figure 18, a neighborhood park master plan shall be developed according to the process and requirements in Chapter 6, unless a neighborhood park is provided in an alternate location approved by the City Council. A neighborhood park shall be dedicated in fee.

3. **Privately-Owned, Publicly-Accessible Open Spaces.** New privately-owned, publicly-accessible open spaces shall be provided by Non-Residential Bonus FAR projects. These open spaces are not identified on Figure 18. At the discretion of the City Council, this requirement may be waived in locations that are not on major visible corridors or accessible to residential areas. If waived, projects shall provide additional public benefits, such as a contribution to the Park Land Dedication In-Lieu Fund. See chapter four for design guidelines for publicly-accessible open space.

4. **Village Center Publicly-Accessible Open Space.** Pursuant to the Conceptual Open Space Network Map and the master plan process described in Chapter 6, a publicly-accessible open space shall be provided within the Village Center. If residential uses are proposed, it shall be dedicated in fee as a mini-park pursuant to the City's park land dedication requirements. If no residential uses are proposed, it shall be a privately-owned, publicly-accessible open space. It shall be located no more than 200' from East Middlefield Road or North Whisman Road, and shall be visible and accessible from the public sidewalk.

5. **Publicly-Accessible Open Space Dimensions and Characteristics.** Publicly-accessible open space areas shall meet the following standards: a minimum 30' width in both dimensions and a minimum total of 3,000 square feet. The total amount of publicly-accessible open space should be scaled appropriately to the size of the project. This space shall be accessible directly from public paths and sidewalks at the ground level, and not through gates and stairs. Publicly-accessible paseos, multi-use paths and greenways shall not be used to comply with this requirement if they are provided pursuant to public mobility requirements, unless additional width and amenities are provided, subject to design review. Projects are encouraged to locate publicly-accessible open spaces adjacent to other sites to allow for expansion of public spaces over time.

Table 12

Park Types

TYPE	SERVICE RADIUS	SIZE	CHARACTERISTICS
Mini-Park	¼ mile	0.3 acres to 1 acre	Located in close proximity to residential development. Provides passive and/or active space.
Linear Park	¼ mile	Minimum 50' width	Typically combined with multi-use paths. Includes linear green spaces with space for active and passive recreation.
Central Park	Transit station vicinity	1 to 2 acres	Central gathering space in East Whisman. May include landscaped or hardscaped plaza, fronted by active and neighborhood commercial uses. Provides programming, such as farmers' markets, food trucks, movies, and art exhibitions.
Neighborhood Park	½ mile	2 to 3 acres	Primary park for the surrounding neighborhood. Provides playgrounds, restrooms, and play areas or field.

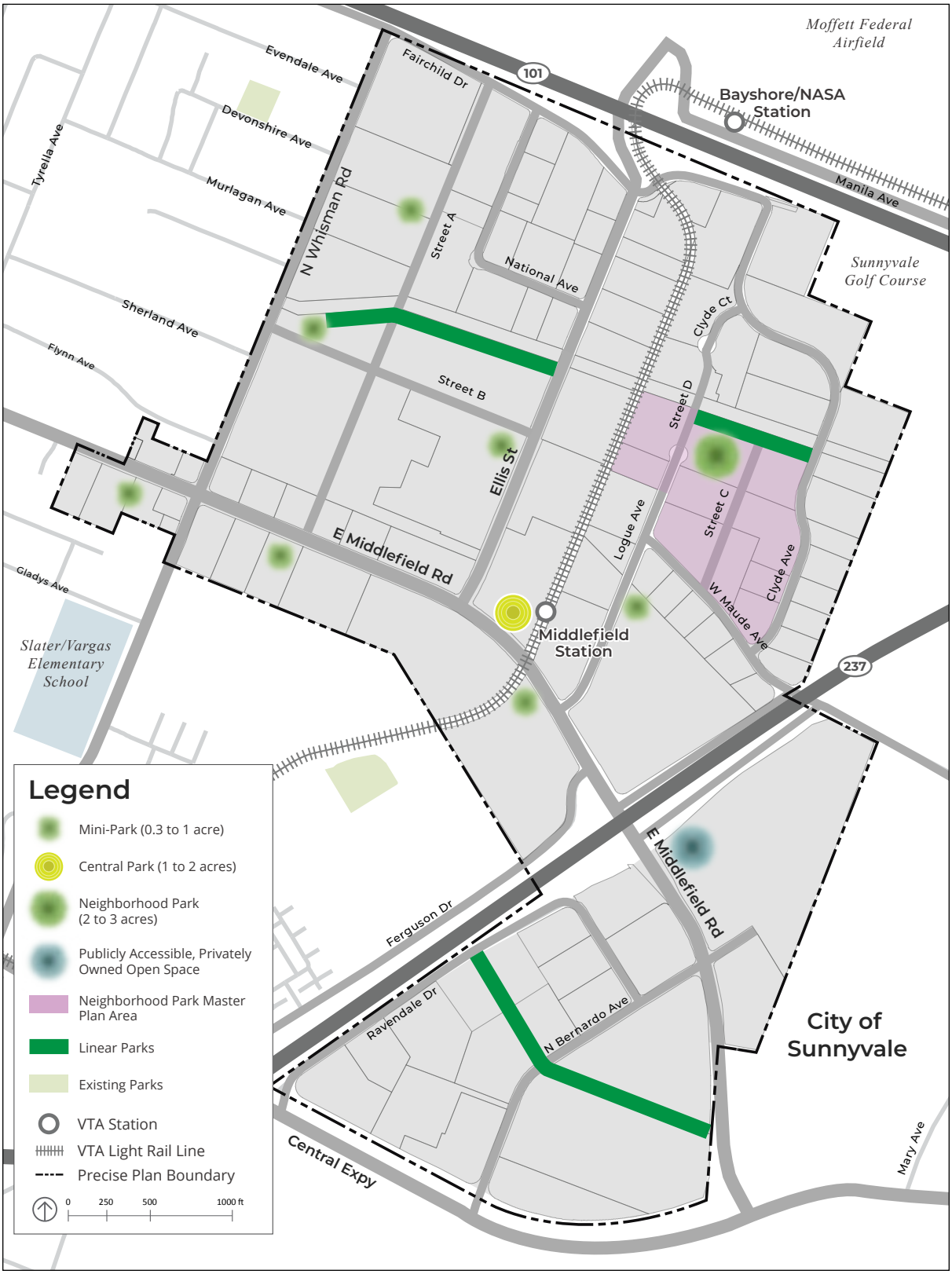
Publicly-accessible non-residential open space

Plaza space framed by mixed-use buildings

Linear park with recreational and mobility benefits

Figure 18

Conceptual Open Space Network



Park locations are conceptual. Exact locations will be determined through the development review process.

3.7.3. Required Neighborhood Commercial Areas

Neighborhood commercial and similar public-serving uses are required in certain areas according to the following standards. These uses are also encouraged throughout the Precise Plan.

1. **Neighborhood Commercial Uses.** "Neighborhood commercial uses" provide goods or services to neighborhood residents and employees, and the permit requirements under "Required Neighborhood Commercial Areas" in Table 5 apply, unless further limited by project-specific conditions of approval.

2. **Required Neighborhood Commercial Locations.** Figure 19 shows locations where ground floor neighborhood commercial uses are required. The figure and Table 13 also show minimum floor area requirements for neighborhood commercial uses. Some provisional uses with a high demand for privacy, such as day care and medical services, may not be appropriate in these areas, unless their operations can maintain the occupancy frontage transparency prescribed for the frontage types in Chapter 4 (Design Guidelines).

3. **Frontage Types.** Frontages of Neighborhood Commercial Areas shall be Active Priority Frontages or similar, as shown in Chapter 4, including shopfronts, arcades, and lobby entry.

4. **Neighborhood Commercial Space Minimum Dimensions.** Ground-floor neighborhood commercial spaces shall have tenant space depth adequate for the needs of a range of businesses, typically at least 55 feet deep.

5. **High Rise Core.** Pursuant to General Height Standards, Section 3.3.1, provision of neighborhood commercial uses is a precondition for major height exceptions within the high-rise core area.

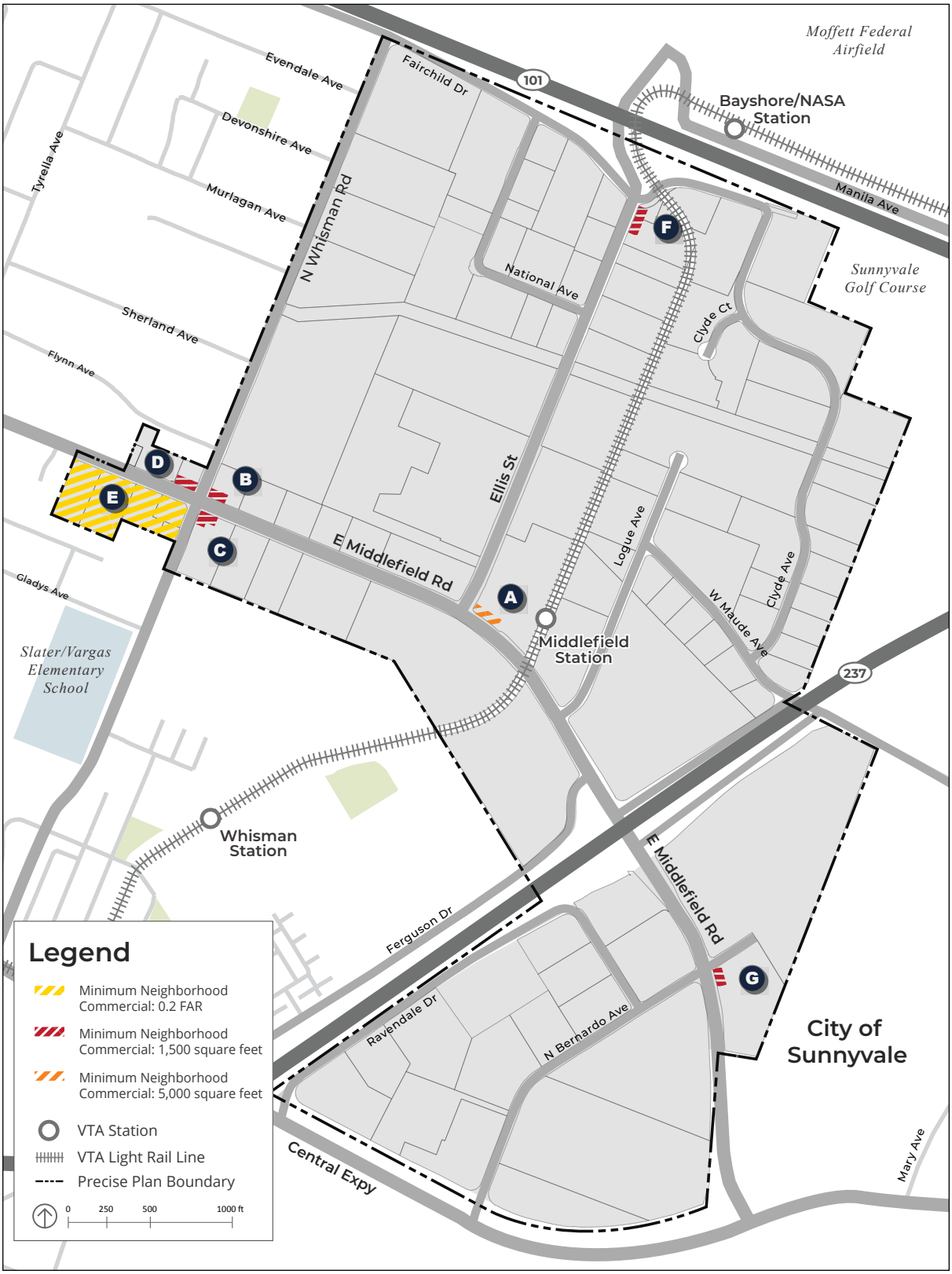
Table 13

Neighborhood Commercial Requirements

CHARACTER AREA	LOCATION	MINIMUM FLOOR AREA	TARGET FLOOR AREA
Mixed-Use	A. NE corner of Ellis St/E Middlefield Rd (near LRT station)	5,000 sf	40,000 – 60,000 total sf
	B. NE corner of E Middlefield Rd/N Whisman Rd	1,500 sf	
	C. SE corner of E Middlefield Rd/N Whisman Rd	1,500 sf	
Village Center	D. North Side of E Middlefield Rd	1,500 sf	70,000 – 90,000 total sf
	E. South Side of E Middlefield Rd	Minimum Neighborhood Commercial: 0.2 FAR	
Employment North	F. SE corner of Fairchild Dr/Ellis St	1,500 sf	15,000 total sf
Employment South	G. SE corner of E Middlefield Rd/N Bernardo Ave	1,500 sf	10,000 total sf

Figure 19

Neighborhood Commercial Areas



3.8 Parking Standards

3.8.1 Vehicle Parking and Loading Standards

1. **Off-Street Parking Requirements.** The number of required off-street parking spaces are listed in Table 14. Parking requirements for land uses not included in Table 14 shall use the Zoning Ordinance minimum parking requirements.

2. **Buffer Zone.** A parking buffer zone shall apply to all areas west of Street A, as shown in Figure 20. Parking requirements for uses within the buffer zone are listed in Table 14.

3. **General Maximum Parking Requirements.** All projects subject to maximum parking requirements must submit a TDM program. The TDM program shall demonstrate that there is adequate parking provided to serve the proposed use(s). The TDM program shall also demonstrate that the project is not providing an amount of parking that would disincentivize employees' use of alternative forms of transportation or otherwise undermine the City's trip reduction goals.

4. **Office and R&D Maximum Parking Regulations.** Maximum parking regulations for office and research and development uses shall only apply to new construction or additions greater than 10,000 square feet, and do not apply to tenant improvements and remodels. Where the project is an addition to an existing building, existing parking may remain and may be greater than the maximum parking requirement, depending on the extent of the building and parking modifications.

5. **Non-Residential Small Projects.** For office and R&D tenant improvements, remodels and new construction or additions 10,000 square feet or less, a minimum of 1 parking space per 300 square feet shall be provided, unless a TDM program, shared parking, off-site parking or other parking reduction strategy is approved through a Planned Community Permit. TDM programs under this paragraph shall conform to the requirements in Section 3.9 at the discretion of the Zoning Administrator.

6. **Unbundled Parking.** Residential units may be for rent or for sale separate from parking stalls (unbundled parking). In the buffer zone, at least one parking stall shall be freely available to each unit, except with approval of a parking monitoring and enforcement program, to ensure that residents are using on-site parking stalls instead of public parking. This requirement does not apply if residential permit parking or similar street parking enforcement is implemented in the neighborhoods west of North Whisman Road.

7. **Designated Parking for Carpools and Vanpools.** Designated parking for carpool/vanpool vehicles shall be located near building entrances. These spaces shall be included in the maximum allowable parking.

8. **Required Parking for Carsharing Programs.** New multi-family residential and office and R&D developments shall provide parking for carsharing programs per the requirements in Table 15. Carshare spaces shall be in a highly-visible location accessible to both building users and the general public. Additional carsharing standards include the following:

    - **Right of First Refusal.** Development projects shall offer a right of first refusal for carsharing companies to locate space(s) within a development. A project may be exempt from carsharing requirements if no carsharing company agrees to operate within a development, subject to annual review verified through a development's TDM monitoring, and/or as determined by the Zoning Administrator or City Council through project specific conditions.

    - **Residential Carsharing Exemption.** In residential developments, one carshare space per 80 units may be exempt from off-street parking maximums.

Table 14

Off-Street Parking Standards

Land Use	Off-Street Parking Standards Outside Buffer Zone	Off-Street Parking Standards Inside Buffer Zone
Office/Research and Development	Maximum 2.9 spaces per 1,000 sq. ft. of gross building floor area	Minimum 2.5 spaces per 1,000 sq. ft. of gross building floor area; Maximum 3.33 spaces per 1,000 sq. ft. of gross building floor area
Retail, restaurants, fitness, and other permitted uses in Neighborhood Commercial Areas	Minimum 4 spaces per 1,000 sq. ft. of gross building floor area	
Multi-Family Residential – Studios and 1-bedroom	Maximum 1 space per unit	Minimum 1 space per unit
Multi-Family Residential – 2-bedroom and up	Maximum 2 spaces per unit	Minimum 2 spaces per unit
Residential Private Garages	Minimum 2 spaces per unit	
Warehouse/Data Center	Maximum 0.8 space per 1,000 sq. ft. of gross building floor area	
Other uses	Minimum as defined in the Zoning Ordinance or through the Provisional Use Permit process	

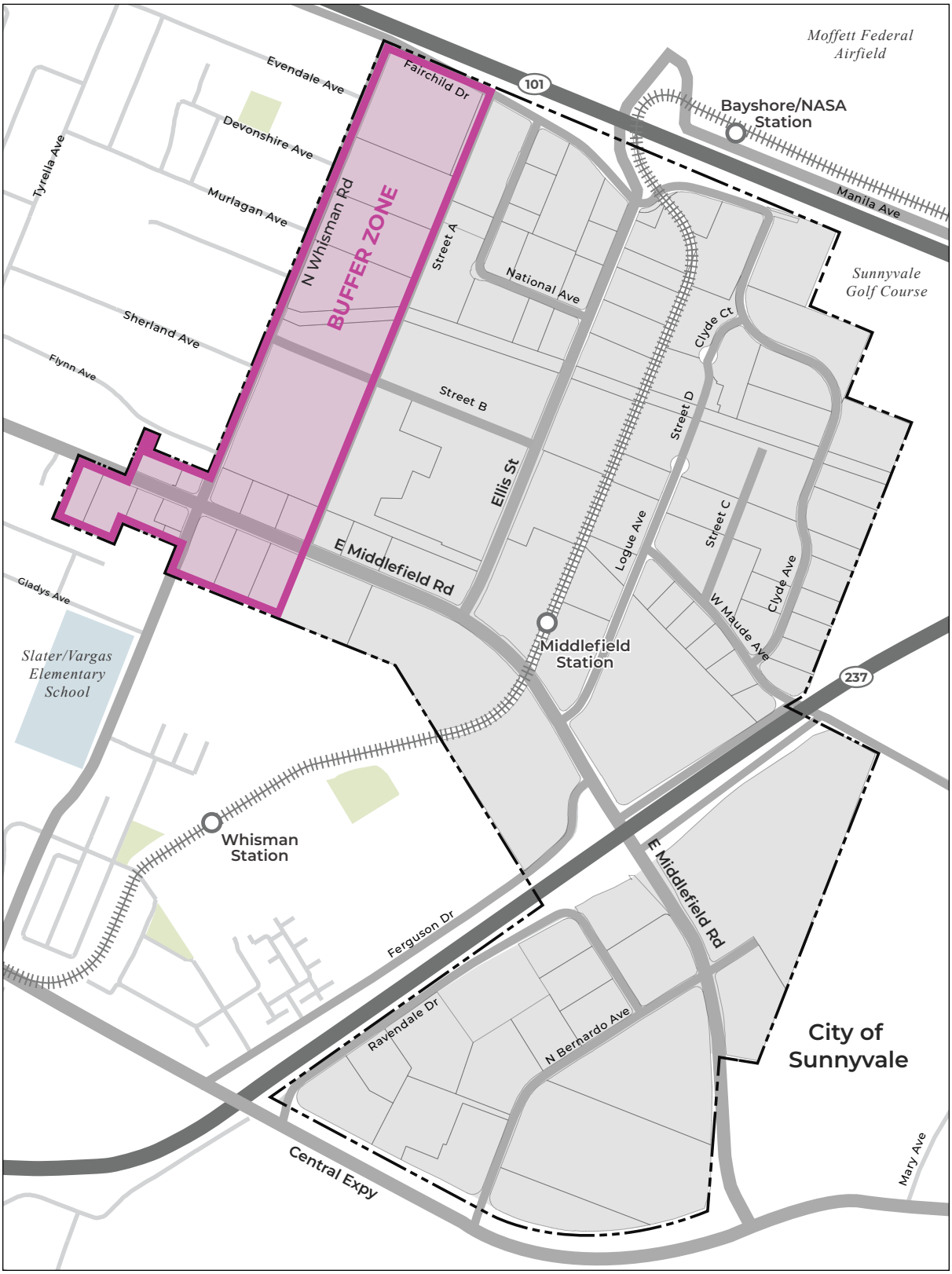
Table 15

Carshare Parking Standards

Land Use	Carshare Vehicle Requirements
Office/Research and Development	For buildings greater than 40,000 square feet, a minimum of three parking spaces per building site is required for carshare operators.
Multi-Family Residential	0-49 parking spaces – 0 car-sharing spaces 50-200 parking spaces – 1 car-sharing space 201 or more parking spaces – 2 car-sharing spaces, plus 1 for every additional 200 parking spaces

Figure 20

Parking Buffer Zone



9. **No Reserved Spaces.** No individual spaces or parking areas shall be reserved for any specific individual, business, tenant, or class of individuals, except for residents, loading, persons with accessible placards or users of special vehicles such as low-emission, carpool/vanpool, or carshare vehicles. Spaces may be also be reserved for specific uses during limited hours; i.e. all employees, all hotel guests or all neighborhood commercial customers.

10. **Parking Toolkit for TDM Compliance.** Developments that do not meet their TDM monitoring requirements may be required to implement additional parking programs, such as mandatory shared/public parking, charging for parking (including TNCs for passenger loading/unloading) with parking cashout for employees who do not use a parking space, and funding a Residential Parking Permit program for nearby neighborhoods.

11. **Shared Parking.** Shared parking is recommended for mixed-use developments or among adjacent complementary uses. When shared parking is proposed, the total number of spaces and their distribution through the site shall be substantiated through a parking study and a parking management plan.

12. **Off-Site Parking.** Project applicants may develop agreements with other property owners to utilize surplus parking spaces at off-site parking facilities. Off-site parking agreements require approval of a Planned Community Permit at the parking site, which will be based on a review of all TDM plans and estimated parking demand of all sites utilizing its parking. Parking management and monitoring plans may also be required. The allowable distance for off-site parking shall be one-quarter mile walking distance, from the nearest corner of the parking facility to the nearest corner of the destination building (about a 5-minute walk). The City may require a legal agreement to be executed and recorded on each site.

13. **Vehicle Loading Spaces for Non-residential Uses.** Nonresidential developments shall provide vehicle loading spaces based on the City of Mountain View zoning code. At the discretion of the Zoning Administrator or City Council, office, R&D and neighborhood commercial projects may provide standard-size parking spaces for loading, pick-up/drop-off, deliveries, etc., in lieu of a portion of the required full-size loading spaces.

14. **Loading and Drop-off in Multifamily Residential Projects.** One standard-size parking stall per 200 units shall be provided in convenient locations for pick-up/drop-off, short-term parking, loading and deliveries, not counted within the off-street parking standards. In addition, a designated moving truck loading area shall be provided. The design and location of these loading and drop-off parking spaces shall not substantially degrade pedestrian access to building entrances and open spaces.

3.8.2. Bicycle Parking and Amenities Standards

1. **Bicycle Storage.** All new buildings or structures, remodels, additions and changes of use to an existing building of greater than 10,000 sq. ft. shall provide bicycle facilities per Table 16.

2. **Location of Short-Term Bicycle Parking.** Short-term bike parking shall be provided in visible locations on private property, near building entrances, sidewalks, greenways, or multi-use paths. Short-term bicycle parking shall not impede pedestrian paths and shall be placed so both sides of the rack are usable (3-5 foot clearance depending on rack type and configuration).

3. **Short-Term Bicycle Parking Design.** Short-term bicycle parking shall be provided using bicycle racks securely anchored to the ground. The bicycle frame and at least one wheel shall be able to be securely locked to the rack.

4. **Location and Design of Long-Term Bicycle Parking.** Long-term parking shall protect bicycles from weather and theft. Acceptable installations include, but are not limited to, bicycle rooms, cages, and lockers. Bicycle rooms and cages can be located outside, or inside a building or parking garage.

5. **Location of Bikeshare Parking.** Publicly-accessible bikeshare (and scooter) parking shall be conveniently located near building entrances.

6. **Bicycle Parking Signage.** Clear and visible signage for short-term and/or public bicycle parking facilities shall be provided if not visible from the street, sidewalk, greenway or multi-use path.

7. **Personal Storage.** Bike storage facilities shall not be counted towards personal storage requirements.

Table 16

Bicycle Parking Standards

Land Use	Short-Term Parking	Long-Term Parking	Showers
Office/Research and Development	1 per 20,000 sf or a minimum of 4 spaces, whichever is greater	1 per 2,000 sf or a minimum of 4 spaces, whichever is greater	1 unisex for the first 80,000 sq. ft and 1 additional unisex for each additional 40,000 sq. ft.
Neighborhood Commercial Uses	4 per 5,000 sf or a minimum of 2 spaces, whichever is greater	1 per 5,000 sf or a minimum of 2 spaces, whichever is greater	None required
Multi-Family Residential	1 per 10 units	1 per unit	None required

3.9 Transportation Demand Management

3.9.1 Non-Residential TDM Standards

1. **TDM Plans.** All office and R&D projects with new construction or additions greater than 10,000 square feet and all other non-residential projects with new construction or additions greater than 20,000 square feet shall provide a TDM plan with programs and measures to reduce vehicle trips. Other projects may be required to comply with site requirements in Section (a) below, at the discretion of the Zoning Administrator.

   a. **TDM Plan Site Requirements**. The TDM plan shall include the following transportation demand management site design features, though other measures may be needed to reach required trip caps:

      - Priority parking for carpools and vanpools.
      - Bicycle parking and shower and changing facilities as defined by this chapter.
      - Maximum parking and carshare parking as defined by this chapter.
      - Site design that supports alternative modes, such as orienting building entrances toward sidewalks, transit stops and bicycle facilities.

   b. **TDM Plan Operational Requirements**. The TDM plan shall include the following minimum operational measures, though other measures may be needed to reach required trip caps:

      - The property owner shall join the Mountain View Transportation Management Association (TMA). Tenants may join in lieu of property owners, but if a tenant is unable to maintain membership, the property owner shall be responsible.
      - Monetary incentives for alternative modes, such as subsidized transit passes, bike-share or carpools.

   c. **TDM Plan Alternative Requirements.** The TDM plan may include other measures to reach required trip targets, including but not limited to:

      - Shared bicycles if a bikeshare service is not available nearby.
      - Parking cash-out, paid parking or other parking monetization.
      - Guaranteed ride home program.
      - Telecommute support.
      - Alternative work schedules.

   d. **Parking Rationale.** The TDM plan shall demonstrate that the parking provided is adequate to serve the needs of the development and shall consider the project's trip-reduction measures.

   e. **Implementation and Approval**. The TDM Plan shall identify how the required measures will be implemented and describe and other measures proposed to meet or exceed trip reduction goals. TDM plans are required prior to project approval.

2. **Trip Cap.** In addition to the requirements in Section 1, office and research and development projects with TDM plans shall limit vehicle trips to the site. The long-term trip cap across the entire East Whisman area is an average of 0.95 a.m. and 0.88 p.m. peak-hour trips per 1,000 square feet across all office, R&D and industrial sites, which may be increased based on capacity-increasing improvements at the gateways identified in Chapter 6.. This area-wide average shall be implemented through-site-specific trip caps, as established through the Office Trip Cap Phasing Program and Administrative Guidelines. These site-specific trip caps are subject to the following:

a. **Other Sites.** Based on the area-wide average standard, applicants may be allowed a higher trip-cap rate if they apply their TDM program to existing buildings in addition to their development.[1]

b. **Enforcement.** Trip caps will be monitored and enforced. The property owner is responsible for achieving the performance measures established in the TDM Plan, including site-specific vehicle trip caps.

c. **Phase-in Trip Cap.** The City will allow near-term flexibility in meeting the trip-cap requirement. Trip-cap requirements in any given year will be established through the Office Trip Cap Phasing Program and Administrative Guidelines, which will be based on:

- The ultimate requirement above, as adjusted by any capacity-increasing improvements,
- Changes to the East Whisman area that may demonstrably result in fewer vehicle trips, such as the construction of new housing, and
- The peak hour vehicle trip rate of office, R&D and industrial sites without TDM programs.

vi. When required trip-cap rates change, all existing development with affected TDM plans shall be responsible for lowering their vehicle trips in compliance with the Phasing Program.

3. **Monitoring and Enforcement.** Annual TDM monitoring shall be conducted by a third party and paid for by the property owner(s) or their representative. It shall include driveway counts and a survey of employee travel modes.

If the site-specific vehicle trip cap is exceeded, the property owner or representative shall submit a revised TDM plan to the City identifying new programs or polices to address the exceedance and reduce the number of site-specific vehicle trips, or identifying additional sites where the TDM program will be enforced (pursuant to Section 2(a) above).

If the following annual monitoring report indicates that despite changes to their TDM program, the site still does not comply with its vehicle trip cap, then the City may assess the employer/property owner/building manager a financial penalty. The amount of financial penalty will be determined based on the employer's TDM program and precedent TDM penalty programs developed by the City. In determining whether a TDM penalty is appropriate, the City may consider whether the property owner has made a good-faith effort to meet the TDM goals and may allow the property owner a certain "grace period" to implement additional measures to meet their TDM goals. TDM penalties shall be collected and used at the City's discretion and shall promote alternatives to single occupancy vehicle use in the City.

[1] For example, a development includes 100,000 square feet of office with a hypothetical trip-cap requirement of 0.8 trips per 1,000 squre feet, or 80 trips. The applicant can choose to apply their TDM program to 50,000 additional square feet of buildings, which otherwise generate (for example) 1.1 trips per 1,000 square feet, or 55 trips. If they do so, their trip-cap across all buildings would be 0.9 trips per 1,000 square feet, or 135 trips.

3.9.2. Residential TDM Standards

1. **TMA Membership.** New residential developments with at least 100 units shall become TMA members.

2. **TDM Plans.** All new residential projects shall have a TDM plan with programs and measures to achieve trip-reduction consistent with the Greenhouse Gas Reduction Program, or other City trip-reduction standard.

   a. **TDM Plan Site Requirements.** New residential development shall include the following transportation demand management site design strategies:

      - Maximum parking and carshare parking as defined by this chapter.
      - Bicycle parking as defined by this chapter.
      - Residential projects over 100 units shall provide a shared, common, collaborative workspace available to residents and their guests. This amenity can be offered in partnership with nearby residences or businesses.
      - Site design that supports alternative modes, such as orienting building entrances toward sidewalks, transit stops and bicycle routes.
      - Accessible, secure storage space for grocery and package delivery shall be provided in multifamily development.

   b. **TDM Plan Operational Requirements.** The TDM plan shall include the following operational measures, or equivalent:

      - Property managers or homeowner associations (HOAs) shall provide access to shared bicycles if a bikeshare service is not available nearby.
      - Property managers or HOAs shall provide local transportation information to all residents through a website, leasing office, or initial leasing information.
      - Property managers or HOAs shall support Safe Routes to Schools programs including facilitating parent gatherings and coordination of walking school buses and/or bike trains.
      - Monetary incentives for alternative modes, such as subsidized transit passes or bike-share for residents and/or unbundled parking.

   c. **Parking Rationale.** The TDM plan shall demonstrate that the parking provided is adequate to serve the needs of the development and shall consider the project's trip-reduction measures.

3. **TDM Monitoring.** Annual TDM monitoring will be conducted by a third party and paid for by the property owner(s) or their representative. It will include parking counts to measure the peak parking demand and resulting parking rate.

4. **Monitoring Results.** Annual monitoring results shall be submitted to the City for review. The report will include a description of the measures in place and any new or modified measures since the last monitoring period. If the required trip-reduction standard is not met, the property manager or HOA shall submit a revised TDM plan to the City identifying new programs or polices to address the exceedance and reduce the number of vehicle trips.

3.10 Green Building Standards

Green buildings improve air and water quality, conserve natural resources, reduce solid waste, optimize building performance and minimize impacts on existing infrastructure. Green building is a key City strategy to achieve long-term sustainability and reach its greenhouse gas emissions reduction goals.

1. **Non-Residential Green Building Standard.** All new non-residential construction shall meet the intent of LEED BD+C Gold and implement mandatory CALGreen requirements.
2. **Non-Residential Green Building - Bonus FAR Program.** All new non-residential construction participating in the Bonus FAR Program shall meet the intent of LEED BD+C Platinum or equivalent.
3. **Residential Green Building - Bonus FAR Program.** All new residential construction participating in the Bonus FAR Program shall achieve a minimum of 120 points on the Green Point Rated system or equivalent and submeter, or use other appropriate technology that can track individual energy use, for each residential unit.
4. **Water Use Performance.** All new construction shall meet the baseline indoor and outdoor water performance standards defined by LEED BD+C prerequisites and mandatory CALGreen requirements.
5. **Dual-Plumbed Buildings.** All new construction shall install dual plumbing for potable and recycled water use, per the City's most current codes. Dual-plumbed buildings shall be equipped with potable back-up systems in the event of recycled water outages.
6. **Connection to the Recycled Water System.** When the recycled water system is adjacent to the property, all new construction shall install the infrastructure necessary to connect to the recycled water system. If recycled water is not available, all new construction is required to construct the on-site irrigation to be recycled water conversion ready, per the City's standards, and to connect to the recycled water system once the system is complete.

A green roof can improve energy efficiency performance for a building

3.11 Bird Safe Building Standards

To minimize adverse effects on native and migratory birds, new construction and major renovations will incorporate design measures to promote bird safety. These measures will help reduce the likelihood of building collision fatalities through façade treatments and light pollution reduction. These measures apply to both residential and non-residential land uses.

1. **Bird Safe Design Requirements.** All new construction, building additions, and/or building alterations shall meet the Bird Safe Design standards in this section.

2. **Façade Treatments.** No more than 10% of the surface area of a building's total exterior façade shall have untreated glazing between the ground and 60 feet above ground.[1] Examples of bird-friendly glazing treatments include the use of opaque glass, the covering of clear glass surface with patterns, the use of paned glass with fenestration patterns, and the use of external screens over non-reflective glass.[2]

3. **Occupancy Sensors.** For non-residential development, occupancy sensors or other switch control devices shall be installed on non-emergency lights. These lights should be programmed to shut off during non-work hours and between 10:00 pm and sunrise.

4. **Funneling of Flight Paths.** New construction shall avoid the funneling of flight paths along buildings or trees towards a building façade.

5. **Skyways, Walkways, or Glass Walls.** New construction and building additions shall avoid building glass skyways or walkways, freestanding glass walls, transparent building corners, or landscaping behind glass (such as in atriums). New construction and building additions should minimize the use of glass at tops of buildings, especially when incorporating a green roof into the design.

6. **Exceptions to the Bird Safe Design Requirements.** The City may waive or reduce any of this chapter's bird safe design requirements based on analysis by a qualified biologist indicating that proposed construction will not pose a collision hazard to birds. Alternatively, additional design measures may be required based on an analysis by a qualified biologist.

[1] The portion of the building most likely to sustain bird strikes is the area between the ground and 60 feet above ground.

[2] Bird-friendly glazing treatments must include vertical elements of the window patterns that are at least 1/4-inch-wide at a maximum spacing of 4 inches, or have horizontal elements at least 1/8-inch-wide at a maximum spacing of 2 inches.

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chapter four

Design Guidelines

The following design guidelines provide design direction for private development projects in East Whisman. Design guidelines are the City's expectations for how buildings, open spaces, and related improvements should "look and feel". Projects must demonstrate how they address each guideline, although there is flexibility in how projects meet each guideline depending on project-specific context and location.

These guidelines will help create engaging streets and sidewalks, development consistent with the existing and future land uses of the area, and a comfortable and attractive environment for residents, employees and visitors.

The following design guidelines apply to all new projects in East Whisman, and include guidelines for residential, employment/office, and neighborhood commercial developments; setbacks and facades, accompanied by a menu of desired building frontage types (Priority Frontages); parking and site access; and common usable/private open space. These guidelines complement the site design and building placement standards in Chapter 3, Development Standards.

4.1 Building Design Guidelines

The following design guidelines provide direction for building exteriors, and may apply to new construction and façade remodels, among other projects. For more detailed building frontage guidance, see section 4.2.

4.1.1 Building Design Guidelines Common to All Uses

1. **Key Corner Design.** Facades located at 'Key Corners' should include special design and materials to provide variation and assist wayfinding and placemaking. When designing Key Corners, projects should consider views along nearby public streets. Key Corners may include prominent buildings, or recessed buildings to create plazas, public art, or prominent trees.

2. **Corner Buildings.** All projects should design corner buildings to emphasize an entry, shape a public space, and/or provide visual interest through taller or shorter building elements, special forms and materials, highly-visible entrances and/or landscape features.

3. **Building Relationship to Open Space.** Building entrances should be oriented towards public open spaces. Upper floors facing open spaces should include special architectural treatments such as larger windows and/or upper floor stepbacks.

Examples of visually interesting corner treatments

4. **Differentiate Buildings.** Building type and scale should vary within a block or project while maintaining a consistent street wall and frontage; for example, by mixing lowrise and midrise buildings. Multiple buildings in a single project or within a larger area should relate to each other, but provide differentiation through architecture, massing, materials, and site design features. Building heights should vary across East Whisman and individual project sites to create visual interest and to break up the scale of development.

5. **Building Massing.** Building massing breaks should be used in each building to create a varied series of masses with a range of depth, width, and height. Massing changes or breaks may be used to ensure transitions between buildings and adjacent lots, improve visual interest, avoid large wall planes, accentuate neighborhood character, and help create more comfortable public and private spaces. Specific massing and articulation guidelines differ depending on building use as described below in the respective residential and employment sections.

Building heights, styles, and forms change within an individual project or block

Massing breaks and varied heights

Credit: Van Meter Williams Pollack

Massing breaks and articulation reduce a building's bulky appearance

6. **Freeway Visibility.** Projects near freeways should reflect positively on Mountain View and East Whisman, presenting a dynamic skyline, interesting facades and high-quality materials to passers-by.

7. **Upper-Story Building Design.** Stories above the street wall (see Chapter 3 for maximum average street wall heights) should be designed to reduce their visual appearance of bulk and mass through step-backs, articulation, height differentiation and/or variation of forms.

8. **Ground Floors and Above.** Floors above the ground floor(s) should be in plane with or behind the ground-floor facade, and should not cantilever over the building's base elements.

9. **Heat Island Effect.** All projects should strive to minimize the heat island effect, including strategies such as green roofs, high-reflectance roof and paving materials, cool exterior siding, and vegetation shading over paved areas.

10. **Architectural Detailing.** Architectural details, such as vertical and horizontal recesses and projections, roof forms, parapets, cornice treatments, window reveals and forms, color, etc., should be used to create shadows and texture and add to the character of a building.

11. **High-Quality materials.** High-quality, permanent materials, such as masonry, concrete, steel, glass, stone and metals, should be used with elegant and durable detailing that reinforces the architectural character.

12. **Placemaking.** Placemaking should be incorporated into site design to create an engaging experience, develop district character, and connect the community to local amenities. Various techniques may include private street and sidewalk patterns/colors, interactive landmarks, district wayfinding signage, and public art.

Design upper stories to reduce their bulk and mass compared to lower stories

Buildings with a variety of design details, colors, projections, and materials create visual interest

13. **Active and Varied Street Wall.** Buildings that face public streets and public open spaces should present an interesting and varied street wall with human-scaled building frontages.

    a. **Lower floor features.** Special materials and features should be used in the lowest floor(s) (such as the first or first to third) to add interest and draw the eye down to the pedestrian level. Special features may include awnings, patios, trees, or pedestrian lighting.

    b. **Variations in the street wall.** Varying setbacks, public plazas, and/or mid-block greenways and paseos should be used to create spatial variation that makes the street wall more interesting. Other ways to enliven the street wall include recesses, protrusions, balconies, entries, and plantings.

Interesting public-facing frontage with changes in street wall depth, bulk, and materials

4.1.2 Employment Design Guidelines (Office and R&D)

1. **Ground-Floor Frontages.** Examples of appropriate Office and R&D frontage types include: Lobby Entry, Forecourt, and Office Yard. Commercial Shopfront and similar frontages may be appropriate. Specific guidance for these frontage types is located later in this chapter.

2. **Entries and Lobbies.** Buildings should have one main entrance for staff, visitors, and the public, accessible from streets and other public areas. Building entries should provide a distinctive architectural expression and should be coordinated with frontage improvements. Building entries should include an inviting, well-lit and secure lobby that is clearly visible from the outside, both day and night. Building lobbies should be clearly articulated.

3. **Transparency.** Office and R&D frontages should have abundant windows along the ground floor facade (though they may have fewer entrances than retail and residential frontages). Floor plans should address this by placing public-facing rooms, such as lobbies and cafeterias, along the street. Large blank areas should be avoided, particularly along public frontages.

An office building ground floor with high transparency and regular rhythm

Distinctive main entrance, accessible from the sidewalk

4. **High-Quality Facades.** Facade design should include high quality exterior materials. Window treatments, sun control devices and other design elements should be used to produce a well-rhythmed and articulated building.

5. **Building Massing.** Façades should provide substantial massing breaks at intervals of 100 to 150 feet, emphasizing horizontally-oriented proportions. Office and R&D buildings should have a maximum length of 300 feet.

6. **Glazing.** Glazing should provide high transparency and be non-reflective. Transparent glazing at upper levels may be lightly tinted.

7. **Windows and Curtain Walls.** Glass curtain walls should provide architectural interest, variation, and/or articulation and should not extend uniformly across an entire façade.

8. **Mechanical Screening.** Roof parapets should function as mechanical and utility screens. Where screens are set back from the parapet, they should be architecturally integrated with the rest of the building.

High-quality facade with interesting materials, windows, and articulation

Glass curtain wall with visual interest

4.1.3 Residential Design Guidelines

1. **Residential Integration.** Where new residential uses are built in close proximity to employment uses, the site and building orientation, setbacks and building materials should establish buffers (e.g. streets, landscaping, setbacks, and building design considerations) to improve land use compatibility and to avoid and mitigate potential land use impacts such as noise, light, and hazardous materials.

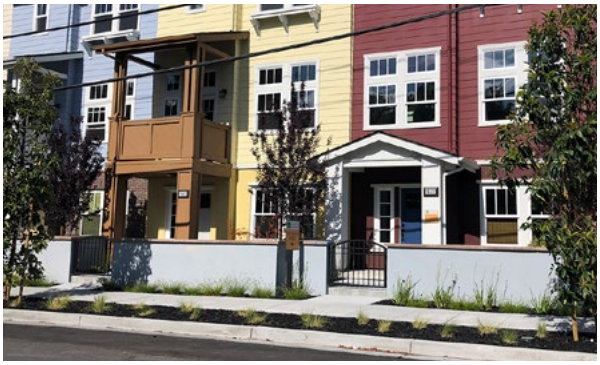
2. **Ground-Floor Frontages.** Residential frontages should provide moderate transparency, unit articulation, and clear distinction between public and private space. Examples of appropriate frontage types include: Stoop, Entry Patio, Lobby Entry, and Forecourt. Guidance for these residential frontage types is located in the Building Frontage Types section later in this chapter.

3. **Ground-Floor Unit Access.** All ground floor units should have direct pedestrian access to the adjacent street, sidewalk, path, or open space. Doors are strongly encouraged to face public spaces. Units without direct access should have patios, balconies, or porches.

4. **Common Spaces.** Lobbies, common amenity spaces, leasing offices, or similar spaces should have transparent windows or storefronts. These spaces should have direct access to the adjacent street, sidewalk, paths, public open space, or other publicly accessible areas. Common spaces should be well lit and inviting.

5. **Transparency.** Ground floors of residential buildings should include windows and doors overlooking the street, sidewalk, common areas or public spaces. Ground floor common rooms such as living, dining, family, or foyers should be oriented towards these public or common areas to allow visual interaction between the unit and the sidewalk while providing an appropriate degree of privacy for ground-floor residences.

6. **Privacy.** Landscaping, grade separation, and interior shades or blinds should be used to provide privacy for ground-floor units. Residential frontages may provide landscaped areas, stoops, terraces, and/or porches along the sidewalk to delineate the transition from public to private space.



Direct pedestrian access between units and adjacent sidewalk

Residential ground floor that activates the pedestrian realm with porches and other architectural interest

Well-lit and inviting ground floor residential lobby with direct access to public space

7. **Building Bottom, Middle, and Top.** Buildings should be designed with a defined base; middle or body; and a top, cornice or parapet cap. Building ground floors should provide a solid base and strong frontage design. The middle floors should provide well-proportioned sets of windows and other elements framed within the building's top and bottom. The cornice or top of the building should provide a strong architectural termination, definition and visual interest, and in some cases may include roof terraces.

8. **Façade Articulation.** Residential buildings should have more fine-grained articulation than office buildings, and/or should include design features at regular intervals along their façades to reflect a residential rhythm and scale. Long building facades should be visually separated into smaller elements with major massing breaks, offsets, recesses, staggered walls, stepped walls, pitched or stepped rooflines, and other elements as discussed below.

    a. **Regular Massing Breaks**. Breaks at least 25' across should be provided approximately every 200' of block face. A "massing break" should be at least 15' deep (behind the front façade) and may include significant building articulation or a common space such as a forecourt, courtyard, paseo, or mews. Taller residential buildings should have fewer building façade increments than mid-rise residential buildings.

    b. **Separate Masses**. The mid-rise portion of buildings should articulate into smaller massing with breaks in the facade and changes in the roof line in conjunction with color and/or materials changes. Each façade section should be visually distinguishable from others. Vertical projections and minor stepbacks at least 3' deep should be used to visually separate long facades into smaller intervals (at intervals of 50' to 100').

    c. **Individual Unit Articulation.** In low-rise buildings, facades may be articulated through unit-sized increments to express the scale of individual residential units and to reduce the apparent mass of the overall building.

    d. **Roofline Articulation**. Buildings should avoid having a long unchanged roofline. Building roofs should include regular horizontal and/or vertical articulation and varying materials. This can be accomplished through architectural elements such as parapets, varying cornices, reveals, and varying roof height and/or form.

    e. **Vertical Massing**. Residential building massing may be accentuated with smaller-scale vertically-oriented elements such as bays or balcony stacks, emphasizing their height and access to light and views while providing a clearly residential building scale and character.

9. **Visual Variation.** Variation in color and materials should be used to create visually engaging building facades. Projects should generally use between two and four colors and/or materials on facades facing streets, public parks, and public access areas. Colors and materials must be complimentary and consistent with the overall architectural style or theme of the project.

10. **Roofs.** Rooftops may be composed of common usable space such as roof decks or terraces, or cool roofing materials.

Separating building facades with articulation and design features

Landscaping, low walls and stairs delineate public from private areas

Appearance of separate massing achieved through change in colors, materials, and vertical massing breaks

Vertical massing of residential buildings is accentuated with smaller scale vertical elements, emphasizing their height and access to light and views

General design guidance for residential frontages

4.2 Frontage Design Guidelines

Frontages consist of the street façade of the building, any projecting elements, and the hardscape, landscape, walls and fences in the front yard. Frontages define the relationship of the building to public areas with appropriate transitions from the public street to the semi-private and private areas of front yards and street-facing ground floor spaces.

4.2.1 Setback and Ground Floor Guidelines

1. **Setback Areas.** Street setback areas should create a comfortable transition between the ground-floor interior of a building and the street. These areas should be designed with amenities and improvements to engage or otherwise create a comfortable environment for people, including but not limited to outdoor seating and dining areas, pedestrian access to front entries, art, gathering spaces allowing for social interaction, and well-landscaped areas.

2. **Ground Floor Façade Character.** The ground floor of street-facing facades should include distinctly different design elements than upper floors, using architectural and landscape features of interest and utility, and distinguished by elements such as a greater floor to ceiling height, greater articulation, finer design details and ornamentation, unique colors, enhanced entrances, and/or architectural variation. Blank walls should be minimized. Facades should exhibit high-quality materials, and a high degree of craftmanship.

3. **Ground-Floor Uses.** Projects should locate uses that engage the street on the ground floor of buildings that face public spaces such as streets, greenways, and public parks. Engaging ground-floor uses include but are not limited to neighborhood commercial businesses, residential and office amenity spaces (such as exercise, food service and customer service) and lobbies, and direct unit/secondary entrances to streets. Frontages facing service streets, alleys, rear lot lines, or private open space are not typically expected to have neighborhood commercial or other active/visible uses.

4. **Transparency and Privacy.** Buildings should maximize the visual connection to the street while using strategies to create an appropriate degree of privacy for ground floor spaces, including: setbacks and recessed entries, elevated ground floor, landscaping, and/or screens or curtains.

5. **Building Entries.** Building entries should reinforce building character, provide visual interest, break up building massing, and provide inviting entrances into buildings. Primary building entrances should be spaced to encourage access by pedestrians and oriented towards public streets. The primary entrance to each ground-level tenant space along a public street should be provided from that street. Entrances to ground floor residential units should also be provided from the street.

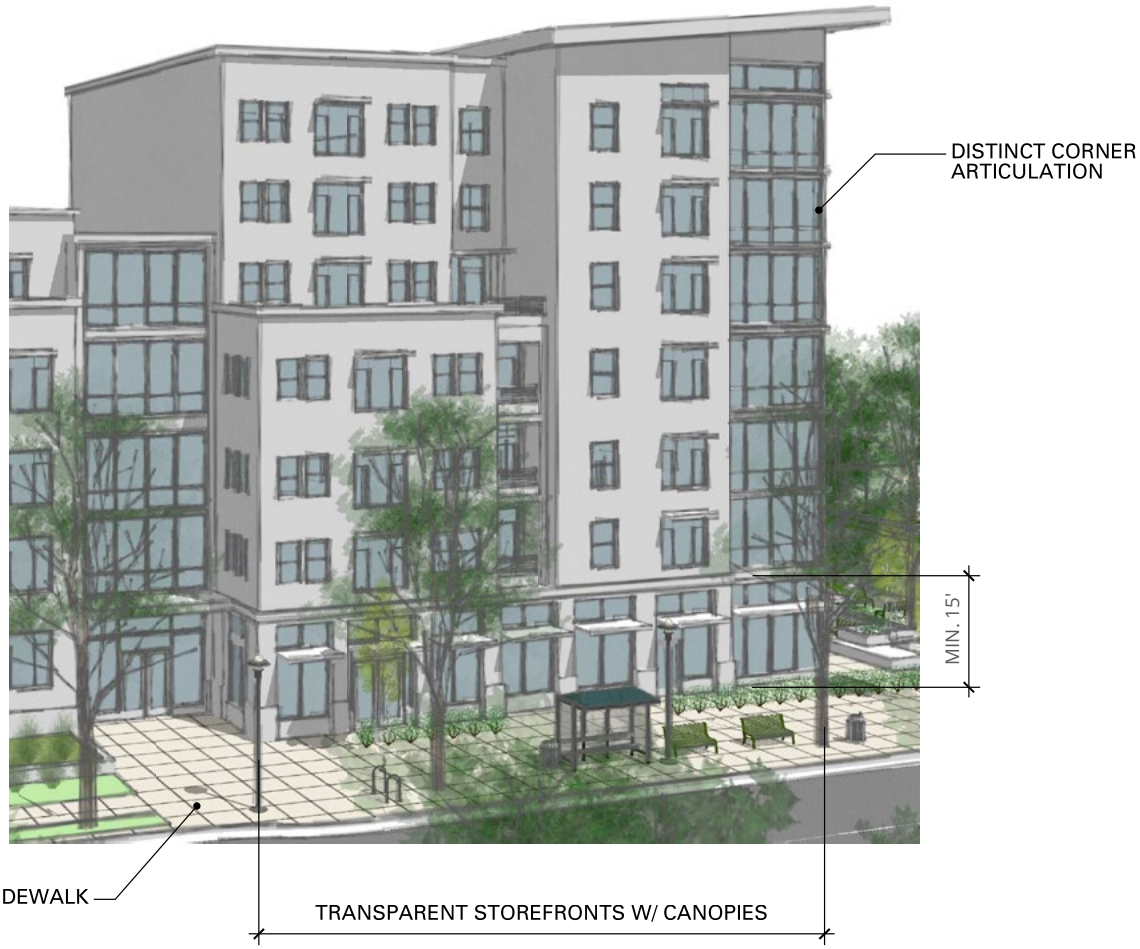
4.2.2 Priority Frontage Types

The following frontage designs are called Priority Frontage Types, described in detail on the following pages. Applicant should choose from among them for frontage design along public streets, publicly accessible open spaces and other highly visible locations in the Plan area. Priority frontage types fit in two categories, Active and Non-Active.

- **Active Priority Frontage Types** are typical for high-traffic areas, commercial uses, and residential amenity spaces. They promote transparency and engagement. Examples of Active Priority Frontage Types include **Shopfront, Arcade/Gallery, Lobby Entry** and **Commercial Forecourts**. Other frontage designs may fit this definition and may be appropriate if they are similar and support the intent and policy direction of the Precise Plan.

  Active Priority Frontage Types are allowed reduced setbacks within the Character Areas. In addition, they are required in Key Corners and Neighborhood Commercial Areas.

- **Non-Active Priority Frontage Types** are typical for residential units, and office uses where privacy is a greater concern. Examples of Non-Active Priority Frontage Types include **Stoops, Entry Patios, Residential Forecourts** and **Office Yards**. Other frontage designs may fit this definition and may be appropriate if they are similar and support the policy and intent of the Precise Plan.



Credit: Van Meter Williams Pollack

General design guidance for mixed-use / retail ground floors

COMMERCIAL SHOPFRONT *ACTIVE*

Commercial Shopfront is a building frontage type with ground floor commercial or retail uses, residential lobbies and amenity spaces, and employment lobbies and amenity spaces. The frontage has large openings with transparent windows at ground level façades. The façade is located near the sidewalk.

1. **Location.** Neighborhood commercial shopfronts should be used in areas where active, pedestrian-oriented frontages are encouraged, such as near Middlefield Station and in the Village Center.

2. **Transparency.** The majority of each ground floor commercial facade should include clear, transparent windows along streets, pedestrian pathways, or plazas, providing visibility into and out of the space. Shopfronts should have relatively large, transparent first floor windows without reflective glass frosting or dark tinting. Shopfront windows may have clerestory windows (horizontal panels) between the shopfront and second floor, which may use materials such as stained glass, glass block, painted glass, or frosted glass.

3. **Sidewalk Extension.** Areas between the public sidewalk and a commercial building facade near the street should be paved as though they are extensions of the sidewalk.

4. **Relationship to Setback Line.** Shopfronts should generally be located at or near the setback line.

5. **Pedestrian Character and Amenities.** To support a more comfortable public sidewalk character, shopfronts must directly engage the pedestrian and provide a human-scaled street environment. The following elements may be used to achieve this goal:

   a. Facade treatments that create a fine-grained rhythm
   b. High-quality materials, such as metal and stone
   c. Greater articulation, finer design details, and/or architectural variation than the building's upper stories
   d. Distinctive corners with different materials, fenestration, or glazing
   e. Awnings or canopies that enhance ground-floor entrances
   f. Pedestrian amenities such as displays, benches, and tables located between facades and public sidewalk
   g. Landscaped or open areas
   h. Unique colors (especially vibrant and warm colors that enhance visual character)
   i. High-quality paving materials, such as pavers, colored concrete, or stamped or scored concrete

Examples of neighborhood commercial shopfront frontage

6. **Outdoor Dining.** Outdoor dining areas are encouraged on private property within front or side setback areas. Outdoor dining areas are encouraged to have landscaping features such as planter boxes, trellises, green walls, and street trees. A minimum 15' distance should be provided between recycled water landscaped areas and outdoor dining areas, unless drip irrigation is used.

7. **Frequency of Pedestrian Entrances.** Entrances should be located at frequent intervals along ground floors, at an average distance of 30' to 50'. Corner commercial uses should include a corner entrance or an entrance facing both streets.

8. **Blank Walls.** Long blank walls without openings (such as doors or windows) are strongly discouraged.

9. **Emphasized Entrances.** Neighborhood commercial and storefront entrances should be easily distinguishable from residential entrances. Recessed doorways, awnings, transparent windows and changes in color or materials are encouraged to identify and enhance entrances. Shopfront entrances may be recessed behind the main façade to provide visual interest. Service entrances should be avoided on Commercial Shopfronts, but if necessary they must be as inconspicuous as possible.

10. **Entrance Grade and Finish Floor Height.** The building entrance should be at sidewalk grade, and provide direct access to ground floor uses. If the finish floor cannot be at sidewalk grade, ramps should be located inside the building or arcade.

11. **Façade Details.** Awnings, trellises, fences, and other setback encroachments on commercial facades should use colors and materials compatible with the overall architectural design of the building.

12. **Landscaping.** Landscaping may be provided in vine pockets or planter boxes at the building façade, and trees may be in tree wells. Permanent irrigation is required.

13. **Bulkhead.** Shopfront bulkhead should be durable materials such as concrete, stone, tile, metal or stucco, and should be similar or complementary to the main building materials. The bulkhead is the one to two-foot-high base of the building facade, upon which the shopfront display window is placed.

14. **Signage.** Signage may be located in a variety of places, including windows, walls, and awnings. Pedestrian-scale signs may project over the sidewalk at least 8' above grade.

Example of neighborhood commercial shopfront frontage

ARCADE/GALLERY *ACTIVE (WITH SHOPFRONT)*

Arcade frontages include ground floor façades set behind the upper floor building facade, creating a covered outdoor transitional space between the sidewalk and the ground floor facade. A colonnade structurally and visually supports the building mass. Arcades should contain ground-floor shopfronts.

A gallery is a roof or deck projecting from the façade of a building, whether cantilevered or supported by columns. Galleries generally contain ground floor shopfronts. The covered space provides shade and shelter for pedestrians, and space for outdoor dining.

1. **Location.** Arcades and galleries should be used where active, pedestrian-oriented frontages are encouraged, such as near Middlefield Station and in the Village Center. Galleries should be used sparingly where street walls are required in Chapter 3 (Development Standards).
2. **Size.** Arcades and galleries should be wide enough to allow space for both circulation and amenities, typically 10' to 20'. Arcades should have a minimum of 10' of vertical clearance.
3. **Relationship to Shopfront.** Arcades and galleries should be combined with the neighborhood commercial shopfront frontage type.
4. **Relationship to Setback Line.** Arcade colonnades and upper floors shall be located behind the setback line. Gallery colonnades may encroach into setbacks pursuant to "Setback Encroachments" in Section 3.3.4.
5. **Elevation.** Arcades and galleries should be at grade or no more than 2' above grade. If above-grade, there should be clear, continuous visibility from the sidewalk into the arcade; and stairs and ramps should not encroach into the sidewalk or necessary easements.
6. **Blank Walls.** Walls without openings (doors, windows or other openings) should be minimized and located away from areas with the greatest activity and visibility.
7. **Structural Supports.** Structural building elements should be treated with high-quality materials and have a design consistent with the building façade.
8. **Pedestrian Interest.** Areas below arcades should include furnishings and other elements according to the on-site open space guidelines later in this chapter.
9. **Landscaping.** Landscaping may be located at the arcade columns and if present, may include vine pockets, planters or small tree wells located between the columns and sidewalk. Planter boxes or pots may be placed in between columns to provide enclosure for such uses as cafe seating, provided that adequate pedestrian access is maintained. Permanent irrigation is required.
10. **Paving.** Special paving colors or designs should be used within galleries and arcades.
11. **Lighting.** Lighting within galleries and arcades should be adequate for a range of activities. Fixtures should be installed to avoid off-site glare.
12. **Signage.** Signage may be located within the shopfront and/or hung from ceiling. Pedestrian-scale signs may project over the sidewalk at least 8' above grade.

Example of an arcade frontage

RESIDENTIAL STOOP *NON-ACTIVE*

A residential stoop is a stair and landing leading directly from the sidewalk to a building entrance. The ground floor of the building is raised to provide privacy for the rooms facing the public street.

1. **Location.** Stoops may be used on any residential frontage, and should be used instead of entry patios on major streets, such as Middlefield Road and Ellis Street.
2. **Width and Height.** Stoop landings should be at least 4' in depth. Stoop floor height (and building ground floor height) should be a minimum of 2' and no more than 4' above sidewalk grade.
3. **Stoop Covering.** The stoop landing may be covered or uncovered. Doorways may be recessed into the building façade.
4. **Stairs.** The exterior stairs may be perpendicular or parallel to the adjacent sidewalk, although perpendicular is preferred. These stairs may encroach into setback areas.
5. **Relationship to Setback Line.** Stoops may project into setback areas but should not encroach into the sidewalk or any easement areas.
6. **Landscaping.** Landscaping on both sides of the stoop is encouraged, including trees to provide shade and screening. Permanent irrigation is required.
7. **Interior Rooms.** Rooms facing the sidewalk should be public or common rooms such as living, dining, foyer or den. Bathrooms should not face the sidewalk.

Example of a residential stoop frontage

RESIDENTIAL ENTRY PATIO *NON-ACTIVE*

A residential entry patio incorporates a semi-private courtyard or patio for each unit, surrounded by a low fence or landscaping to provide privacy and to differentiate from the adjacent public sidewalk. This frontage type may also be suitable for cafes or other small businesses.

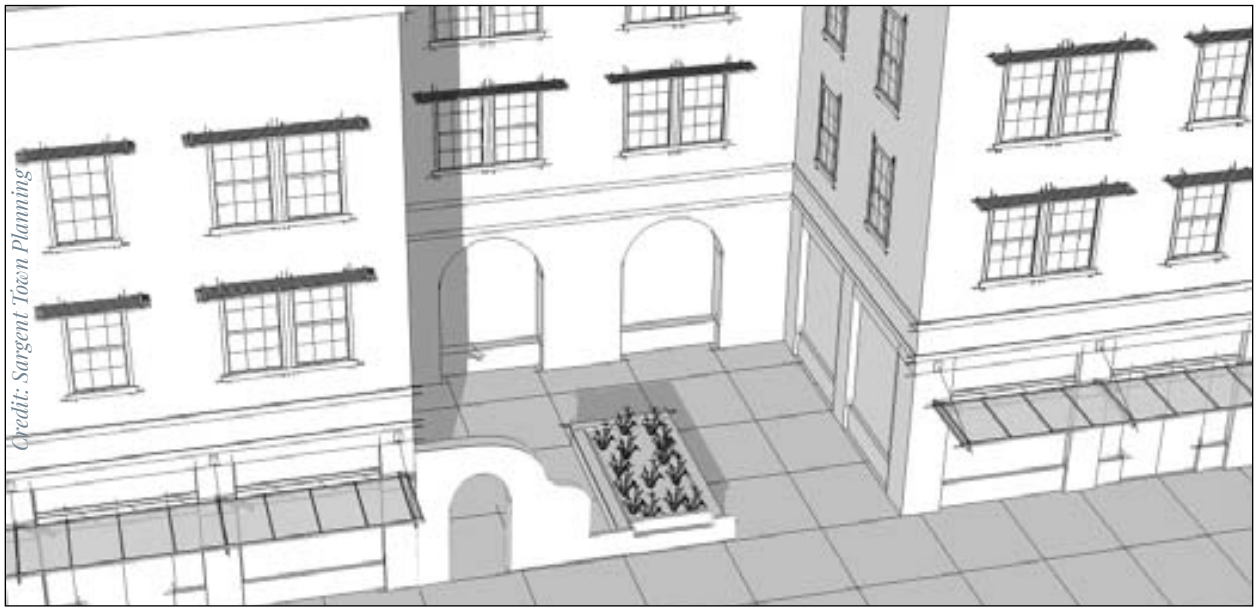
1. **Location.** Entry patios may be used on most residential frontages, but are not recommended on major streets such as Middlefield Road and Ellis Street.
2. **Elevation.** A entry patio may be at grade or raised up to 3' above sidewalk grade. When raised, open fencing should be used above floor level.
3. **Entry Patio Enclosure.** A low wall, fencing or landscaping, up to 4', may be used around an entry patio or terrace.
4. **Doorways.** Doorways may be recessed into the building façade.
5. **Relationship to Setback Line.** Entry patios may project into setback areas but should not encroach into the sidewalk or any easement areas.
6. **Landscaping.** Landscaping may be used within the entry patio, between entry patios, and between entry patios and the sidewalk. Where landscaping is provided at sidewalk grade, trees should be used to provide shade and screening. Permanent irrigation is required.
7. **Pedestrian Access.** Pedestrian access to the unit should be maintained, whether elevated or at-grade. The entry patio may have a gate up to 4' high for additional privacy.
8. **Interior Rooms.** Rooms facing the sidewalk should be public or common rooms such as living, dining, foyer or den. Bathrooms should not face the sidewalk.

Example of a residential dooryard frontage

FORECOURT *ACTIVE (WITH SHOPFRONT)*

Forecourts are open or semi-enclosed areas adjacent to the sidewalk created by setting back a portion of the building façade back from the property line, creating a small entry court. They add interest to facades, highlighting entries and creating well-defined open spaces and opportunities for transitional activities, such as outdoor dining. Forecourts may be used to add variation and open areas to a project's street wall. They may also be created at building corners, when a building's neighboring structures have minimal setbacks at their respective property lines.

1. **Dimensions.** Forecourts should be at least 25' wide, and no wider than half of the total frontage width. Forecourts should be at least 20' deep, and no more than 50' deep.
2. **Relation to Other Frontages.** Forecourts may be appropriate for both residential and non-residential ground floors, and may be combined with other frontage types, such as Neighborhood Commercial Shopfront, Residential Entry Patios, Residential Stoops and Lobby Entries. Forecourts are most commonly used to accentuate main building entries, but in certain cases might be appropriate as patios for outdoor dining or semi-private residential common space.
3. **Relationship to Setback Line and Street Wall.** The front of the forecourt should be located at or near the setback line, and the rear of the forecourt may be located behind the street wall line.
4. **Paving.** Forecourts should be paved with decorative paving materials. Hardscapes are typically the dominant design feature in a forecourt.
5. **Landscaping.** Landscaping may include lawn, grasses, small shrubs, and accent trees. Seating and other furnishings should be provided. Permanent irrigation is required.
6. **Forecourt Entries.** Forecourt entries may include a decorative wall or low fence with a gateway, if the wall, fence and gateway are designed as an extension of the immediately adjacent façade. For walls higher than 4 feet, wall openings should constitute more than 50% of the forecourt length.
7. **Signage.** Signage should be located on storefronts, awnings, and walls, as allowed.



Example of a forecourt

LOBBY ENTRY *ACTIVE*

A lobby entry is a prominent and recognizable building entrance. This frontage type is appropriate for office and multi-family residential uses accessed from a common lobby.

1. **Location.** A lobby entry is encouraged for primary public street-facing facades with public entries. It may be used among ground level neighborhood commercial shopfronts to provide access to upper-level residential, office, or hotel uses.
2. **Building Entrances.** Entrances may be inset slightly from the primary building wall and may be raised slightly above the sidewalk.
3. **Relationship to Setback Line.** Architectural features that highlight the entry may encroach beyond the setback line.
4. **Setback Treatment.** Setback areas may be landscaped, paved, or a combination thereof. Pedestrian access from the sidewalk to the lobby entry should be as direct as possible, and landscaping should be used to highlight the path.
5. **Pedestrian Interest.** Front setback areas should include furnishings and other elements according to the on-site open space guidelines later in this chapter.
6. **Special Lobby Design.** The lobby entry should be highlighted with special materials, awnings, unique lighting, and/or a massing break. This may occur to the top of the building, but may only be necessary surrounding the entry. Signage should further highlight the lobby entry. The lobby should be clearly visible from the outside at all times of the day.

Example of a residential lobby entry

OFFICE YARD *NON-ACTIVE*

Office yard frontages consist of a building façade set back from the front property line in a dimension large enough to create a common yard generally continuous with neighboring common yards. These yards are typically unfenced, creating a common landscaped area.

1. **Location.** Office yards are encouraged along North Whisman Road, Local Streets, and Greenways. They should not be used where a street wall is required in Chapter 3 (Development Standards).
2. **Pedestrian Interest.** Office yards should activate and amenitize the setback area according to the on-site open space guidelines later in this chapter. Large office yards should be divided into smaller spaces using the following: pathways and other hardscaping; low, non-barrier elements such as seat walls; and/or trees.
3. **Landscaping.** The setback area should be landscaped, including a mix of amenity areas, seating, hardscape, and planted areas with trees and other large landscape features.
4. **Fencing.** Fencing is discouraged to allow for maximum access and visibility for visitors and the public.
5. **Signage.** Signage is located within storefronts, awnings, walls and as monument signage within the yard, as allowed.
6. **Public Art.** Public art is strongly encouraged.

Example of office yard frontage

4.3 On-Site Open Space and Landscaping

The following design guidelines describe how on-site open spaces should be organized and amenitized, including the relationship between buildings, open spaces and other features. These guidelines are most appropriate to new buildings but also apply when open areas and building facades are being remodeled.

4.3.1 Open Space Location and Context

1. **Siting New Open Space.** New publicly-accessible on-site open spaces should be located on project edges to allow for future expansion and engagement with additional properties. This is especially important adjacent to existing public spaces/parks or open spaces illustrated on the Conceptual Open Space Network diagram (including linear parks).

2. **Open Space Framing.** The orientation and design of on-site common open spaces should be used to frame and enhance adjacent street corners, major public streetscapes, linear parks or greenways, and other public plazas or areas. At Key Corners, projects may include larger setbacks or recessed buildings to create major plazas or public open spaces.

3. **Strong Relationship between Private and Public Open Space.** Projects should create a strong relationship between private and public areas by facing decks, porches, and patios towards public outdoor spaces. Projects should typically orient semi-private courtyards towards public open space, and provide physical and visual connections between public spaces and semi-private common amenity areas to help activate and enliven public areas.

4. **Open Space Integration Within a Site.** Common usable and semi-private open spaces should be visually integrated within the overall design and architectural character of a project, including near building entrances, along pedestrian paths between buildings, in central locations, and near neighborhood commercial uses.

5. **Combined Common Open Spaces.** Common usable open spaces for multiple adjacent projects or buildings should be combined into a single open space area if the combined open spaces remain accessible to all residents, employees, and visitors

6. **Connecting Green Spaces.** Public and private open spaces should be connected by safe and shaded paseos, multi-use paths, or greenways to provide easy acceses to nature for all residents. Such linkages also help form habitat corridors, which are needed to sustain populations of pollinators and other wildlife.

Buildings frame and shape open spaces

Connections between various on-site open spaces

4.3.2 Open Space Types and Amenities

1. **Open Space Types.** The following are examples of on-site common and private open spaces:

    a. Non-residential projects: plazas, courtyards, parks, rooftop decks, forecourts, community gardens, employee recreation, and other open spaces for outdoor gatherings.

    b. Residential projects: courtyards, parks, rooftop decks, forecourts, community gardens, resident recreation, and other open spaces for outdoor gatherings.

    c. Developments should program on-site open spaces differently than other nearby public open spaces.

2. **Public Amenity Areas.** Privately-owned publicly-accessible open space in both residential and non-residential development should be welcoming to the public and include features that promote gathering, social activity, and pedestrian activity, such as:

    a. Seating, including both moveable seating and fixed seating

    b. Hardscape features such as seating steps or seat walls

    c. Street furnishings such as trash receptacles, bollards, planters, and benches

    d. Adequate lighting for night-time use and security

    e. Shade canopies, trellises and/or trees

    f. Public art

    g. Bicycle parking

    h. Landscaping for passive recreation

3. **Landscaping.** Landscaped areas are encouraged to include amenities, and provide both shaded and unshaded areas. Open spaces on rooftops or upper-levels should include landscaping.

4. **Frontage Activation.** Open spaces along street frontages should be designed for active uses such as social gathering, working, shopping, and dining.

5. **Roof-top Open Spaces.** Roof-top open spaces and their constituent elements should be integrated into the overall building design.

6. **Privacy.** Projects should allow a clear distinction between public, semi-public, and private open space areas to preserve security and privacy – while maintaining a visual connection between these different spaces. More private spaces may use planting beds, trellises, arcades, seating areas, and low landscape walls, and, where appropriate, attractively designed security fencing and gates.

On-site open space should be visible from adjacent streets and/or buildings and at the same level as the public sidewalk

Examples of park and open space design

4.3.3. Greenway and Paseo Design

1. **Adjacent Buildings.** The design of buildings facing greenways and paseos should be welcoming and complementary. Ground floors facing greenways, paseos, and open spaces should incorporate elements that reflect a pedestrian scale and interest.

    a. **Active Frontage Features**. Building frontages along greenways or paseos should have windows, residential stoops, entrances, or other features of active frontages.

    b. **Blank Wall Treatments**. Buildings should use techniques to avoid blank walls longer than 50 feet along greenways and paseos. In particular, green walls, vertical landscaping, public art, and/or other screening elements should be added to help integrate blank walls with adjacent landscape areas.

    c. **Building Wall Height**. Building wall heights fronting on greenways and paseos should generally be at or lower than the average street wall height facing public streets, with a minimum 10' façade stepback implemented on floors above this height.

2. **Greenway and Paseo Amenities.** Greenways and paseos should be well integrated into the activity of a development and designed with the proper public amenities, including:

    - Integrated seating and lighting;
    - Access to on-site open areas and building entrances; and/or
    - Lighting, signage, gateways, trellises, and other open and architecturally compatible features to highlight entrances to greenways and paseos.

3. **Trees and Native Plants.** Climate-resilient shade trees and native understory plants should be planted along streets, multi-use paths, greenways, and paseos.

Examples of well-designed pedestrian ways

4.3.4. Landscaping and Sustainability

1. **Large Canopy Trees.** Open spaces should provide large canopy trees in support of the City's Community Tree Master Plan. Strong preference should be given to tree species that are adaptable to climate change threats, can foster resilience, build biological diversity, support native wildlife, and are resistent to insect and disease damage.
2. **Native Plants.** Native species should be selected for plantings. Non-native vegetation should be replaced with natives except when non-native vegetation supports habitat suited for native wildlife.
3. **Stormwater Treatment.** Stormwater capture and treatment should be incorporated into landscaping design.
4. **Groundwater Treatment.** Trees and other plants that treat groundwater contamination may be used.
5. **Sustainability.** New open spaces should incorporate best practices in sustainability, including water use and conservation, building energy conservation through measures such as trees and green roofs, green infrastructure for stormwater management, climate-resilient landscaping, and drought tolerant planting.

Native plants should be used for landscaping

Rain barrels facilitate stormwater management

Flow-through planters

Pervious paving

4.4 Parking and Access Design Guidelines

4.4.1 Site Access

1. **Site Access.** Parking, service, loading, trash, and utility areas should only be accessed from an Avenue, Local, or Residential Street Type if a Service Street or Alley Street Type is not present.

2. **Public Access and Wayfinding.** Site design should provide clear and convenient networks of pedestrian and bicycle paths, paseos, and green ways.

3. **Curb-Cut Frequency.** Each project site should be limited to one curb cut, including driveways, service streets and alleys, per 200 feet of public street frontage, unless otherwise required for emergency vehicle access. If required, the second curb cut may be restricted to emergency vehicles. Curb cuts should be located a minimum of 50 feet from street corners.

4. **Curb Cut and Driveway Dimensions.** Driveways and curb cuts should be no wider than required for all forms of travel using the driveway. Curb cut location, design, and widths should conform to all other applicable requirements.

5. **Curb Cut Design.** Curb cuts should be designed so sidewalks remain level as they cross the driveway. Curb cuts and driveways should be designed to minimize impacts to sidewalks and other pedestrian access to buildings, plazas or open spaces.

6. **Shared Parking Entry.** In mixed-use development, shared entrances for all uses are encouraged. In shared entrance conditions, secure access for residential parking areas should be provided within the garage.

7. **Garage Entrance Width.** Structured garage entrances facing a street, park, greenway, or multi-use path should be no more than 20 feet wide. Exceptions may be permitted in certain circumstances when necessary for large-scale commercial retail loading, R&D bulky equipment transport/loading, high-volume trash pick-up, or other essential building operations.

Projects should limit the number of curb cuts

Wayfinding for parking access

4.4.2 Structured Parking (Garage) Design

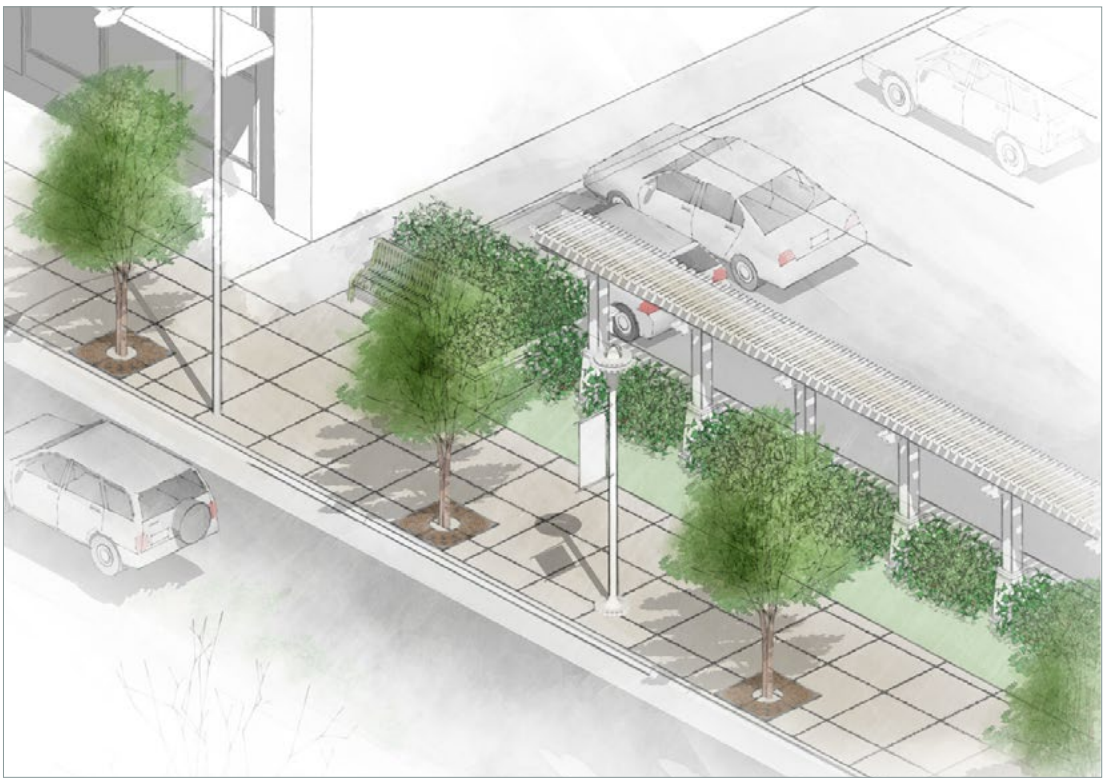
1. **Parking Buffer.** Garages and parking podiums should be physically buffered from public streets by pedestrian-oriented uses, such as liner retail shops, residential units, building entrances and lobbies, common areas, and community facilities.
2. **Integration and Screening.** When not buffered by other uses, garages should blend into the overall design of a building or a site by using attractive facades to hide structural garage elements. Use complementary fenestration, materials, and/or massing to camouflage the façades of internal podium parking garages. Alternatively, use screening techniques such as grilles, art, vertical landscaping or green walls to mitigate the visual appearance of garages.
3. **Garage Entries.** The orientation and design of garage entrances (for individual garages or shared parking) should be attractive, and should minimize the visual impact on the building's façade. New development with podium garages should integrate garage entries into building facades by matching facade or material treatments, and/or by partially recessing the entries into the building. Garage entrances may be accompanied by projecting elements such as bay windows, trellises, architectural ornament, lighting, and/or landscaping.
4. **Garage Doors.** Garage door design and details should be used to minimize the apparent width of the entrance. Single-bay garage doors, door panels, decorative grilles, or windows are encouraged.
5. **Underground Garages and Trees.** Where full-size trees are necessary for canopy and screening, underground parking should allow for an adequate root zone. These areas include, but are not limited to, the Whisman Transition Zone, parking garage edges, property edges where screening is necessary, and portions of publicly accessible open areas.
6. **Parking Garage Conversion.** Garages should include the following elements to allow their future conversion to other uses:
   - Level floors.
   - Ramps at the center of the garage or external to the garage.
   - Floor-to-ceiling heights to accommodate future residential or commercial conversion.

Buffering parking with liner uses

A structured podium garage with screening

4.4.3 Surface Parking Design

1. **Discouraged.** Surface parking lots are discouraged. The proportion of parking in structures should be maximized to provide the greatest opportunity for landscaping and open area.
2. **Surface Parking Configuration.** Surface parking frontage on the street should not exceed the building's frontage. On deeper lots, vehicle areas along the frontage should be limited to driveways and required ADA parking stalls. Surface parking should be limited to one or two sides of the building (excluding the front).
3. **Surface Parking Screening.** Surface parking lots should be screened from adjacent streets. Screening should provide visual interest, but should not be so large and dense that the screening elements (such as walls or landscaping) limit sight lines for safety and security.
4. **Circulation though Existing Surface Parking Lots.** When site or building improvements are made, existing surface parking lots should be enhanced to provide clear pedestrian and bike pathways from public streets to the building entries. Access ways should be shaded and clearly identifiable from the street.
5. **Tree Canopy.** When site and building improvements are made, tree canopy in surface parking lots should be increased to at least 50% coverage at maturity.



Parking screened from the public street using landscaping and trellis

4.5 Utility and Service Area Design

1. **Placement of Trash, Utility, Loading, and Service Areas.** Loading areas, transformers, above-ground equipment, service (including all "dry" utility access), and trash receptacles and enclosures should be located away from front setback areas, public open space, active commercial areas, and street intersections. They should not be located within 50' of a street corner, within the public right-of-way, or in other locations that diminish the pedestrian environment. These uses should be integrated with the building or located within the interior of the site, where feasible.

2. **Loading and Service Dimensions.** Loading docks should not exceed 20' in width and be screened from the right-of-way and adjacent properties to address visual and noise impacts. Service access and loading docks should be located on side streets or alleys and away from the front of the building. Loading docks should be internal to the building envelope and equipped with closable doors.

3. **Integrated Design of Utilities.** Any above-ground utilities, trash receptacles and enclosures, transformers, or other ground-based equipment shall be screened or integrated physically within the building to the maximum extent feasible. If not possible, these ancillary features may be located in free-standing enclosures compatible with the project's architecture style (on service streets or alleys). Enclosure location, dimensions and design shall comply with City standards.

4. **Utility Screening.** When building integration is not feasible, services and utilities screens should be made of high-quality, durable materials that are complementary with the building design. Adequate landscaping may be also used to screen utilities, services, loading, service, and delivery areas.

Decorative screening to minimize the appearance of utilities

Use of landscaped green wall to screen services

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chapter five

Mobility

East Whisman is an area with many interlinked circulation networks, including light rail, shuttle and bus transit, complete streets, greenways, multi-use paths and regional highways. These networks connect to other areas in Mountain View and the region, while allowing comfortable travel within East Whisman for all transportation modes.

The following mobility objectives guide the standards and guidelines within this chapter:

- Develop a multimodal district with a focus on complete streets and bicycle and pedestrian connections.
- Establish a circulation system that supports transit use.
- Create safe street and rail crossings for all users.
- Align the circulation network with City goals to support non-auto travel.

5.1 Street Typologies

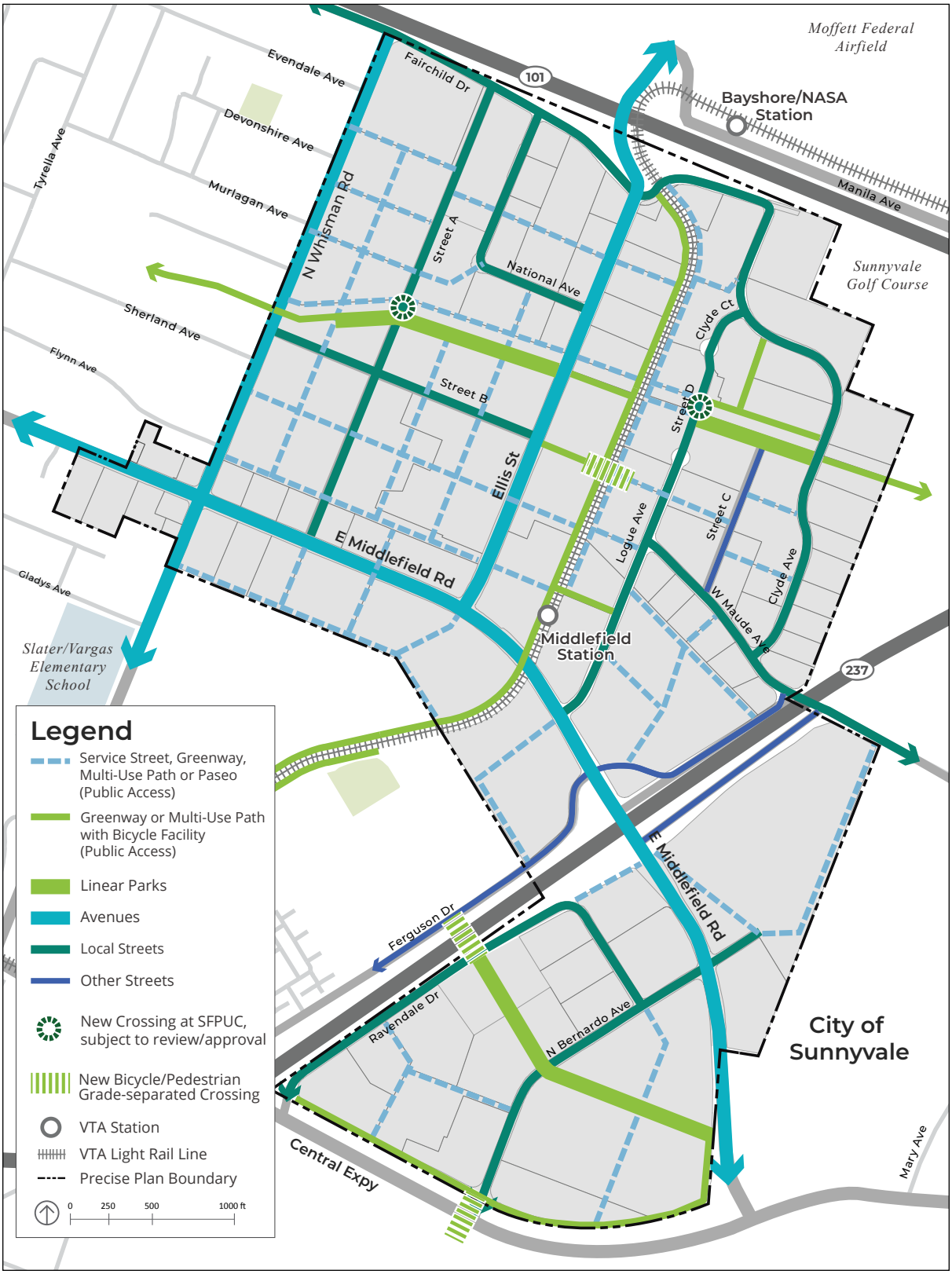
Each street in East Whisman plays an important role in the circulation network, by providing access to homes and businesses, connecting residents and employees to transit and services, and connecting people to the larger region. Each street will be designed to support its adjacent land uses, with development standards for the setback areas in Chapter 3 (Development Standards) and design guidelines for frontages in Chapter 4 (Design Guidelines).

The **Publicly Accessible Complete Street Network** is shown on Figure 21. This map shows all existing and new publicly accessible routes in the Plan Area, which shall include Public Streets, Service Streets, Greenways, Paseos, or Multi-Use Paths. If shown on the map, the route is publicly accessible. This map establishes the requirements for the type of route to be planned in conjunction with the Precise Plan's block standards. Additional information on these requirements can be found in Chapter 3 (Development Standards) and Chapter 6 (Implementation).

The Complete Street Network is designed to support all modes of travel. For example, service streets provide vehicle and pedestrian access through sites, break up blocks to provide a finer-grained street pattern, and provide access to garages, front doors and other final destinations. Another example, greenways are designed for active modes – walking and biking – connecting destinations and land uses within East Whisman to the rail stations and to the surrounding roadway network and neighborhoods.

Figure 21

Publicly Accessible Complete Street Network



Street and path locations are conceptual. Exact locations will be determined through the development review process.

5.1.1 Public Streets

The following routes are operated as **public streets** and maintained by the City. Typologies for public streets are based on their function, character, and context. Other public streets also affect the Precise Plan, such as State Route 237 collector/distributors and Central Expressway.

- **Avenues** include East Middlefield Road, North Whisman Road, and Ellis Street. Avenues have mixed residential and commercial frontages and are wider than other streets, including a generous landscaped median and dedicated left turn lanes. They balance all modes, with dedicated bicycle facilities, high quality transit stops and generous sidewalks. Avenues connect regional routes to other street types.
- **Local Streets** primarily serve local traffic to adjacent uses. Low travel speeds, wide sidewalks and dedicated bicycle facilities help encourage travel by non-vehicle modes.

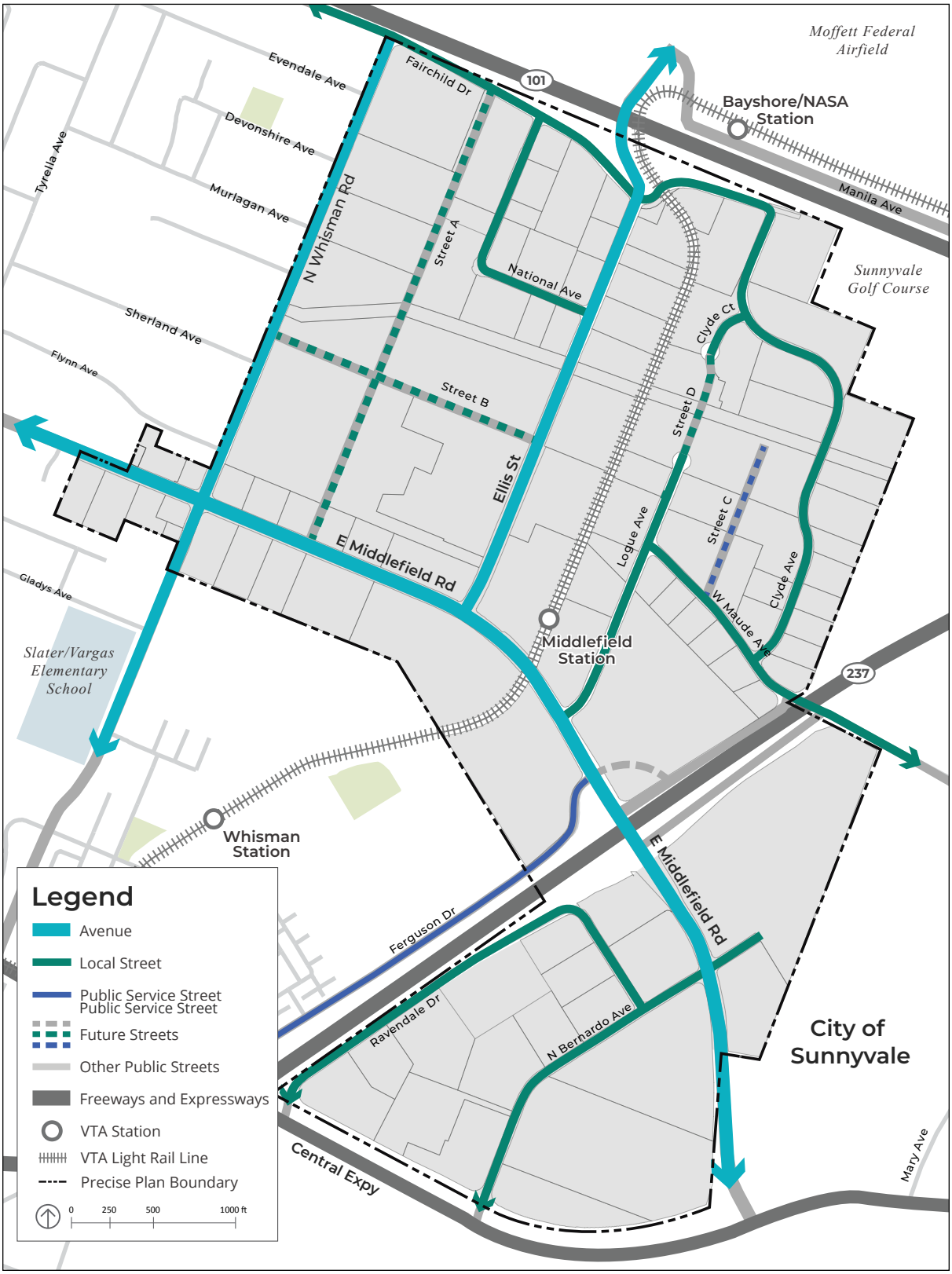
  Existing Local Streets are Fairchild Drive, National Avenue, Clyde Avenue, Clyde Court, Logue Avenue, Maude Avenue, Bernardo Avenue, Ferguson Drive, and Ravendale Drive.

  New Local Streets are proposed in the Precise Plan area. These streets will provide vehicular access to adjacent land uses and include sidewalks and buffered or protected bike lanes on both sides. They include:

  - **Street A**, a north/south street from Fairchild Drive to East Middlefield Road between North Whisman Road and Ellis Street
  - **Street B,** an east/west street connecting Ellis Street to North Whisman Road
  - **Street D,** a new north-south street connection between Clyde and Logue Avenues, which will continue the function and design of Clyde and Logue Avenues.
- **Public Service Streets** are low-volume streets where bicyclists share lanes with vehicles. Pedestrians are high-priority modes on public service streets. The new north-south cul-de-sac street that extends north from Maude Avenue (**Street C**) is a public service street.

Figure 22

Public Street Network



Street and path locations are conceptual. Exact locations will be determined through the development review process.

5.1.2 Private, Publicly Accessible Route Types

The following streets and network types provide access throughout the East Whisman area, but do not function as public streets. Though many may be publicly accessible, maintenance and operations are the responsibility of the property owner. The location of publicly accessible streets and paths is conceptually shown on the Publicly Accessible Complete Street Network and is based on the block standards in Chapter 3. Other streets and paths may be built based on the site designs of specific projects but are not required in any particular location or required to be publicly accessible. They will be constructed opportunistically as new development occurs.

- **Service Streets** are slower, narrower streets that serve a variety of purposes – access to parking garages, addresses for residential units, commercial loading spaces, loading/delivery for offices or R&D uses, and more. These streets include sidewalks, and bicycles may share the travel lane with slow-moving vehicles.
- **Greenways and Multi-Use Paths** are dedicated pedestrian and bicycle facilities with no vehicular access, except for potential fire access use.
- **Paseos** are narrower facilities with no vehicular access, except for potential fire access, and are either dedicated pedestrian facilities or facilities where pedestrians and bicyclist co-mingle. Paseos are provided between buildings and other areas to increase pedestrian access and connectivity.

5.1.3 Private Route Type

- **Alleys** are slow, narrow curbless streets that provide access to garages, parking areas, and loading/delivery areas as well as provide service access for garbage/recycling pickup and utilities. These streets can function as a shared street between pedestrians, bicyclists, and vehicles, or one or two sidewalks can be designated along the alley in addition to vehicle drive lanes. These streets are not shown on any map as their use and placement depends upon the specific project and building types and will be created as new development occurs.

5.2 Street Design Criteria and Sections

The following standards, guidelines, and street design criteria establish the minimum requirements for streets within the East Whisman Precise Plan Area.

5.2.1 All Streets

The following standards apply to all streets within East Whisman.

1. **Street Sections.** The street sections in the remainder of this chapter shall be used for all publicly accessible streets, routes and paths, except where the City determines otherwise through the development review or CIP process.

2. **Publicly Accessible Complete Street Network.** Figure 21 shall be used to approximately locate new publicly accessible streets, routes and paths, except where changes are approved through the Block Circulation Plan process in Chapter 6 (Implementation). Service streets, greenways, multi-use paths, or paseos shall be used to implement the private, publicly-accessible network. Applicants may use a different or modified publicly-accessible route type if it is similar to other listed types, and meets the purpose and intent of the Precise Plan. See Chapter 3, Section 3.7 Civic Spaces and Chapter 6 (Implementation) for other requirements that may apply.

3. **Property Line Connection Design.** Development on sites with required block connections (service streets, greenways, paseos, or multi-use paths) on a shared property line are encouraged to work with the adjacent property to provide the entire, shared improvement. If not possible, projects shall provide the minimum area necessary for a functional connection, including, if necessary, a landscape buffer between the hardscape and property line. For example, service streets may not be required to provide the opposite sidewalk, which would be provided upon development of the adjacent site. The minimum area necessary is shown on the diagrams ("building-to-property-line minimum"), but additional area may be required based on design review. The building-to-property line minimum only applies to new connections. When a project is proposed on an existing connection, the building-to-building minimum or other connection design standards shall apply.

4. **Provide "Flex Zones" on Local Streets.** Curb side "flex zone" areas allow different activities and functions within the street at different locations. They are required on Street A and Street B and allowed on any local street. Uses and functions may include parking, passenger pick-up/drop-off activities, delivery loading/unloading, shuttle/transit stops, trees and landscaping including green infrastructure, and other uses as approved by the City.

5. **Alternating Flex Zones.** Flex zones may alternate on different sides of the street to limit curb-to-curb widths, integrate traffic calming measures, and provide opportunities for flex zones on both sides of the street. The following additional direction applies:

   a. The street shall be designed with a gentle, flatter spline as the flex zone transitions between the different sides of the street. The section on each side should be a minimum of 100' before the flex zone begins to transition to the other side of the street.

   b. Raised islands shall be used at the end of flex zones to transition the offsets between travel lanes and flexible zones as the street meanders along its length. These may be planted or include green infrastructure measures.

6. **Bicycle Infrastructure.** Bicycle facilities (such as bicycle lanes, multi-use paths or cycletracks) shall be provided where shown on the Bicycle Network Map (Figure 41).

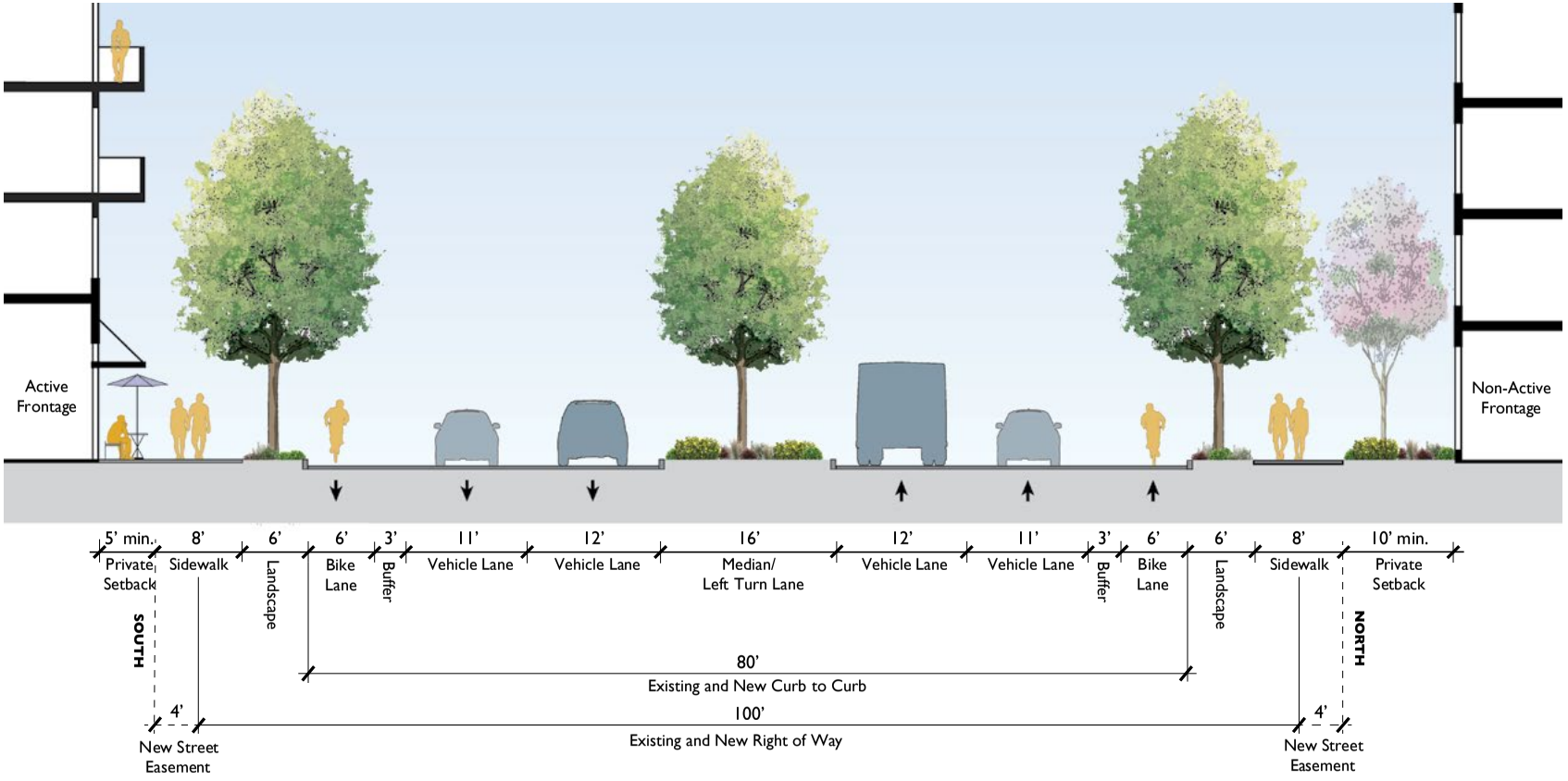
5.2.2 Specific Street Design Standards

Table 17
Street Design Standards for Middlefield Road

Design Criteria	Dimensions and Descriptions
Curb to Curb	80’
Existing Right of Way (ROW)	100’
New Right of Way (ROW) / Street Easement	100’ ROW / 4’ Street Easement both sides.
Pedestrian Zone	8’ separated sidewalks with 6’ landscape both sides. Along active priority frontage types and other ground-floor neighborhood commercial frontages, the adjacent setback area shall be mostly hardscaped to provide additional space for outdoor dining, shopping, and pedestrian circulation. This shall also occur where other high pedestrian activity is expected, as determined through the development review process. A wider sidewalk allows street furnishings while maintaining the minimum sidewalk width.
Vehicle Lanes	Two lanes in each direction, inside lane widths 12’, outside lane widths 11’.
Transit Stop	Shuttles and transit vehicles stop in bike and vehicle lane, except where future loading islands may be provided.
On-Street Parking	None
Bicycle Facilities	6’ bike lane with 3’ buffer on both sides.
Medians	Variable - 16’ raised median with left turn bays at intersections or striped dual center turn lane.

Figure 23

Middlefield Road



Setbacks depend on frontage type and character area. See Chapter 3.

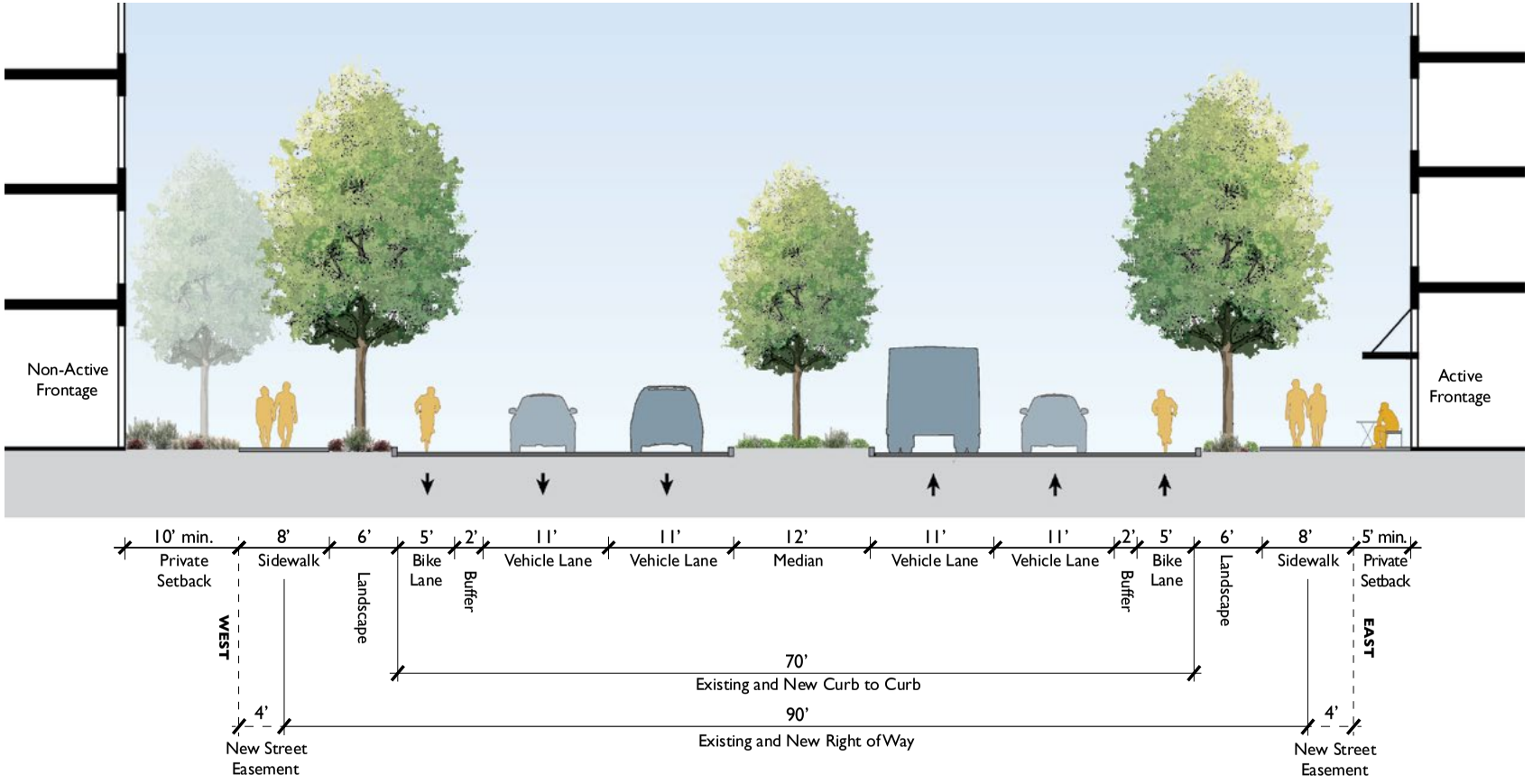
Table 18

Street Design Standards for Ellis Street

Design Criteria	Dimensions and Descriptions
Curb to Curb	70’
Existing Right of Way (ROW)	90’
New Right of Way (ROW) / Street Easement	90’ ROW / 4’ Street Easement both sides.
Pedestrian Zone	8’ separated sidewalk with 6’ landscape both sides. Along active priority frontage types and other ground-floor neighborhood commercial frontages, the adjacent setback area shall be mostly hardscaped to provide additional space for outdoor dining, shopping, and pedestrian circulation. This shall also occur where other high pedestrian activity is expected, as determined through the development review process. A wider sidewalk allows street furnishings while maintaining the minimum sidewalk width.
Vehicle Lanes	Two lanes in each direction, lane width 11’.
Transit Stop	Shuttles and transit vehicles stop in bike and vehicle lane, except where future loading islands may be provided.
On-Street Parking	None
Bicycle Facilities	5’ bike lane with 2’ buffer on both sides.
Medians	Variable – 12’ raised median with left turn bays or striped dual center turn lane.
Special Considerations	Where vehicular left turn access is not needed or desired on Ellis Street, medians shall be raised with landscape to provide a consistent appearance along the street and reduce impervious surfaces.

Figure 24

Ellis Street



Setbacks depend on frontage type and character area. See Chapter 3.
A future configuration shall consider protection for the bicycle lane, for example with a barrier or seperator, or by raising the bicycle lane.

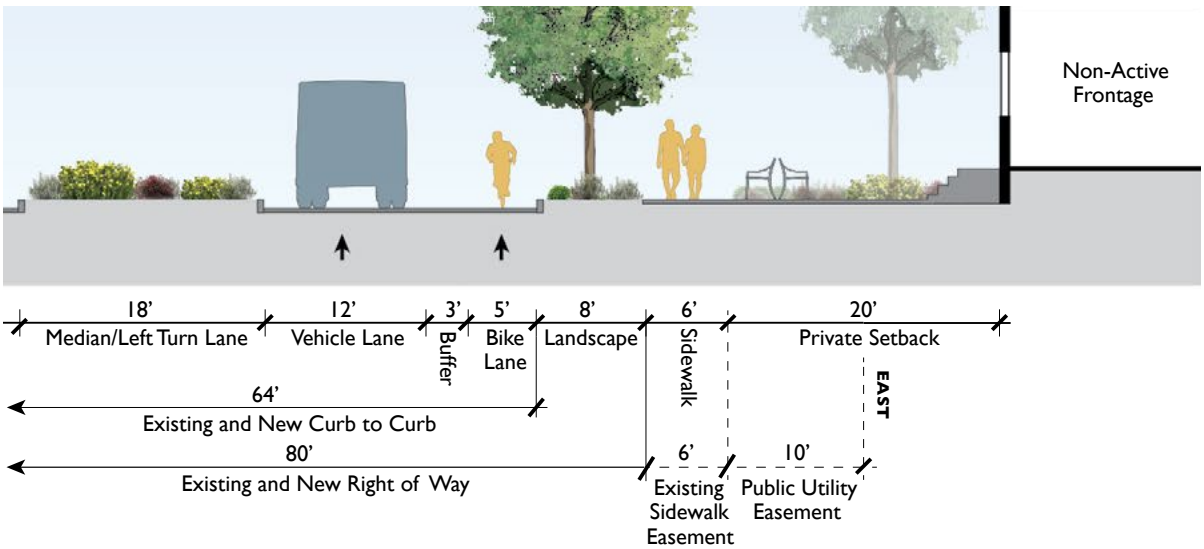
Table 19

Street Design Standards for North Whisman Road

Design Criteria	Dimensions and Descriptions
Curb to Curb	64'
Existing and New Right of Way (ROW), Sidewalk Easement, and Public Utility Easement	80' ROW / 6' Sidewalk Easement and 10' Public Utility Easement on east side / 6' Sidewalk Easement on west side, within Village Center Character Area only.
Pedestrian Zone	8' separated sidewalk with 6' landscape on the west side within the Village Center Character Area, 6' separated sidewalk with 8' landscape on east side. Along active priority frontage types and other ground-floor neighborhood commercial frontages, the adjacent setback area shall be mostly hardscaped to provide additional space for outdoor dining, shopping, and pedestrian circulation, except in the Whisman Transition Area. This shall also occur where other high pedestrian activity is expected, as determined through the development review process. A wider sidewalk allows street furnishings while maintaining the minimum sidewalk width.
Vehicle Lanes	11' lane on west side, 12' lane on east side.
Transit Stop	Shuttles and transit vehicles stop in bike and vehicle lane, except where future loading islands may be provided.
On-Street Parking	8' parking lane on west side.
Bicycle Facilities	5' bike lane on both sides, with 3' buffer on east side outside Village Center.
Medians	18' median/left-turn lane.

Figure 25

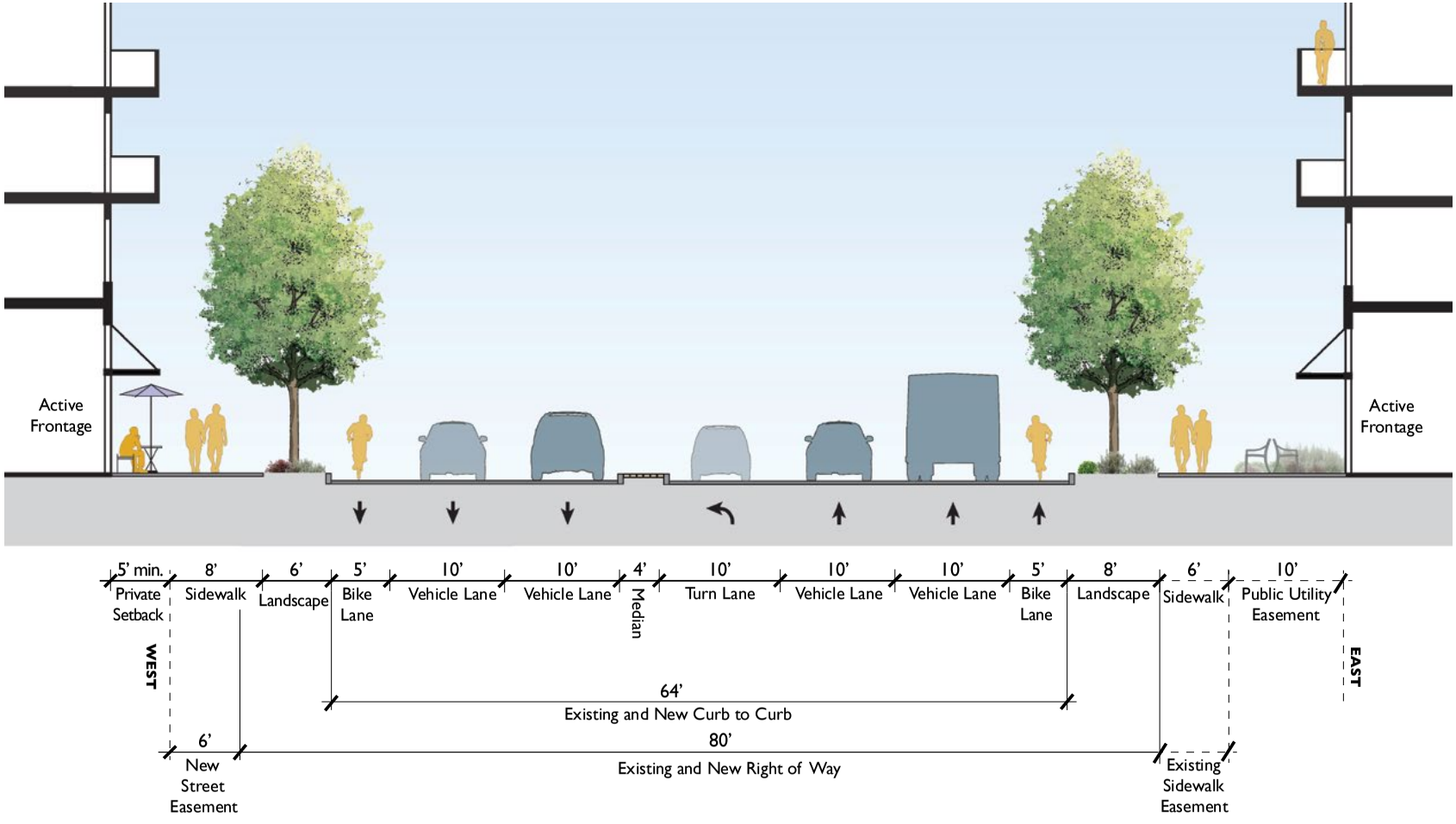
North Whisman Road outside Village Center *(View looking north)*



Setbacks depend on frontage type and character area. See Chapter 3.
Other zoning districts and improvement plans apply on the west side of North Whisman Road.

Figure 26

North Whisman Road within Village Center *(View looking north)*



Setbacks depend on frontage type and character area. See Chapter 3.

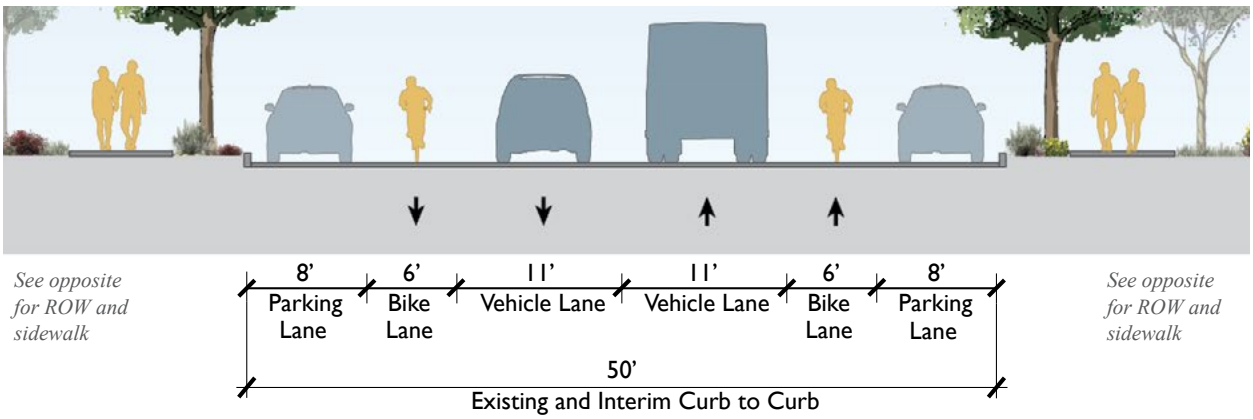
Table 20

Street Design Standards for Clyde, Logue, Maude and National Avenues, and Clyde-Logue Avenue Connection (Street D)

Design Criteria	Dimensions and Descriptions	
	Existing and Interim Clyde, Logue, and Maude Avenues	National Avenue, Clyde-Logue Avenue Connection (Street D), and Future restriping of Clyde, Maude, and Logue Avenues
Curb to Curb	50′	
Existing Right of Way	70′	
New Right of Way (ROW) / New Street Easement	Clyde-Logue Avenue Connection (Street D): 74′ Street Easement All other streets: 70′ / 2′ Street Easement both sides.	
Pedestrian Zone	7′ separated sidewalk and 5′ landscape on both sides. Along active priority frontage types and other ground-floor neighborhood commercial frontages, the adjacent setback area shall be mostly hardscaped to provide additional space for outdoor dining, shopping, and pedestrian circulation. This shall also occur where other high pedestrian activity is expected, as determined through the development review process. A wider sidewalk allows street furnishings while maintaining the minimum sidewalk width.	
Vehicle Lanes	11′ vehicle lanes in each direction.	
Transit Stop	Shuttles and transit vehicles stop in parking and vehicle lane.	
On-Street Parking	8′ on-street parking on both sides. Parking will be removed on a project frontage by project frontage basis to facilitate future condition. See Section 6.6.1.	8′ on one side; parking location may be determined during development review of adjacent sites. May also include pick-up/drop-off, landscape, and other uses/functions as established by the City.
Bicycle Facilities	6′ bike lane both sides.	7′ bike lane with 3′ buffer both sides, behind parking lane with physical barrier when one is present.
Median	None	

Figure 27

Existing and Interim Clyde, Logue and Maude Avenues *(Direction varies)*

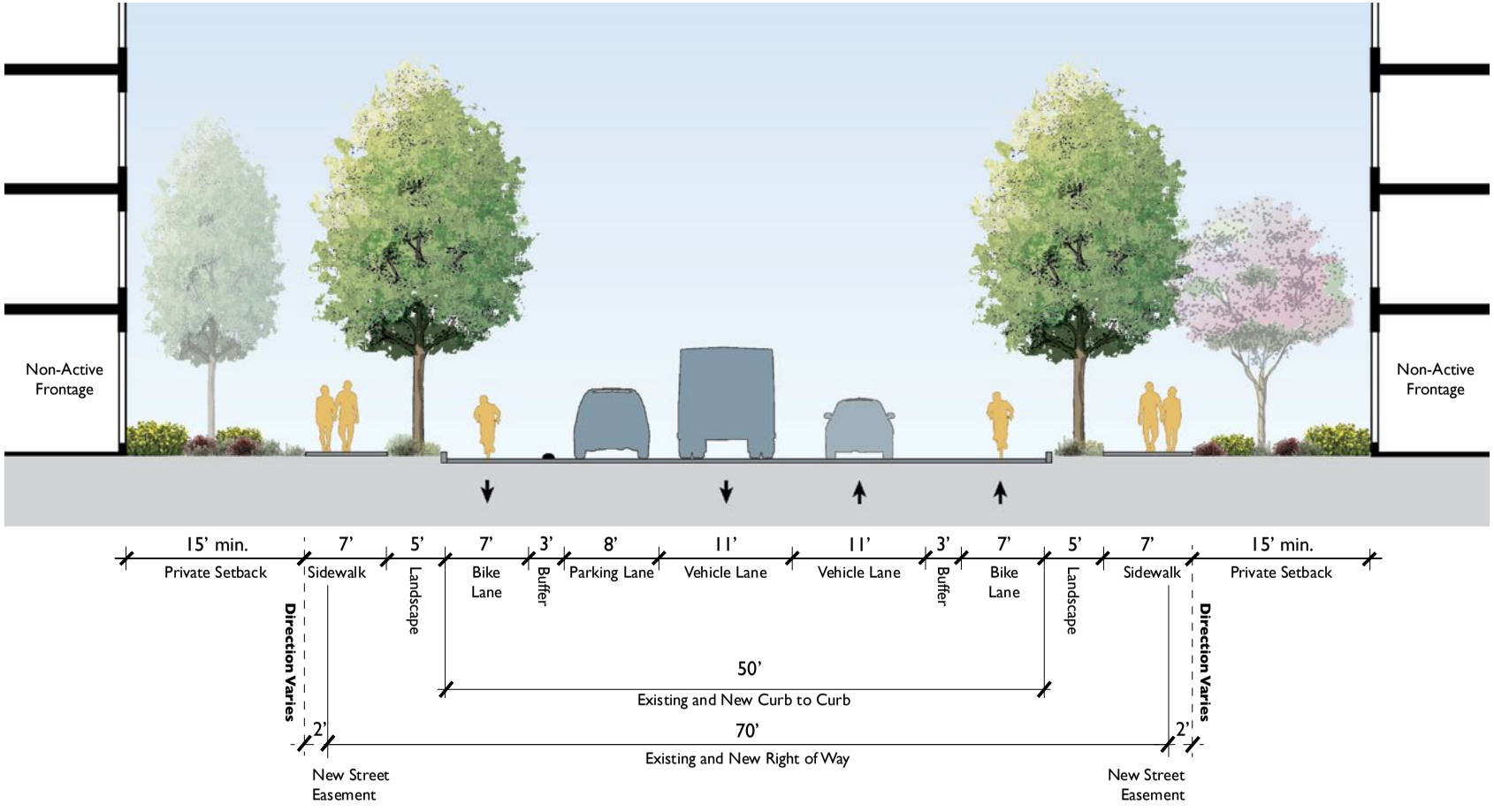


See opposite for ROW and sidewalk

See opposite for ROW and sidewalk

Figure 28

National Avenue, Clyde-Logue Avenue Connection (Street D) and Future restriping of Clyde, Maude, and Logue Avenues *(Direction varies)*



Setbacks depend on frontage type and character area. See Chapter 3.

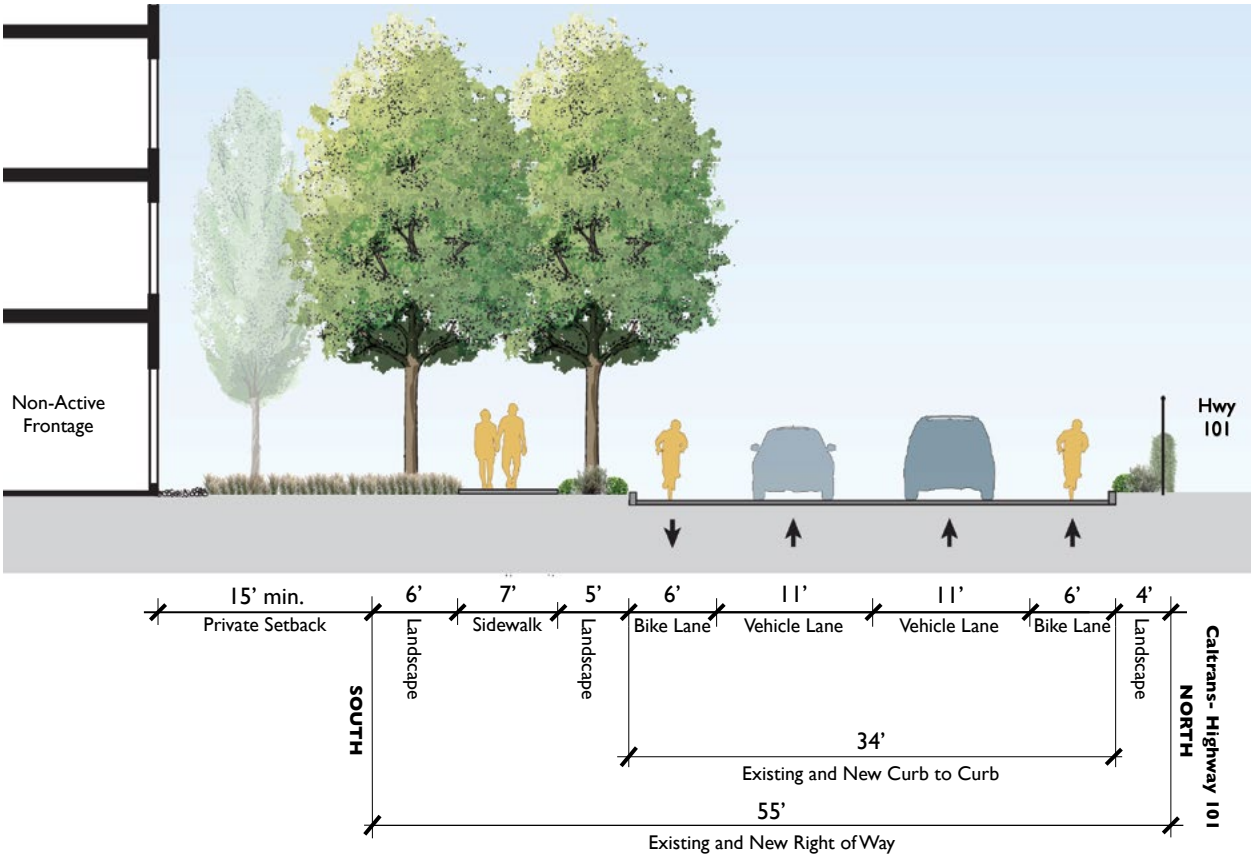
Table 21

Street Design Standards for Fairchild Drive

Design Criteria	Dimensions and Descriptions
Curb to Curb	34′
Existing and New Right of Way (ROW)	55′
Pedestrian Zone	7′ separated sidewalk with 6′ landscape area behind sidewalk and 5′ landscape area between sidewalk and curb on the south side; 4′ landscape on north side.
Vehicle Lanes	11′ vehicle lane in each direction.
Transit Stop	Shuttles and transit vehicles stop in bike and vehicle lane.
On-Street Parking	None
Bicycle Facilities	6′ bike lane on both sides.
Medians	None

Figure 29

Fairchild Drive *(View looking west)*



Setbacks depend on frontage type and character area. See Chapter 3.
Dimensions vary along Fairchild Drive. This is only a representative example.

Table 22

Street Design Standards for Ferguson Drive

Design Criteria	Dimensions and Descriptions
Special Considerations	Match South Whisman Precise Plan, P-37, street section.

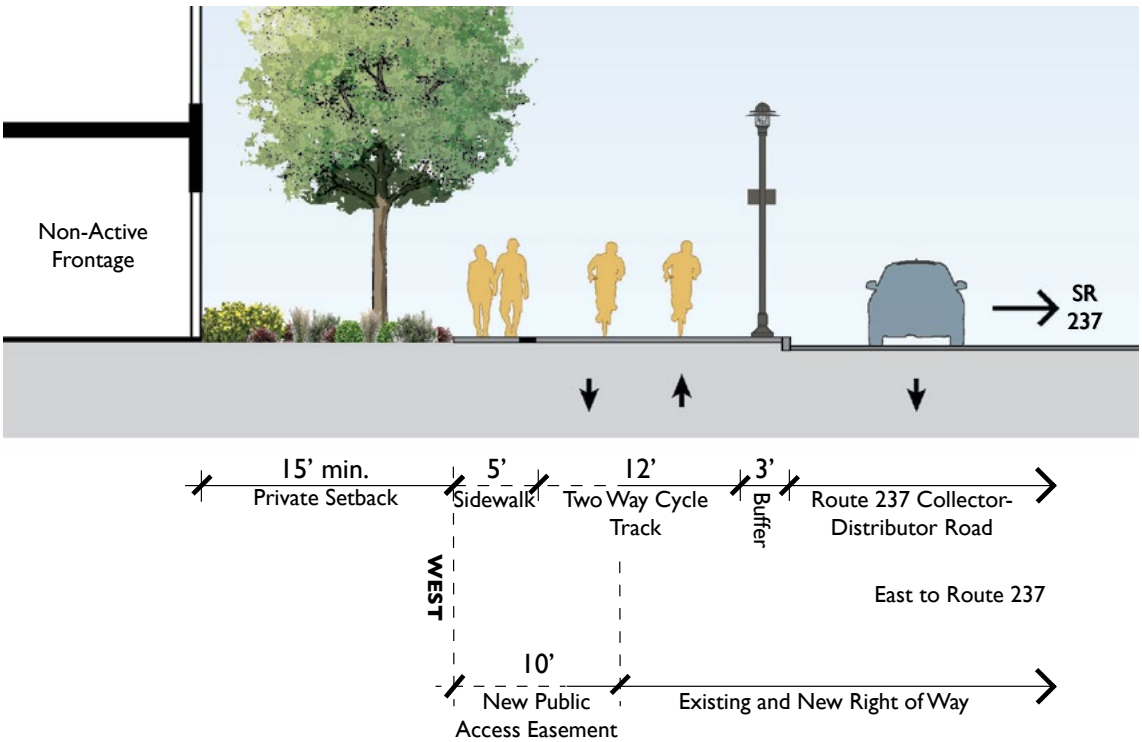
Table 23

Design Standards for State Route 237 Collector-Distributor Road Two-Way Cycle Track and Sidewalk

Design Criteria	Dimensions and Descriptions
New Public Access Easement Adjacent to Existing Right of Way	10'
Pedestrian Zone	5' sidewalk
Bicycle Facilities	Raised 12' two-way cycle track behind curb, with 3' buffer adjacent to curb
Special Considerations	Pedestrian and bicyclist lighting and signage may be placed within buffer area.

Figure 30

State Route 237 Collector-Distributor Road Two-Way Cycle Track and Sidewalk *(Partial Section)*



Setbacks depend on frontage type and character area. See Chapter 3.

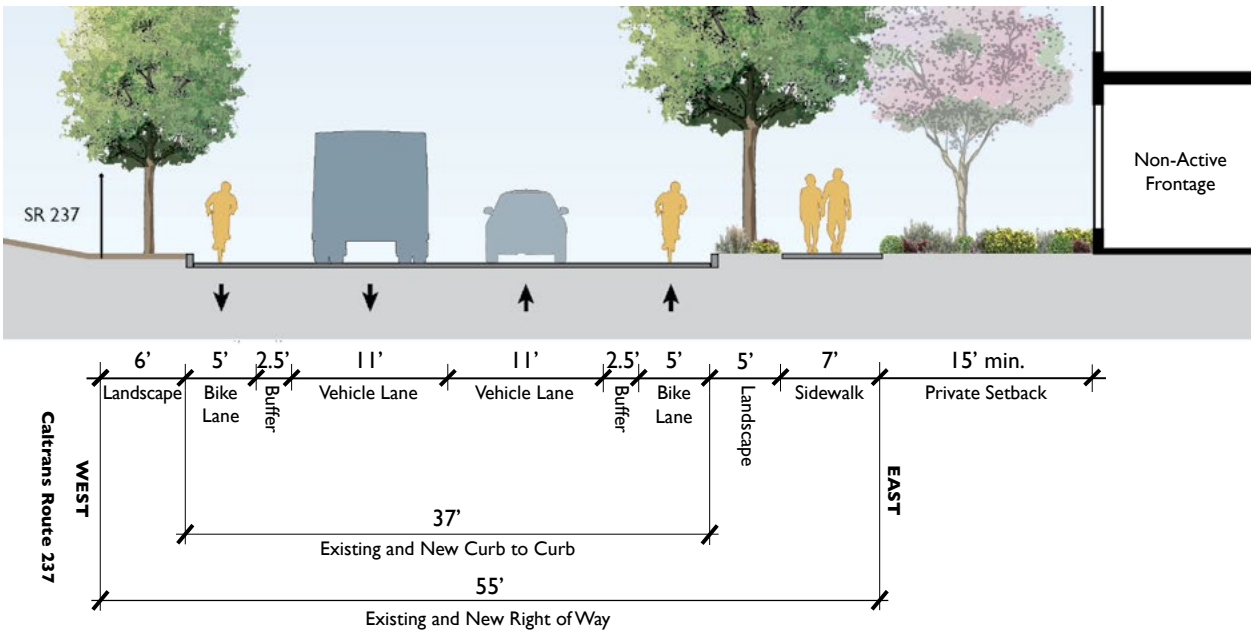
Table 24

Street Design Standards for Bernardo Avenue and Ravendale Drive

Design Criteria	Dimensions and Descriptions	
	Bernardo Avenue and Ravendale Drive (East-West Segment)	Ravendale Drive (North–South Segment)
Curb to Curb	46′	37′
Existing and New Right of Way	70′	55′
Pedestrian Zone	7′ separated sidewalk with 5′ landscape on both sides.	7′ separated sidewalk with 5′ landscape on east side, 6′ landscape area on west side.
Vehicle Lanes	11′ vehicle lane in each direction.	
Transit Stop	Shuttles and transit vehicles stop in bike and vehicle lanes or bike and parking lanes.	
On-Street Parking	8′ on-street parking on one side (east on Bernardo Avenue and north on Ravendale East-West).	None
Bicycle Facilities	5′ bike lane with 3′ buffer, behind parking lane with physical barrier when one is present.	5′ bike lane with 2.5′ buffer both sides.
Median	None	

Figure 31

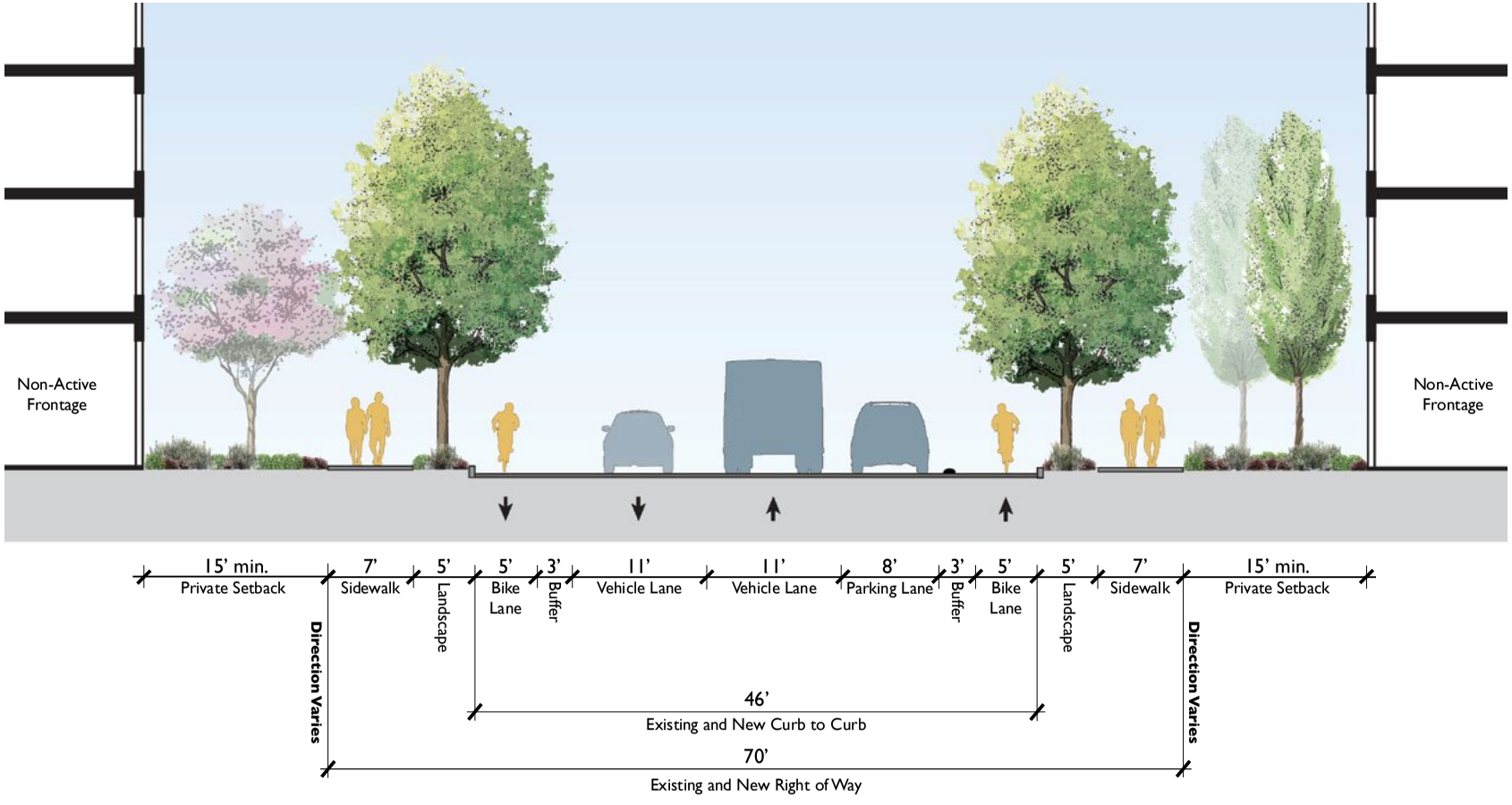
Ravendale Drive North-South Segment *(Looking north)*



Setbacks depend on frontage type and character area. See Chapter 3.

Figure 32

Bernardo Avenue and Ravendale Drive East-West Segment *(Direction varies)*



Setbacks depend on frontage type and character area. See Chapter 3.

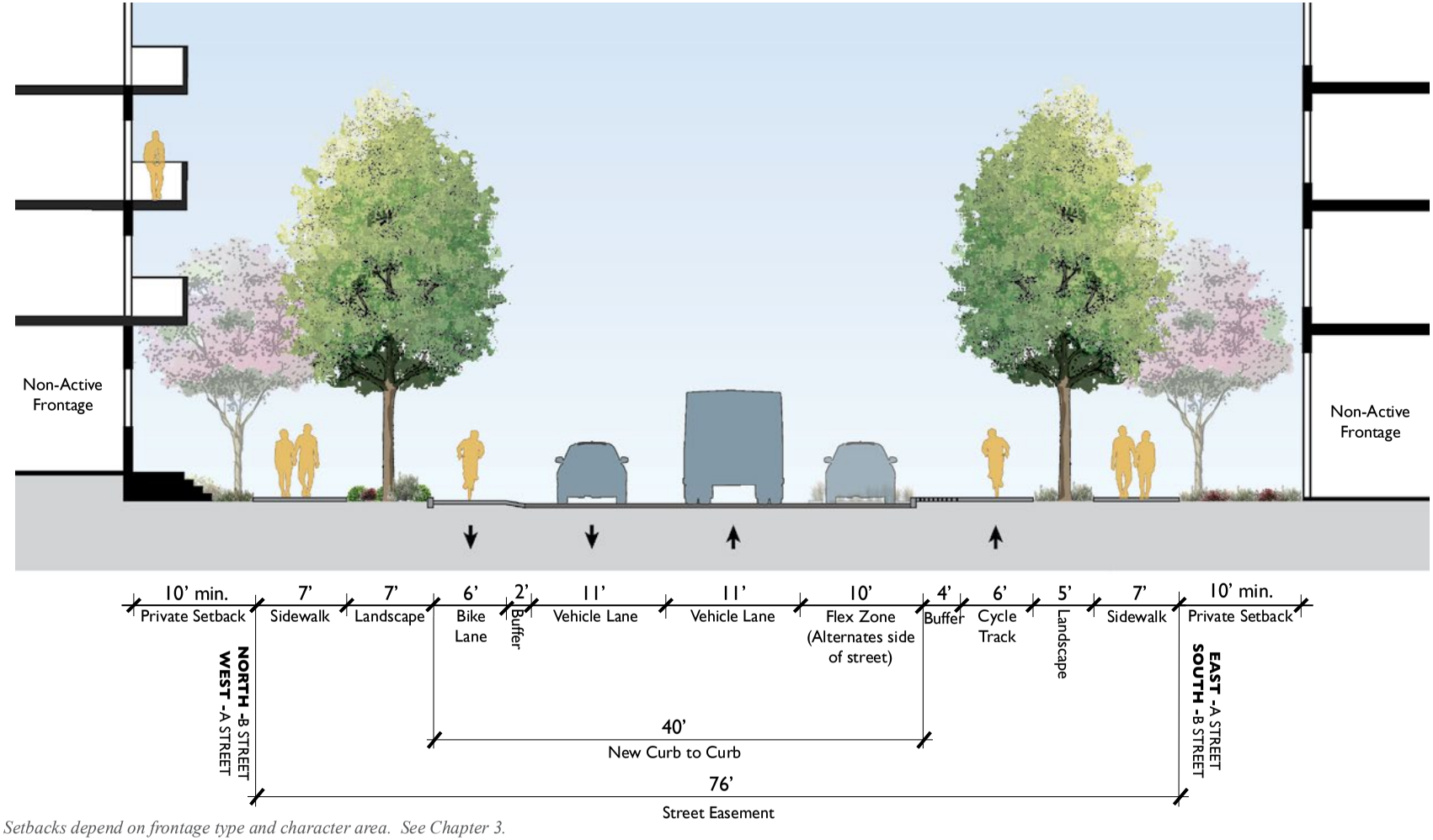
Table 25

Street Design Standards for Street A (Middlefield to Fairchild) and Street B (Whisman to Ellis)

Design Criteria	Dimensions and Descriptions
Curb to Curb	40’
Street Easement	76’
Pedestrian Zone	7’ separated sidewalk with 5’ landscape between the sidewalk and cycle track on one side and a 7’ separated sidewalk with 7’ landscape behind the buffered bike lane on the other side. Along active priority frontage types and other ground-floor neighborhood commercial frontages, the adjacent setback area shall be mostly hardscaped to provide additional space for outdoor dining, shopping, and pedestrian circulation. This shall also occur where other high pedestrian activity is expected, as determined through the development review process. A wider sidewalk allows street furnishings while maintaining the minimum sidewalk width.
Vehicle Lanes	11’ vehicle lanes in each direction. Lanes may gently and occasionally meander along the length of the street as the Flex Zone alternates the sides of the street.
Transit Stop	In Flex Zone
Flex Zone	10’ lane that may alternate sides of the street. May include parking, loading, delivery, public transit stop, landscape, and other uses/functions as established by the City.
Bicycle Facilities	Raised 6’ cycle track with 4’ buffer on Flex Zone side, and semi-raised 6’ bike lane with 2’ buffer on non-Flex Zone side.
Median	None
Special Considerations	Provide wide and frequent pedestrian walks between the flex zone buffer and sidewalk to allow convenient access between the flex zone and nearby properties.

Figure 33

Street A and Street B *(Direction varies)*



Setbacks depend on frontage type and character area. See Chapter 3.

Table 26

Street Design Standards for Public Service Street off Maude Avenue (C Street) and Service Street

Design Criteria	Dimensions and Descriptions	
	Service Street (not fire lane)	C Street and Service Street (fire lane)
Curb to Curb	22' minimum	26' minimum
Total Width (with or without Public Access Easement)	42' minimum	46' minimum
Pedestrian Zone	5' minimum sidewalk, separated from the street by landscaping and/or parking and frequent trees	
Building to Building	62' minimum, except 5' less is allowed for each side with active priority frontage	65' minimum, except 5' less is allowed for each side with active priority frontage
Building to Property Line (New Connection)	47' minimum, except 5' less is allowed with active priority frontage	50' minimum, except 5' less is allowed with active priority frontage
Vehicle Lanes	11' vehicle lane in each direction	13' vehicle lane in each direction
Transit Stop	None	
On-Street Parking	Allowed if outside minimum curb to curb Street trees shall be placed among parking stalls, between the sidewalk and the street In residential and other areas as determined through design review, the space between sidewalk and street shall be mostly landscaped	
Bicycle Facilities	Not required	
Median	None	
Special Considerations	Service Streets are privately owned and maintained. Public access easement required on Service Streets where part of Publicly Accessible Complete Street Network and minimum block standards in Chapter 3. Public access easement allowed but not required elsewhere. Individual unit garages should be accessed from Alleys, not from Service Streets.	C Street is a Street Easement Service Streets are privately owned and maintained Public access easement required where part of Publicly Accessible Complete Street Network and where used to comply with minimum block standards in Chapter 3. Public access easement allowed but not required elsewhere Emergency Access Easement to be provided. Individual unit garages should be accessed from Alleys, not from Service Streets.

Figure 34

Service Street - NOT A FIRE LANE *(Direction varies)*

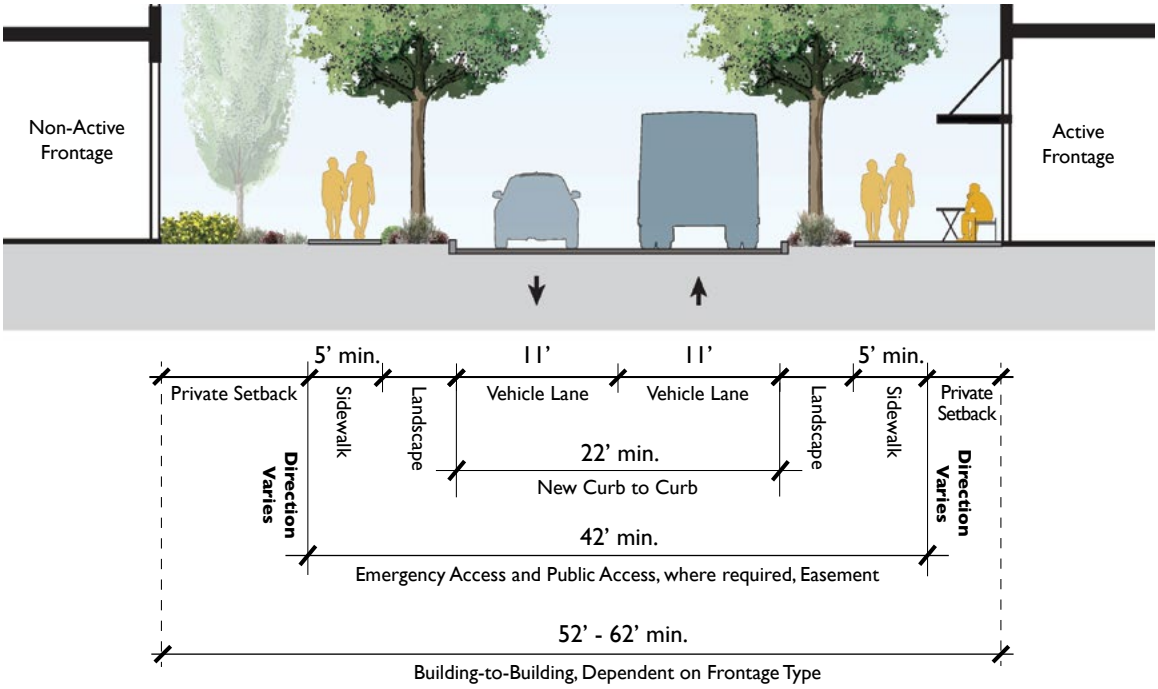
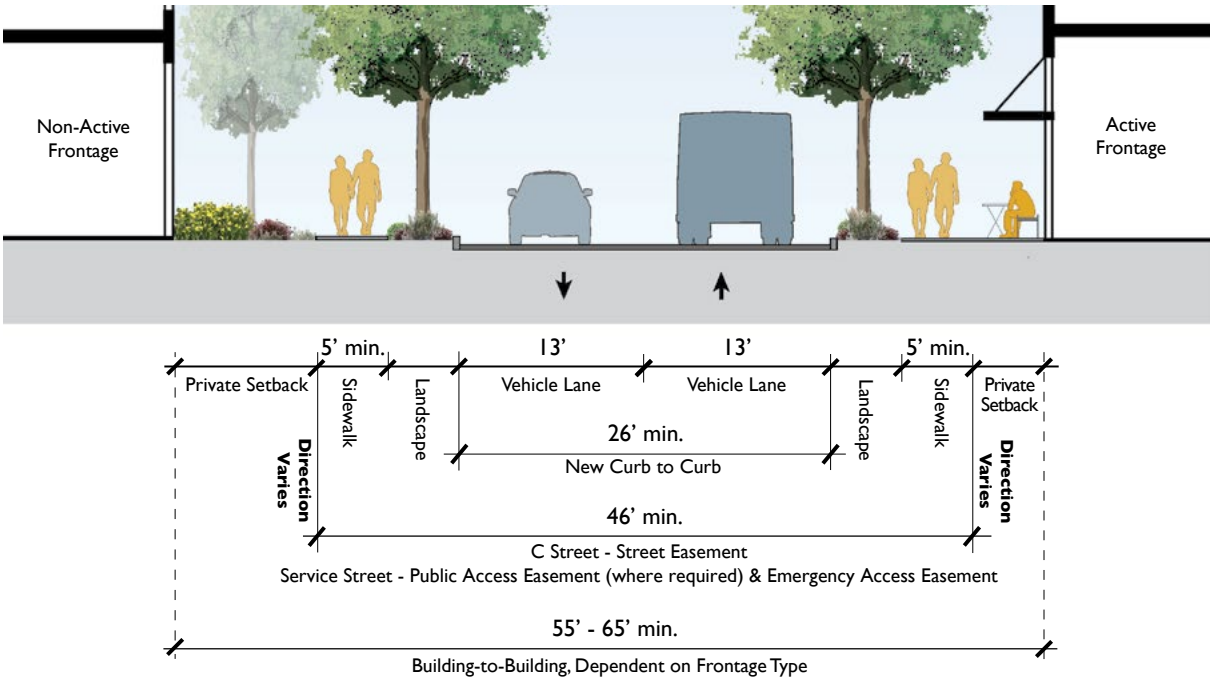


Figure 35

C Street and Service Street - FIRE LANE *(Direction varies)*



Occasional on-street parking is allowed between street trees, if outside the minimum vehicle lane width, and if 8' parking width is provided.

Table 27

Design Standards for Greenways

Design Criteria	Dimensions and Descriptions	
	Greenway (no fire lane)	Greenway (with fire lane)
Pedestrian Zone	8′ walkway	10′ walkway plus 2′ reinforced decomposed granite jog strip on one side
Bicycle Facilities	12′ – Two 6′ bike lanes	14′ – Two 7′ bike lanes
Building Setback from Path	10′ - 15′ landscaping on both sides	
Building to Building	45′ minimum	50′ minimum
Building to Property Line (New Connection)	35′ minimum	40′ minimum
Emergency Vehicle Access	None	Provided, 26′ paved area
Special Considerations	• Greenways shall be a fire lane if determined by the fire department during each new and redevelopment project's submittal and approval process. • In locations where it functions as a fire lane, materials and finishes shall be designed to structurally handle the weight of emergency vehicles. • Bike and pedestrian zones shall be at the same elevation without curbs between them. • Bike lanes shall be distinguished from the pedestrian zone through different colors, finishes and/or materials and with a 12″ band between them using another color or material. • Bollards with integral lights or pedestrian scaled lights shall be placed along greenways for visibility and security. • Seating, bike self-repair stations, trash receptacles, and other pedestrian amenities shall be placed along greenways. • Special uses or accent elements should be placed along the length of the greenway such as public art, umbrellas and overhead structures, bike/scooter parking, recreation/activity elements, and group seating. • Public access easement required (including amenities) where part of Publicly Accessible Complete Street Network and where used to comply with minimum block standards in Chapter 3. Public access easement allowed but not required elsewhere. • All improvements shall be maintained by the property owner. • When not a fire lane, the greenway may meander or be offset along its length. • Trees may be planted along fire lanes if a minimum of a 14′ tall clearance is provided across the width of 26′ wide fire lane.	

Figure 36

Greenway - No fire lane *(Direction varies)*

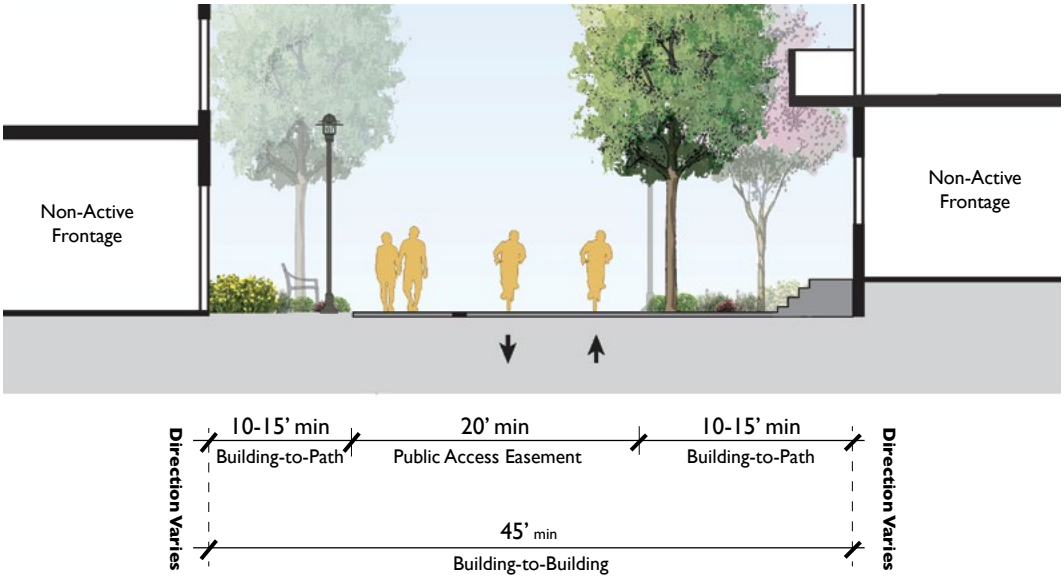
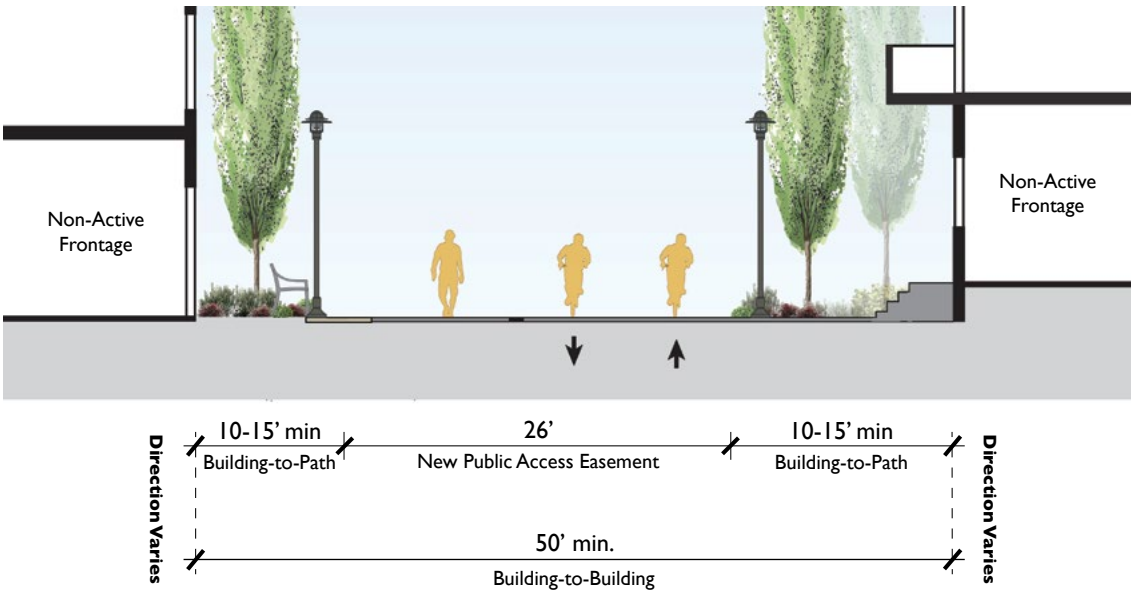


Figure 37

Greenway - with fire lane *(Direction varies)*



Note: All amenities shall be publicly accessible.

Table 28

Design Standards for Paseos and Multi-use Paths

Design Criteria	Dimensions and Descriptions		
	Non-Residential Paseo	Residential Paseo	Multi-use Path
Pedestrian Zone	10′ minimum walkway. Wider walkway, landscape or paved area available for seating, etc. allowed in remaining width	6-10′ walkway	10′ multi-use path with 2′ shoulders on each side
Bicycle Facility	None		10′ multi-use path with 2′ shoulders on each side
Building Setback from Path	No minimum, except landscaping and trees shall be provided	10′ – 24′ landscaping	10′ – 16′ landscaping on both sides
Building to Building	35′ minimum 40′ minimum with fire lane	40′ minimum	40′ minimum
Building to Property Line (New Connection)	20′ minimum	20′ minimum	30′ minimum
Emergency Vehicle Access	If fire department determines paseo shall be a fire lane, provide 26′ wide clear, drivable surface	If emergency access required, use greenway street type dimensions (bicycle lane and separation materials are optional)	If emergency access required, use greenway street type
Special Considerations	• Permeable paving materials may be considered. • Special uses or accent elements should be installed along paseos, such as public art, bike/scooter parking, recreation/activity elements, umbrellas and overhead canopies/structures, and seating. • All improvements shall be maintained by the property owner. • Public access easement required (including amenities) where part of Publicly Accessible Complete Street Network and where used to comply with minimum block standards in Chapter 3. Public access easement allowed but not required elsewhere. • When not a fire lane, residential paseos and multi-use paths may meander or be offset along its length. • A minimum 4′-8′ wide planting area is required for tree planting on residential paseos and multi-use paths. Landscaping is encouraged but not required on paseos. • Bollards with integral lights or pedestrian scaled lights shall be placed along multi-use paths and paseos for visibility and security. • Pedestrian entrances should not be along multi-use paths. Where multi-use paths and pedestrian entrances are desired, greenways should be used.		

Figure 38

Non-Residential Paseo

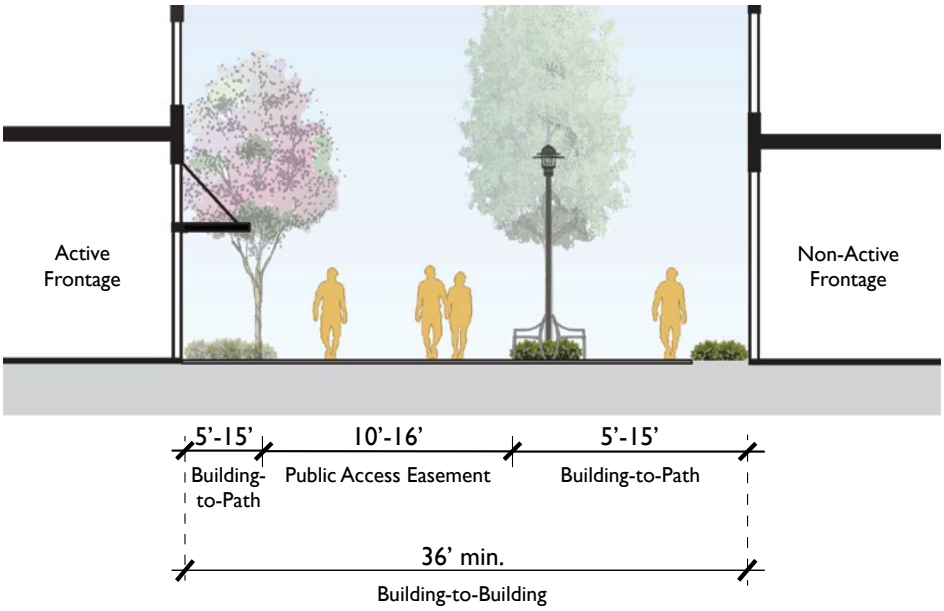
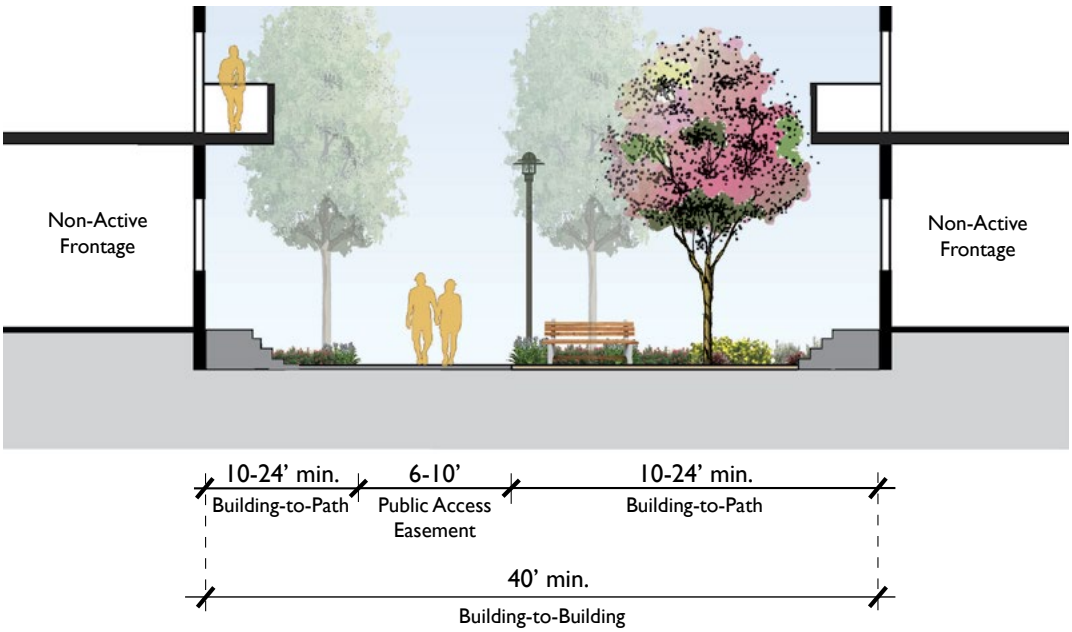


Figure 39

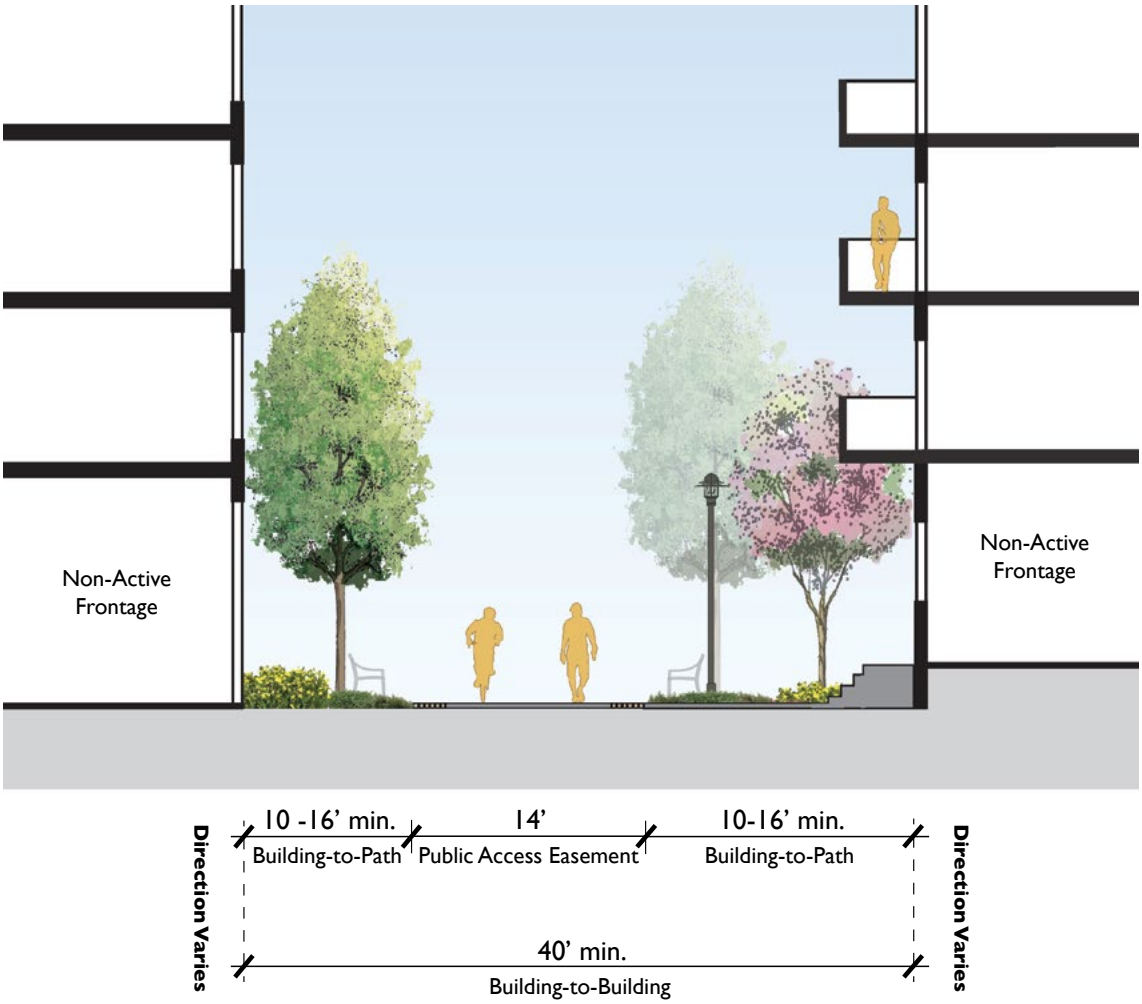
Residential Paseo



Note: All amenities shall be publicly accessible.

Figure 40

Multi-Use Path



Note: All amenities shall be publicly accessible.

Table 29

Street Design Standards for Alley

Design Criteria	Dimensions and Descriptions
Curb to Curb/Vehicle Access Area	26' minimum if fire lane. 20' minimum if not fire lane.
Pedestrian Zone	Can be shared street condition or have designated sidewalk (minimum 5' sidewalk on one side) beyond minimum vehicle lanes. Pedestrian entrances and unit/tenant space primary facades should not be along alleys, but if they are necessary, sidewalks and landscaping are required.
Vehicle Lanes	13' vehicle lane in each direction if fire lane; 10' vehicle lane in each direction if not fire lane.
Transit Stop	None
On-Street Parking	Up to one lane of parking allowed outside of minimum vehicle lane widths.
Bicycle Facility	Allowed
Median	None
Special Considerations	• Alleys should not connect directly to a project's primary frontage. If a connection to a primary frontage is necessary, the project shall integrate screening and design transitions, such as service street standards, near the right-of-way. • Public access allowed if desired by owner. • Cannot be used to comply with block standards in Chapter 3. • While alleys may be used for emergency access, other streets should be considered first as primary emergency access to buildings over 40 feet tall so the total width of alleys may remain narrower. • Alleys shall be posted as 15 mph.

5.3 Public Streetscape Design

The design of public streetscapes are critical to improving the visual and physical character of neighborhoods and districts, and how people perceive and use these spaces. New and existing streets can be designed to provide safe and comfortable places to walk and gather, integrate green infrastructure, and create a cohesive and attractive sense of place.

5.3.1 Standards

1. **Urban Forest.** Street trees shall be planted on all streets. The following additional standards shall apply.

    a. **Spacing and Location.** Typical street tree spacing shall be 30 feet on center within the landscape areas shown in street design standards. In ground-floor commercial areas, near the light rail station, and at other areas with high levels of pedestrian activity, the landscape area along the curb may be paved with permeable pavers between street trees.

    b. **Tree Well Sizes.** Tree wells shall be a minimum of 5' long. Longer tree wells shall be considered where impervious materials are used or where a continuous landscape area along residential and less intensive uses is not desired.

    c. **Planter Well Surfacing.** Tree grates, permeable pavers, decomposed granite, understory plants, or similar treatments shall be used within the tree wells.

    d. **Planting Medium.** Structural soil and other strategies shall be considered under sidewalks in consultation with the City.

2. **Street Tree Selection.** Street tree species shall be consistent along each street. However, different species may be used at intersections to create special character. Tree species shall be selected from a City tree master list or in consultation with the City.

3. **Integrated Site Furnishings.** Furnishings such as bicycle racks, seating, and trash receptacles shall be integrated within the right-of-way. Furnishings shall be consistent and appropriate to the plan area character.

    a. **Design.** Potential conflicts with utilities and other site furnishings shall be addressed to ensure adequate path of travel conditions and an attractive, unified appearance.

    b. **Color and Materials.** Street furnishing colors and materials shall be selected in consultation with City.

    c. **Durability.** All products, materials, and finishes shall be durable, vandal resistant, and low maintenance.

4. **Green Infrastructure.** Green stormwater infrastructure shall be integrated into streets and public spaces to create attractive public areas while also capturing and treating runoff to meet water quality requirements.

    a. **Retrofitted Streets.** Green infrastructure measures shall be placed within retrofitted streets as feasible, and as required by the Municipal Regional Stormwater Permit and the City's Green Infrastructure Plan and other plans and goals.

    b. **New Streets.** Green infrastructure measures are required in new streets per the Municipal Regional Stormwater Permit, the City's Green Stormwater Infrastructure Plan and other plans and goals.

    c. **Types.** Green infrastructure measures may be integrated with complete street features, such as curb bulbouts or at intersections. Other measures may include in-street landscape areas, tree wells, planters within the parking lane, permeable pavements, and subsurface features such as tree trenches.

    d. **Pedestrian Environment.** Benches, public art, and other pedestrian amenities shall be considered with green infrastructure measures.

Example of bioswale in planting strip

5. **Street and Pedestrian Lighting.** Lighting shall provide a comfortable walking, cycling, and driving experience, visibility at intersections, and street character enhancement.

    a. **Shielded Light fixtures.** New and retrofitted lighting shall limit glare, sky glow, and light intrusion.

    b. **Style, Color, and Materials.** Street and pedestrian light poles and fixtures shall follow city standard details.

    c. **Durability.** All products, materials, and finishes shall be durable, vandal resistant, and low maintenance.

    d. **Poles.** Pedestrian light poles shall be shorter in height, per city standard details. Pedestrian light poles shall be placed between existing or new street light poles to increase illumination of the sidewalk.

    e. **Fixtures.** Pedestrian light fixtures shall be installed onto existing street light poles for additional illumination of sidewalks.

    f. **Smart systems and strategies.** Smart lighting systems and strategies should be used to improve energy efficiencies, time of day use, and illumination levels.

6. **Adapted Landscape.** Landscape materials shall be selected based on performance within the East Whisman Precise Plan area microclimate. Performance factors such as sunlight level, temperature, humidity, wind, rain levels, soil type, and drought resistance should be considered.

7. **Irrigation.** All landscape areas within the right of way shall be irrigated.

Pedestrian scaled lighting along pathways

Example of "shielded" light fixtures to limit glare

8. **Street Tree Protection.** Street tree protection measures may include the following:

    a. **Vehicle Protection.** Trees shall be located so they are not damaged by parking vehicles. Adequate placement, setbacks, curbs, guards, bollards or other techniques shall be provided as needed.

    b. **Sidewalk Replacement.** Sidewalk placement and width may vary from the Street Design Criteria and Sections earlier in this chapter to preserve existing trees. Tree selection and sidewalk placement shall be determined by the City Arborist and/or Public Works Department. Property owner shall dedicate full right-of-way and/or street or sidewalk easements to allow future construction of required street improvements.

9. **Utility Screening.** Backflow preventers and other utilities shall be screened from view by landscaping. Protective metal enclosures may be appropriate for security.

10. **Pedestrian and Bicycle Grade-Separated Crossings.** The following standards and guidelines shall be used for grade-separated pedestrian and bicycle facilities:

    a. Entries to under- and overcrossings should be welcoming and visually apparent.

    b. The undercrossing shall be direct, allowing for good sight lines. The height and width should provide comfortable passage and an inviting space.

    c. User conflicts at entry and exit points and along the crossing should be minimized.

    d. Clear sight lines should be provided at entry and exit points to enhance safety.

    e. Railings or other measures should be used to provide comfort and safety.

    f. Lighting, signage, and undercrossing sidewalls shall be durable and attractive.

    g. Lighting levels shall provide pedestrians and cyclists with a comfortable environment, and shall provide true color rendition.

5.3.2 Guidelines

1. **Street amenities.** Seat walls and seating, planters, pedestrian lighting, green infrastructure, and other pedestrian amenities should be included in landscape areas. Amenities should create a welcoming and attractive environment.

2. **Visibility of Middlefield Station.** The visibility of Middlefield Station from adjacent streets and pedestrian paths should be enhanced.

    a. **Sense of entry.** The station should include elements, including but not limited to entry statements and signage, to increase the visibility, identity and sense of arrival at Middlefield Station from Middlefield Road and Ellis Street.

    b. **Visual corridors.** Visual corridors to the station along Middlefield Road should terminate with landmark station elements.

3. **Soil volume for trees.** The use of larger planter sizes, pervious pavements, and other techniques should be considered and integrated into the design of street tree planting details and street design to maximize soil volume and improve the health of trees.

4. **Gateways at Middlefield Road/SR 237, Maude Avenue/SR 237, and Ellis Street/US 101.** Landscaping, special lighting, public art, green infrastructure, and other elements should be considered at these gateways.

5. **Utility Locations.** Utility meters, cabinets, underground vaults, manholes, utility poles, and other utilities shall not be located within sidewalks, and shall be outside pedestrian areas wherever possible. This is especially important for above-ground utilities such as cabinets and other structures. Underground utilities should be located as far as possible from tree plantings to limit impacts to roots. Above-ground utilities should be located to not impact door swings or entry and egress into parked or loading vehicles.

5.4 Wayfinding

Wayfinding makes cities and neighborhoods more navigable and identifiable by providing information for local points of interest and circulation routes. Comprehensive and easy to understand wayfinding signage and elements will help orient pedestrians, bicyclists, and drivers to destinations within East Whisman and surrounding areas.

5.4.1 Standards

1. **Landmark Wayfinding.** Neighborhood landmarks shall be provided for wayfinding within and through the Plan area.
2. **Wayfinding Signage.** Signage shall be easy to read and have a consistent appearance and color.
3. **Wayfinding to Light Rail Stations.** The following signage shall be used to direct people to light rail stations:
    a. **Wayfinding Signage on Streets:** Wayfinding signs shall be located on East Middlefield Road, Logue Avenue, Ellis Street, other major streets, and key intersections illustrating the direction and distance to the station.
    b. **Wayfinding Signage for Pedestrians and Bicyclists:** Wayfinding signage for pedestrians and bicyclists along streets, at intersections, at pedestrian and bicycle crossings, and along pedestrian and bicycle routes shall include the direction and distance to the station.
4. **Identification Signage for Middlefield Station.** Signage shall be located on Middlefield Road adjacent to the station, and at pedestrian entries.
5. **Wayfinding Signage to Other Destinations.** Directional signs shall be consistently designed and should include multiple destinations per sign. Destinations shall include:
    a. **US 101.** Wayfinding signage to the freeway should be located along Middlefield Road, Ellis Street, and Fairchild Drive.
    b. **State Route 237.** Wayfinding signage to the freeway should be placed on all major streets.
    c. **Downtown Mountain View.** Wayfinding signage to downtown shall be provided.
    d. **Other destinations.** Other destinations may include Central Expressway, State Route 85, Moffett Field, Whisman Light Rail Station, parks, greenways, and the East Whisman Village Center.
6. **Signage Design.** Signage within the public right of way shall follow current California Manual on Uniform Traffic control Devices (CAMUTCD) requirements.
7. **Public Paths.** Public paths shall be clearly identified.

5.4.2 Guidelines

1. **Support Active and Alternative Transportation.** Wayfinding should be designed to promote transit, biking and walking.

    a. **Transit Real Time Information.** Real time signage and wayfinding signage should be installed at bus stops and rail stations.

    b. **Pedestrian and Bicycle Real Time Information.** Signage should include distances (such as miles, number of steps, or walking or biking time in minutes) and real time transit arrival screens outside the station area to encourage active and alternative travel modes.

2. **Parking Availability Real Time Information.** Real time information should be provided for public parking garages and on-street parking.

Real time parking information

Examples of wayfinding signage

5.5 Transit Network and Access

The East Whisman Plan area is centered on the Middlefield light rail station of the Santa Clara Valley Transportation Authority (VTA) Mountain View-Winchester light rail transit (LRT) line. This line provides access to the Caltrain station in Downtown Mountain View and other destinations throughout Santa Clara County. VTA also provides public bus service in the area. The Mountain View Transportation Management Agency (MVTMA) shuttle provides supplemental public transit service by connecting area businesses to the Mountain View Caltrain station during commute periods. Private shuttles, transporting employees of large employers, also serve East Whisman.

The following standards and guidelines will help enhance transit service to the East Whisman area, which is critical to serving employees and residents within the area.

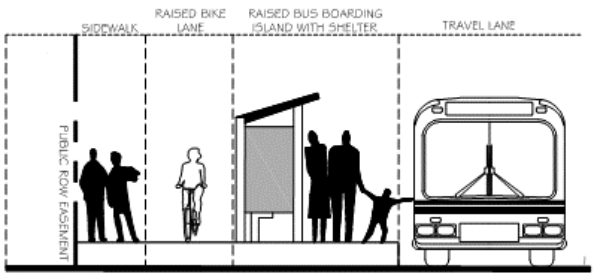
5.5.1 Standards

1. **Access to Transit.** Existing pedestrian and bicycle access to LRT stations and public bus stops will be enhanced with new connections, such as greenways, multi-use paths, and buffered bike lanes.

2. **Public Bus and Shuttle Stops.** All public bus and public shuttle stops should include new bus shelters, benches, real-time information displays, and trash receptacles. VTA bus stops shall be designed to meet VTA standards. When a private development is adjacent to a VTA bus stop, the developer shall work with VTA to provide these amenities. Public shuttle stops may be within the public right-of-way.

3. **Transfer Facilities at Public Bus Stops and LRT Stations.** Facilities for passenger transfers between private shuttles or TNC vehicles and public transit shall be provided, where feasible as determined by the City and VTA.

4. **Private shuttle stops.** Private shuttles shall load/unload passengers wholly on private property. Shuttle parking shall also be located on private property.



Bus stop adjacent to separated bike lane

5.5.2 Guidelines

1. **Future Public Bus and Public Shuttle Stop Locations.** Future public bus and public shuttle stops should be located near existing and future neighborhood commercial areas, key civic spaces, and/or major employment sites to maximize transportation choices for commuters, residents and visitors.

2. **Bicycle Facilities at Bus Stops Adjacent to Private Development Sites.** Where feasible as determined by the City, public right-of-way should be dedicated and bus boarding islands should be provided to route the bikeway between the bus stop and sidewalk rather than between the travel lane and bus stop. Raised pedestrian crossings or curb ramps are required to provide an accessible pedestrian path between the sidewalk and bus stop.

3. **Transit Signal Prioritization.** Transit signal prioritization (TSP) should be used to improve bus speed and reliability.

4. **Travel Lane Usage.** Buses and public shuttles may stop in the travel lane and bike lane at designated bus stops, if approved by the City, to reduce transit delay. Where feasible as determined by the City, in-lane bus stops should occur near intersections.

5. **Increasing Shuttle Service and Access to Regional Transit.** As the area develops, public shuttle route coverage and service frequency should be increased, including increased access to regional transit such as Altamont Corridor Express.

6. **Wide Sidewalks and Pedestrian Areas Near Middlefield LRT Station.** The existing wide sidewalk and pedestrian amenities near the Middlefield light rail station should be maintained and enhanced.

Middlefield Station

5.6 Bicycle Network

Multi-use paths and greenways, on-street bicycle lanes, and protected bicycle lanes or cycle tracks will be added to East Whisman's existing bicycle network to support cycling as a major transportation mode, as shown on Figure 41. Other bicycle-related improvements will be added, including green pavement markings, bicycle detection at signals, and enhanced wayfinding signage.

5.6.1 Standards

1. **Facility Types.** New facilities shall be designed according to the following standards, and shall use the minimum dimensions in Table 30.

    a. **Multi-Use Paths (Class I Bikeways)**. Paths provide a completely separate right-of-way and are for the exclusive use of bicyclists and pedestrians.

    b. **On-Street Bike Lanes and Buffered Bike Lanes (Class II Bikeways).** Class II facilities provide a striped lane, pavement markings, and signage for one-way bike travel on a street. Bike lanes may be enhanced with painted buffers between vehicle lanes and/or parking and green paint at conflict zones (such as driveways or intersections).

    c. **Cycletracks or Protected Bikeways (Class IV Bikeways)**. Protected bikeways are physically separated from vehicle traffic with curbs, landscaped areas, flexible posts, physical barriers, or on-street parking.

2. **Continuous Bicycle Facilities.** Bicycle facilities shall be included on all Avenues and Local Streets, as shown in the Street Design Criteria and Sections. Where curb-to-curb space is inadequate, on-street parking shall be removed to accommodate the full bicycle facility.

3. **Design Guidelines for Bicycle Facilities.** The City shall use the latest version of the California Manual on Uniform Traffic Control Devices (CA-MUTCD), VTA Bicycle Technical Guidelines (BTG), National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide and other local guides as the design standards documents for bikeways in East Whisman.

4. **Cycle Track Separations.** A physical barrier shall separate cycle tracks and vehicular traffic lanes. Separations include vertical differentiation, curbed areas with landscaping or pavement, bollards, or other physical devices.

5. **Bicycle Lane Buffers.** Buffers include pavement markings and armadillo bumps.

6. **Bicycle Detection at Traffic Signals.** Bicycle detection shall be installed at all actuated intersections along existing and proposed bikeways as new signals are installed or existing signals are replaced.

Table 30

Bicycle Facility Minimum Widths

Facility Type	Minimum Width
Class I – Multi-use Path	10 feet with 2-foot shoulders on each side
Class II – Bicycle Lane	6 feet
Class II – Buffered Bicycle Lane	6-foot bike lane with 2-foot buffer, except as shown in specific street sections in this Chapter
Class IV – Two-way Cycle Track	12 feet with 2-foot buffer and physical barrier
Class IV – One-way Cycle Track	6 feet with 2-foot buffer and physical barrier

5.6.2 Guidelines

1. **Signal Phases.** At intersections with separated bicycle facilities, cyclists should have their own signal phase or use pedestrian signals to manage conflicts between cyclists and right-turning vehicles.
2. **Street Parking and Bicycle Lanes.** Where the bike lane is located between travel lanes and on-street parking, loading or other curb-side activity, a buffer between the bicycle lane and parking lane should be provided to protect cyclists from dooring. Where the bike lane is curbside with parking closer to the travel lane, a buffer and physical barrier between the parking lane and bike lane should be provided.
3. **Bicycle Facilities at Intersections.** The City should provide intersection-only bike lanes and 'bike boxes' at intersections with high volumes of cyclists, or at intersections where cyclist left turns are expected.
4. **Bicycle Facilities at Freeway Ramps.** The design of freeway ramps should consider the movement and needs of cyclists.
5. **Pavement Treatments.** CAMUTCD approved colored paving, colored striping, or other treatments should be used to highlight on-street bicycle facilities where appropriate.
6. **Bike and Scooter Parking Sites.** Conveniently located paved areas for bicycle and scooter parking should be provided behind the sidewalk and other places outside of street rights-of-way. This includes personal and commercial docked and undocked bicycles, scooters, and other mobility devices.

Bike boxes at intersections can aid in more comfortable and protected bike movements

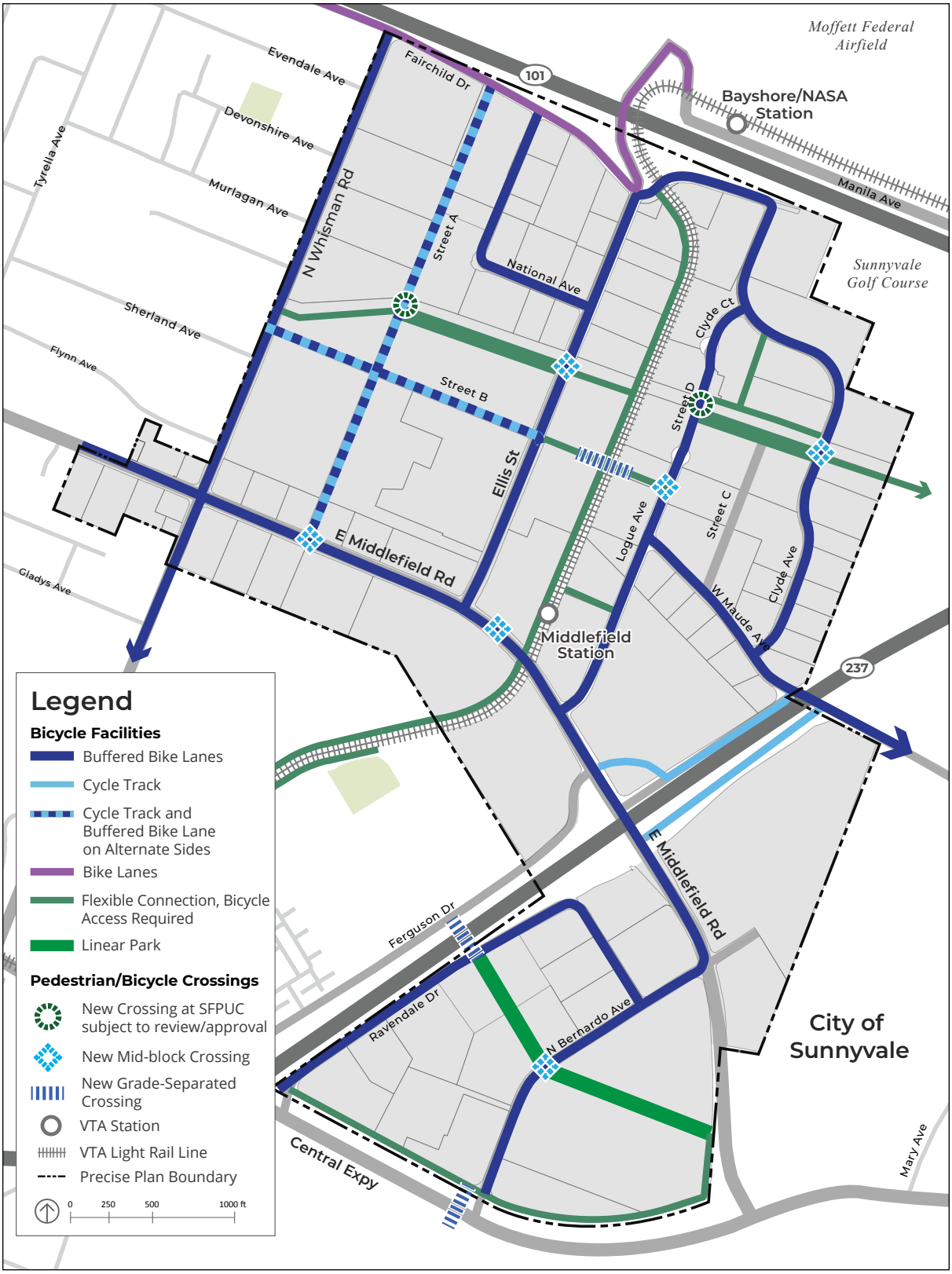
Convenient and unobtrusive bike and scooter parking

Example of bicycle lane buffer

An example of a cycletrack

Figure 41

Bicycle Network



5.7 Pedestrian Network

The existing pedestrian network in East Whisman includes sidewalks and multi-use paths. However, large blocks, parking lots, and monolithic sidewalks make it inconvenient and uncomfortable for pedestrians in the East Whisman area. New sidewalks with landscaping and trees, street crossings, greenways, multi-use paths and paseos will improve the pedestrian network.

5.7.1 Standards

1. **Continuous Sidewalks.** Sidewalks shall be provided on all Avenues and Local Streets, as shown in the Street Design Criteria and Sections.
2. **Sidewalk Gaps.** Sidewalk gaps shall be closed when adjacent properties redevelop.
3. **Directional Accessible Ramps.** Accessible ramps at intersections shall be designed and located to provide direct, convenient, and comfortable access at street crossings for all users. Where feasible (as determined by the City), separate ramps shall be provided and aligned to each crosswalk to assist with navigation by pedestrians with visual impairments.
4. **Crosswalks.** Crosswalks shall be provided on all legs of all intersections, when possible (as determined by the City).
5. **Corner Bulbouts.** Bulbouts shall be provided at new public street intersections.
6. **Prioritized Crossings.** At signalized crossing points with major intersections, priority shall be given to pedestrians (and bicyclists) by providing leading pedestrian interval signals to allow pedestrians (and bicyclists) to enter the intersection before vehicles.
7. **Sidewalk Clearance for Pedestrians.** All sidewalks shall provide a clear travel path at least 5' wide. Street lights, fire hydrants, and other utilities and elements located in the sidewalk that reduce the pedestrian path of travel shall be relocated, or additional sidewalk width shall be provided to meet the minimum width.

Greenways and multi-use paths help complete the pedestrian network

8. **Mid-Block Crossings.** Mid-block crossings are pedestrian and/or bicyclist routes that cross a street in the middle of a block as opposed to at a street intersection. Mid-block crossings shall be provided as shown on the Priority Transportation Improvements Map (Figure 47) and may be proposed by new development.

   a. **Separate Bicycle and Pedestrian Markings.** Separate markings for bicycles and pedestrian should be provided at locations where both will cross, such as where a greenway intersects a street.

   b. **Curb Bulbouts and Center Pedestrian Refuges.** Where feasible (e.g., outside of a vehicle or bike travel lane and as determined by the City), curb bulbouts and center pedestrian refuges may be provided. The bulbouts shall not impact bike facilities and must be designed to accommodate them.

   c. **High-Visibility Crosswalks.** High-visibility crosswalks should be provided to increase visibility and driver awareness of crossing pedestrians.

   d. **Pedestrian Activated Traffic Warning Systems.** Pedestrian activated traffic warning systems, such as rectangular rapid flashing beacons, should be considered for locations without a traffic signal, those with heavy traffic volumes, and/or those where greater visibility of crossing pedestrians and bicyclists is desired.

   e. **Offset Crosswalks.** On streets with existing medians or sufficient width for the addition of median pedestrian refuges, offset crosswalks should be included where feasible (as determined by the City).

   f. **Yield Lines.** Yield lines (or "shark's teeth"), a row of triangles painted in vehicle travel lanes, should be provided in advance of mid-block crossings to reinforce the need for drivers to yield to pedestrians and bicyclists.

   g. **Ramps Accessible to Bicyclists.** Where appropriate, safe and convenient ramps for cyclists to enter or exit the street from a crossing bicycle facility shall be provided. Ramps at crossings for multi-use paths or greenways shall be the same width as the path pavement, as opposed to the minimum width required by accessible ramp standards. As needed, bollards or other vertical protection shall be used to prevent unauthorized vehicle use of bicycle facilities. Signage shall be provided requiring bicyclists to yield to pedestrians and stop prior to crossing the street.

9. **Elevation of Pedestrian Access Across Driveways.** Where sidewalks cross driveways, sidewalks shall maintain their elevation and material type across the driveway, with the driveway apron sloping up from the street.

10. **Clearly Identified Public Paths.** Signage and other markings shall be used to clearly identify pedestrian paths.

Example of mid-block crosswalk

5.7.2 Guidelines

1. **Crosswalk Widths.** Crosswalks should be as wide as the sidewalks they connect to, or 12 feet (inside stripe to inside stripe), whichever is greater.

2. **Sidewalks and Pedestrian Areas.** The sidewalk should be widened along East Middlefield Road when it is less than 6 feet wide, in locations where streets are fronted by ground floor commercial and mixed uses, and other places with large volumes of pedestrians. Public Access Easements may be required for the widened sidewalks.

3. **Pedestrian Waiting Areas at Intersections.** Corner sidewalk areas may be enlarged within the right-of-way to increase visibility of people waiting to cross the street and to provide room for pedestrian movement in the other directions.

4. **Median Refuges.** Median pedestrian refuges should be provided on all Avenues.

5. **Visibility of Pedestrian Crossings.** The visibility of crosswalks should be enhanced through lighting and markings to help alert motorists to the most important crossings and points of potential conflict.

6. **Raised Crosswalks.** On low-volume streets, raised crosswalks should be considered to calm traffic and prioritize pedestrian movement.

7. **Traffic Calming Measures.** Where appropriate (based on City direction), traffic calming measures should be implemented to reduce vehicle speeds and encourage more pedestrians and bicyclists.

Example of a sidewalk with pedestrian amenities

Bulb-out at crosswalk to reduce traffic speeds, improve visibility and shorten crossing distances

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chapter six

Implementation

This chapter describes the Bonus FAR programs, development review, implementation activities, capital improvement projects, funding programs, and monitoring approach needed to execute the vision of the East Whisman Precise Plan. Implementation of the Precise Plan includes private sector development and capital improvements needed to support existing and future development. Much of this implementation will be the responsibility of the private sector, guided by the City through the procedures identified below. Other implementation actions will be the responsibility of the City.

6.1 Bonus FAR Programs

The Precise Plan's voluntary Bonus FAR program ensures that new development provides benefits and limits impacts to the community in exchange for additional project floor area. This program includes a "development reserve," limiting overall employment growth in the Precise Plan area. Individual developments may request Bonus FAR, development above the Base FAR, for which they must provide community benefits to implement key projects and policy goals established by the City Council.

6.1.1 Development Reserve

1. **Development Reserve Established.** This Precise Plan establishes a Development Reserve of 2,000,000 net new square feet of office, R&D and industrial floor area.[1]

2. **Affordable Housing Reserve Set-Aside.** As a portion of the total Development Reserve, the Precise Plan further establishes a minimum set-aside of 200,000 net new square feet of office, R&D and industrial floor area to promote the development of affordable housing units in East Whisman, in addition to those otherwise created through the City's BMR program or Residential Bonus FAR development. To request square footage from the Reserve Set-Aside, non-residential development applicants must provide exemplary jobs-housing linkage contributions/strategies that explicitly generate affordable housing units in East Whisman - each 1,000 square feet of Set-Aside area should be associated with at least 1.5 affordable housing units.

3. **Use of the Reserve.** Development Reserve floor area shall be used for all net new office, R&D and industrial floor area, for any project requesting Non-Residential Bonus FAR. The Development Reserve shall not be used for projects requesting up to the Base FAR.[1]

4. **Council Approval.** All use of the Development Reserve is subject to City Council approval.

5. **Addition to Development Reserve.** Floor area from demolished office, R&D or industrial buildings may be added to the Development Reserve if the floor area is not transferred through the Floor Area Transfer program or upon City determination that reconstruction of that floor area would not be possible on that site (for example, a site left vacant might reconstruct that floor area, but a site developed with residential would not).

[1] 2,300,000 net new square feet were studied in the East Whisman Precise Plan Environmental Impact Report. However, the City Council approved only 2,000,000 square feet in the Development Reserve. The Precise Plan does not explicitly limit the total amount of Base FAR development.

[2] A project's Development Reserve floor area is its net new floor area. It is not equal to the Bonus floor area, which is the floor area above the Base FAR.

6.1.2 General Bonus FAR Standards

1. **Mixed-Use Bonus Floor Area Calculation.** Non-Residential Bonus Floor Area is equal to the non-residential floor area proposed in excess of Non-Residential Base FAR. Residential and Hotel Bonus Floor Area is equal to the residential or hotel floor area (including above-grade parking) proposed in excess of the Residential and/or Hotel Base FAR. Where residential and hotel uses are proposed in a mixed-use project, a proportion of each shall be Bonus FAR.

   Example: *The Base FAR is 1.0 Residential and 0.4 Non-Residential. An applicant proposes a project with 2.5 FAR Mixed-Use Residential, including 0.5 FAR Non-Residential and 2.0 FAR Residential. In this case, the amount of Bonus FAR is 1.0 Residential and 0.1 Non-Residential.*

2. **School District Strategy.** Bonus FAR projects shall submit a Local School District Strategy to the school districts and the City, intended to support new local schools serving the East Whisman Precise Plan area. The School Districts and the developer shall meet and confer in good faith to develop the School District Strategy to support new local schools. The School District Strategy shall be memorialized as a legally binding agreement. The strategy may include, but is not limited to, land dedication for new school development; additional funding for new school development; TDR strategies to benefit developer(s) that provide new school facilities; or other innovative strategies supporting schools.

3. **Community Benefits Contribution.** All Bonus FAR projects shall contribute to community benefit or district improvement projects. The Bonus FAR amount for a given project shall depend on the contribution to the community benefit or district improvement project, and compliance with other Bonus FAR requirements. No project requirements established by this Plan, the City Code or other law or ordinance may be considered a community benefit.

   a. **Community Benefit Value.** Bonus FAR projects shall propose community benefits contributions with minimum value proportional to the project's building square footage in excess of the Base FAR, as determined by the City Council. FAR exemptions, outlined under Section 3.3.2, are exempt from this amount.

   b. **Community Benefit Projects.** In lieu of monetary payment of community benefit contributions, projects may propose to provide a community benefit or district improvement project. These on- or off-site improvement projects may include additional affordable housing units, new dedicated public parkland (not shown on the conceptual open space diagram), shared parking facilities, district transportation or utility improvements, retention and/or expansion of existing small business, building area for neighborhood commercial uses (such as a grocery store) or non-profits, dedication of land for schools, or other projects proposed by applicants. Table 31 provides a list of example projects. Specific public benefit or district improvement projects shall be determined during review of the proposed project, and approved by the City Council.

   c. **Relationship to the Local School District Strategy and Jobs/Housing Linkage.** Projects may not apply community benefit contributions to satisfy the requirements of the Local School District Strategy or the Jobs/Housing Linkage Program.

4. **General Provisions.** East Whisman Bonus FAR projects are subject to the following provisions:

   a. The applicant may elect to accept a lesser amount of Bonus FAR.

   b. Regardless of the extent of community benefits or other contributions, no development may be granted an FAR greater than the maximum FAR.

   c. Land donation for affordable housing must be a minimum of 0.75 acres in size and must accommodate at least as many units as otherwise required. Dedicated land must have the appropriate zoning, permits and approvals, and access to public facilities needed for such housing. Additional community benefits, land or alternative mitigation of affordable housing need may be required if the value of the dedication is less than the value of the required units.

   d. Nothing in this section shall prohibit the City from granting a proportionately lower density bonus than what is allowed by this section for developments that provide a smaller community benefit than is required to qualify for Bonus FAR.

   e. Projects are encouraged to use the local workforce and local business sourcing for development that generates quality construction and service jobs with career pathways, that provides job training opportunities for the local workforce, and that pays area standard wages for construction so that money in wages and materials used in the construction of these developments is invested in the local economy.

Table 31

Community Benefits/District Improvement Projects list

Type	Description
Affordable Housing	Development of affordable housing units on or off-site within East Whisman, in excess of the amount required under existing City and Precise Plan regulations.
District Transportation Improvements	Off-site pedestrian, bicycle, or other roadway in excess of those required by the Public Circulation map, block standards, or other Plan development standards.
District Utility Improvements	Off-site infrastructure and utility improvements in excess of those required to serve the development (including electric, telecommunications, water, sewer, and recycled water systems).
New dedicated public park space or community facility	Dedicated, publicly accessible park, open space or land for community facilities in excess of the Park Land Dedication requirement. Public art on land dedicated to the City.
Support for small local businesses	Supporting or subsidizing small, local businesses including (but not limited to): Providing new dedicated flexible space for small businesses located within new buildings; Dedicating an existing building for small business use in perpetuity at below market rates through an appropriate instrument; Providing relocation assistance to help small businesses in East Whisman displaced by new development to locate elsewhere in East Whisman or the City.
Shared public parking facilities	Constructing or otherwise providing publicly accessible parking facilities to serve district-wide parking needs.
Floor area for neighborhood commercial uses, non-profits or community facilities	Providing dedicated building area for qualifying neighborhood commercial uses, non-profits or community facilities. Floor area required by the Minimum Neighborhood Commercial Standards does not qualify. A grocery store is a Precise Plan priority.
Dedication of land for schools	Dedicating land to one of the local school districts (Mountain View Whisman School District, MVWSD, or Mountain View-Los Altos Union High School District, MV-LAUSD)
Other	Other benefits or district improvement projects proposed by applicants and approved by City Council

6.1.3 Non-Residential Bonus FAR Standards

1. **Office/R&D/Industrial Bonus FAR.** To exceed the allowed Base FAR with office, R&D or industrial floor area, projects must acquire square footage through one of the following processes:

    a. Request and receive square footage from the Development Reserve.

    b. Acquire square footage from a residential development that is demolishing office, R&D, or industrial square footage through the Floor Area Transfer process.

2. **Eligibility for Bonus FAR.** Non-residential projects may pursue Bonus FAR if they meet all of the following requirements, in addition to the general requirements above.

    a. **Green Building.** Achieve LEED Platinum or equivalent;

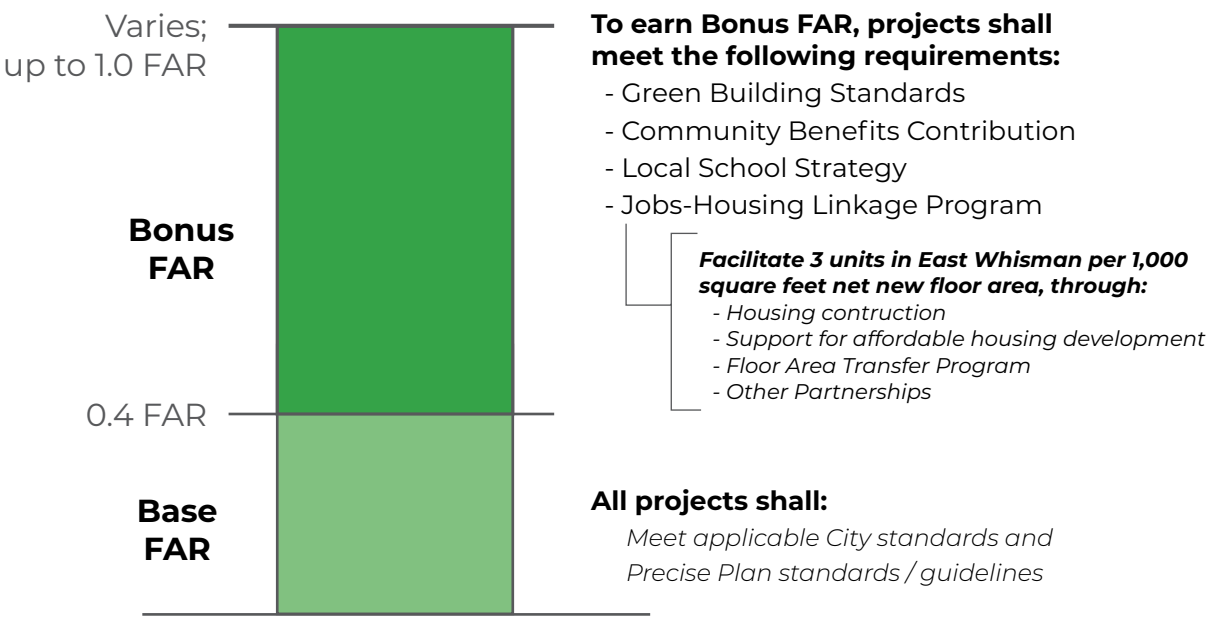
    b. **Community Benefits Contribution.** Provide community benefit contributions or construct district improvement projects as defined within Section 6.1.2 above;

    c. **Local School District Strategy.** Support new local schools in the City of Mountain View through a School District Strategy or alternative as defined within Section 6.1.2 above. This does not apply to hotels and neighborhood commercial uses; and

    d. **Jobs-Housing Linkage Program.** Office, R&D, and industrial Bonus FAR applicants shall submit a Jobs-Housing Linkage Plan as described in Section 6.1.4 below. This does not apply to hotels and neighborhood commercial uses.

Figure 42

Non-Residential Bonus FAR Process



6.1.4 Jobs-Housing Linkage Program

1. **Plan Requirement.** Prior to any project approvals, the project applicant shall submit a Jobs-Housing Linkage Plan that proposes how the project applicant intends to facilitate residential development in East Whisman.

2. **Outcomes.** Specific outcomes of the Plan shall include:

   a. **Value of Jobs-Housing Strategies**. The proposed strategies to facilitate residential development shall be roughly proportional to the net new floor area. Each 1,000 square feet of net new floor area should be associated with at least 3 housing units. The proportion may be less if affordable units are provided in excess of the City's inclusionary requirements (1.5 units per 1,000 square feet, as specified in the development reserve set-aside), or if other housing-related policy goals are met.

   b. **Timing.** A phasing or housing delivery plan shall be included in the Jobs-Housing Linkage Plan. Proposed strategies, including the construction of residential units, should be implemented before non-residential building occupancy, unless otherwise determined by the City Council. Strict timing requirements may be modified if additional certainty is provided (such as a deed restriction or land dedication to an affordable housing developer).

3. **More Housing Growth.** At the discretion of City Council, the Jobs/Housing Linkage Program requirement may be suspended if housing growth in East Whisman outpaces non-residential growth.

4. **Dedication or Sale of Land.** The site shall be suitable for housing development in terms of its configuration, physical and environmental characteristics, access, location, adjacent uses, and other relevant planning criteria.

5. **Partnerships.** Subject to requirements established by the Jobs-Housing Linkage Program Administrative Guidelines, office projects may partner with residential projects to satisfy the Jobs-Housing Linkage Program requirement.

6. **Floor Area Transfer.** Under the circumstances specified below, and subject to timing requirements established by the Jobs-Housing Linkage Program Administrative Guidelines, residential development may maintain rights to demolished office, R&D or industrial floor area, rather than adding it into the Development Reserve. The purpose of this program is to provide residential developers an additional marketable asset to facilitate housing development. The transferred floor area is not added to or subtracted from the Development Reserve. This floor area is not considered net new floor area, and is exempt from other Jobs-Housing Linkage requirements.

   a. **Maximum FAR.** No project site shall exceed its Maximum FAR.

   b. **Affordable Housing.** At least 15% of onsite housing within the "sending" residential development shall be affordable housing that meets the City's Below Market Rate Housing Ordinance and Guidelines.

   c. **Deductions.** The "receiving" non-residential project may deduct the transferred square footage in their Housing Impact Fee, determination of community benefits contribution and local school district strategy.

   d. **Public Schools, Parks and Similar Uses.** This allowance may also be used to facilitate public schools, parks or other uses that benefit the public within East Whisman.

6.1.5 Residential Bonus FAR Standards

1. **Residential Bonus Floor Area.** Residential Bonus Floor Area is equal to the floor area proposed in projects containing residential uses in excess of the Base FAR for all buildings, except floor area deemed Non-Residential Bonus Floor Area.

2. **Eligibility.** Projects may pursue East Whisman Residential Bonus FAR if they meet all of the following requirements:

   a. **Location.** The project is within the Mixed-Use or Village Center Character Areas;

   b. **City Density Bonus.** The project is not seeking and/or receiving a density or development bonus under the City Density Bonus Option (California Government Code Section 65915 et seq. or Mountain View City Code Section 36.14.);

   c. **Green Building.** Achieve 120 points on the Green Point Rated system or equivalent and submeter, or use other appropriate technology that can track individual energy use, for each residential unit;

   d. **Community Benefits Contribution.** Provide community benefit contributions or construct district improvement projects as defined within the general requirements above;

   e. **School District Strategy.** Support new local schools in the City of Mountain View through a School District Strategy or alternative as defined within Section 6.1.2 above; and

   f. **Affordable Housing.** Provide at least 15% affordable units. All projects shall comply with the City-wide Below-Market-Rate (BMR) Housing Program (Article XIV of the Zoning Code and the BMR Administrative Guidelines), including on-site BMR requirements, qualifying households, determination of rents and sale prices, alternative mitigations, timing and administration, in addition to the following:

      i. Projects shall provide any of the following:

         - At least 5% of their Base-FAR-equivalent number of units, rounding up, affordable at 50% areawide median income (AMI) or lower (rental units provided only).
         - At least 10% of their Base-FAR-equivalent number of units, rounding up, affordable at 80% AMI or lower (rental units provided only).
         - At least 10% of their Base-FAR-equivalent number of units, rounding up, affordable at 110% AMI or lower (ownership units provided only). [1]

      ii. Units provided through alternative mitigation must be in East Whisman.

[1] These provisions allow the East Whisman Precise Plan to meet the requirements of the State Density Bonus Law by providing these minimum percentages of units at these household incomes.

Figure 43

Residential Bonus FAR Process

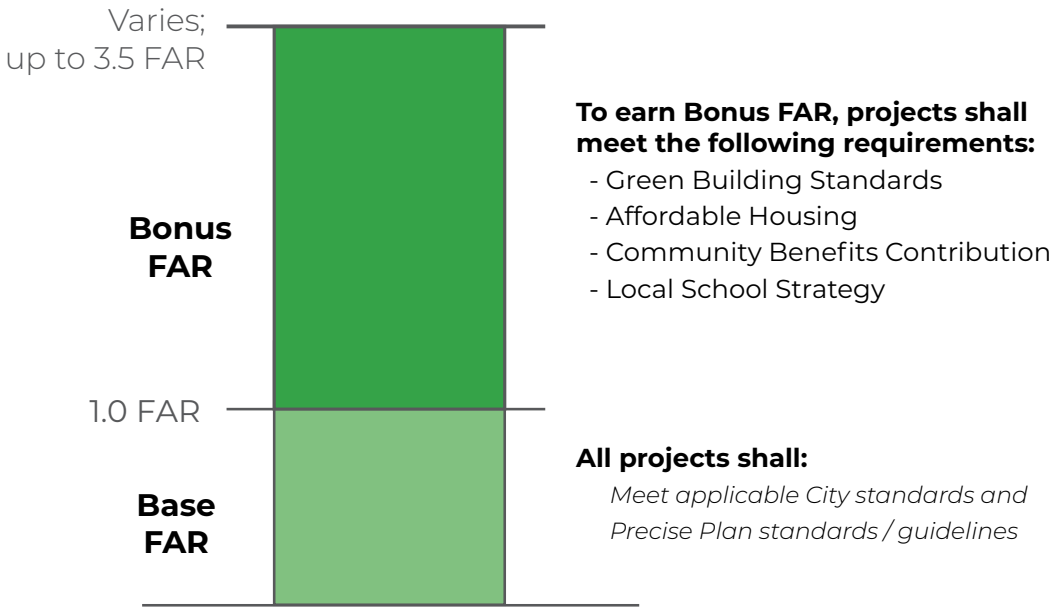
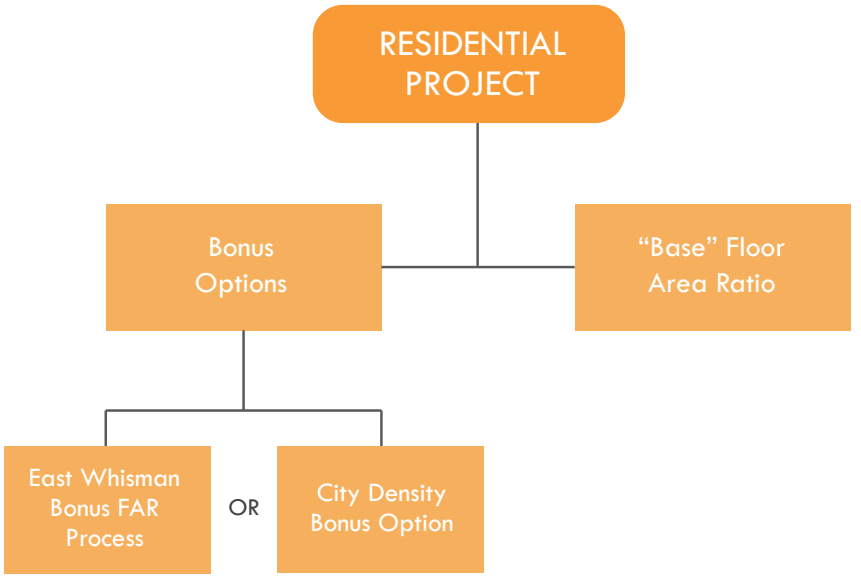


Figure 44

Residential Bonus Process Diagram



All projects will be reviewed for compliance with the City's BMR (Below Market Rate) Program Requirements.

6.2 Development Review

6.2.1 Permitting Process

1. **General.** All applications for new construction, modifications to existing site or buildings, and changes in use shall be reviewed for conformance with the General Plan and the East Whisman Precise Plan, including its policies, improvement plans, standards and guidelines.

2. **City Council Procedures.** Unless otherwise directed by the City Council, the City Council shall have approval authority over Planned Community Permits for new construction under the following circumstances, after recommendations by the Development Review Committee (DRC) and Environmental Planning Commission (EPC):

   a. All development using Bonus FAR or Development Reserve,

   b. Master Plans, and

   c. Projects with new construction 70,000 square feet or more (not using Bonus FAR or Development Reserve).

3. **Provisional Uses and Other Zoning Administrator Procedures.** The Zoning Administrator shall have approval authority over Planned Community Permits, Provisional Use Permits and other projects identified as "zoning administrator procedures" in the Development Review section of the Zoning Ordinance, except additions and new construction 70,000 square feet or more, which are under City Council approval authority. Recommendations by the DRC may be necessary for larger projects, as determined by the Zoning Administrator.

4. **Minor Improvements and Other Administrative Procedures.** Minor improvements include projects identified as "administrative" in the Development Review section of the Zoning Ordinance, such as minor site or façade modifications, building additions less than 1,000 square feet, and changes of use to a permitted use. Minor improvements may be approved administratively through a Minor Planned Community Permit.

   Minor improvements to existing sites and buildings may be exempt from certain Plan requirements if the requirement is not directly related to the project scope of work. Examples of potentially exempt requirements include, but are not limited to, replacing all existing glazing of a building with bird-safe glazing; complying with the Plan's building placement standards; or meeting minimum block lengths. For this paragraph, the Zoning Ordinance and Section 6.2.2 guidance for non-conforming buildings and uses shall apply.

5. **Additional Direction for Façade and Site Modifications.** Existing buildings proposing façade or site modifications should use the Design Guidelines in Chapter 4, as feasible. Projects with parking between buildings and the street shall use strategies to integrate their project with the streetscape. Strategies may include, but are not limited to, providing publicly accessible or pedestrian-oriented open spaces within their frontage area, such as outdoor eating and gathering areas, or providing strong pedestrian connections between the sidewalk and building entrances.

6.2.2 Non-Conforming Buildings and Uses

Buildings and uses that do not comply with the requirements of this Precise Plan are considered non-conforming. On a case-by-case basis, the Zoning Administrator shall determine the hearing process involving non-conforming buildings and uses, including requests for alteration, replacement, expansion, and changes of use. A Planned Community Permit shall be required for any application involving a non-conforming building or use and shall be reviewed by the Zoning Administrator based on:

- Planned Community Permit findings;
- Criteria and process in the City's non-conforming regulations; and
- The Precise Plan's purpose, intent and guiding principles.

6.2.3 Development Standard Exceptions

Project applicants will be provided some flexibility in meeting the following standards if they meet the purpose and intent of said standards, subject to the project review and approval process.

- Block standards
- Rear and side setback standards
- Street wall standards

Project applicants may also apply for exceptions to development standards other than those listed above. To be considered for such an exception, the project applicant must demonstrate that the requested exception (a) meets the intent and purpose of the Precise Plan, including, but not limited to, it's guiding principles and character area expectations; and (b) results in a superior project design or outcome for the community that justifies the exception request. Requests for exceptions to development standards shall follow the applicable review process outlined in this plan.

Projects authorized for transfer of development rights with more than Precise Plan maximum FAR may be allowed exceptions to development standards, such as height, directly related to the additional floor area. The project applicant must demonstrate (a) this relationship, (b) compliance with other plans, such as the Moffett Field Comprehensive Land Use Plan, and (c) that it meets the intent and purpose of the Precise Plan.

6.2.4 Subdivision

The City may allow land subdivisions as part of a development if they support the purpose and intent of the character area. The minimum lot size for subdivisions, not including condominium projects, shall be one acre and shall not reduce any lot dimension (depth or width) to less than 150 feet. Affordable housing projects proposed on dedicated land shall have a minimum lot size of 0.75 acres.

6.2.5 Dedication Requirements

1. **Public Improvements.** Proposed public street and greenway design standards, including sidewalk widths and bicycle facilities, are identified in Chapter 5 (Mobility). Where existing public street frontages do not meet these standards, or where new streets, greenways, and paths are identified, property owners shall dedicate land or provide an easement, as required in Chapters 3 (Development Standards) and 5 (Mobility), and as more specifically described below. Improvements shall be constructed as described below, except where a new public street cannot be fully or functionally constructed.

2. **Dedications.** Street elements shall be dedicated to the City as follows:
   - Additions to existing public streets shall be widened through a street easement.
   - New public streets (Streets A, B, C, and D) shall be dedicated through a street easement.
   - New private, publicly-accessible streets and connections (to comply with block standards and the Publicly Accessible Complete Street Network) shall be dedicated as public access easement. Maintenance and operations shall be the responsibility of the property owner. Pedestrians, bicycles and similar modes must be permitted public access, but automobile public access may be excluded at the discretion of the City.
   - New fire access routes will require an emergency access easement. Maintenance and operations shall be the responsibility of the property owner.

3. **Affected Permits.** Dedications and/or improvements shall be required for the following permit types, based on the extent or intensity of the project as determined through the development review process:
   a. Major Planned Community Permits, including new construction and major additions.
   b. Minor Planned Community Permits and Development Review Permits involving site plan changes, parking reconfiguration, or demolition of primary structures or portions of primary structures where the public improvement is required.
   c. Other Planning Permits, based on the cost or extent of the project, or projects that increase the intensity of the site, as determined during the Planning review process. When requirements for construction of public street improvements are determined by the City to be impractical based on project scope, a dedication (or easement) may be required so improvements can be built in the future.

4. **Incomplete Public Streets.** If the City determines that a project cannot implement a functional public street (for example, because adjacent properties have not built a street connection), the City will determine the street area's temporary condition. The project shall provide fair-share funding of the improvements if the street is not constructed. A street easement shall be provided.

5. **Incomplete Other Connections.** Projects shall build and dedicate easements for other publicly accessible connections (such as greenways, service streets, paseos, mews, multi-use paths). These connections should be designed functionally within the site as part of its internal circulation. The property owner shall maintain these areas.

6. **New Public Street Alignment and Phasing.** The property owner requesting the first major redevelopment along a new public street shall develop a plan line of the street for the entire street for review and approval by the City.

7. **Avigation Easement.** When required by the Moffett Field Comprehensive Land Use Plan (CLUP) for new buildings, an avigation easement shall be offered to the U.S. Government.

6.2.6 Utilities Connections

1. **New Street Utilities.** All new streets shall be designed and constructed per City standards to include storm, sewer, domestic water, recycled water and dry utilities.
2. **Public Utility Easement.** Parcels shall provide Public Utility Easement (PUE) along the project frontage where required for the undergrounding of overhead utilities and other purposes as determined by the Public Works Director.
3. **Utility Connections and System Upgrades.** New development shall meet all Public Works Design Standards for utility connections and improvements required to serve the proposed development.
4. **Ongoing Maintenance and System Replacement.** Maintenance and system replacement projects should occur in conjunction with East Whisman development.

6.2.7 CEQA

New development may be subject to the mitigation measures specified in the Precise Plan Environmental Impact Report (EIR) certified by the City Council, in addition to any required site-specific conditions of approval.

6.3 Additional Application Materials

6.3.1 General Submittal Requirements

The following submittal requirement list should be used in addition to the City's standard requirements. This list should be considered a resource, rather than a comprehensive list of all information to determine Plan compliance; other submittal requirements may apply. Some items may not be necessary for all applications.

1. **Compliance with Plan.** Applications shall include a table comparing the project with each of the Precise Plan standards, and a narrative describing how the project is consistent with the Plan's policies, goals, vision and design guidelines.

2. **Character Area Targets.** The Precise Plan's land use "targets", or the desired type and amount of each land use by Character Area, will guide the creation of complete neighborhoods. These targets are approximations for how each subarea of East Whisman should develop over time. New development will be compared to these land use targets to help inform subsequent decisions regarding the desired mix of land uses within each area. New development shall include a plan and data showing the proposed location, mix, intensity, and square footage of land uses within the project. A table shall also be included showing the Character Area's total existing and proposed land uses and unit types compared to the Character Area targets in Chapter 2.

3. **Street and Frontage types.** Applications shall include a plan showing the street types and ground floor frontage types throughout the project. For shopfront frontages, the application shall describe how the ground floor space is designed to flexibly adapt to different uses over time, and shall identify proposed signage locations.

4. **FAR Exemptions.** Projects that request a FAR exemption for small businesses, community facilities, non-profits, child care, and/or neighborhood commercial uses (per Chapter 3, Development Standards) shall clearly denote this within the submittal.

5. **Open Space.** For all new publicly accessible open space, applications shall specify the location, size, design, nature of grant (dedication or other restriction) type, integration with surrounding parcels and open space, and relationship to the multimodal networks.

6. **Affordable Housing Strategy.** Applications shall describe the amount and type of affordable housing provided, the unit size mix and the income targets. Other submittal requirements may apply, as described in the North Bayshore Precise Plan Affordable Housing Administrative Guidelines.

7. **Jobs-Housing Linkage Program.** If applicable, non-residential applications shall include a proposed program to facilitate residential development in the Plan area, as defined in Section 6.1.4.

8. **District Improvements.** Projects that propose to construct district improvements shall describe the cost, timing, location, and general design of any improvements.

9. **Block Circulation Plan.** If a project proposes a significant departure from the Publicly Accessible Complete Streets Network diagram, the applicant shall submit a conceptual block diagram as part of the plan submittal process. The block circulation plan should be consistent with the Street Types in Chapter 5 (Mobility) and the block and street standards in Chapter 3 (Development Standards).

   a. **Requirements.** The block circulation plan shall include the following:

      i. Street Types and dimensioned cross-sections;

      ii. Each connection specified as public or private (e.g. dedication vs. easement);

      iii. How key views of buildings, landmarks, transit stations, open spaces, etc., may be impacted;

      iv. Future connections to vacant sites and planned/proposed parks;

      v. An implementation and phasing strategy for the connections.

   b. **Coordination.** The approval of other adjacent property owners is not required; however, the applicant shall provide evidence of notification of the proposed block circulation plan to all other property owners within 750'.

   c. **Block Circulation Plan Conflicts.** If two concurrent projects propose differing block circulation plans within the same and/or adjacent blocks, the projects shall coordinate their submittals in consultation with the City.

6.3.2 Project Master Plan Submittal Requirements

The project master planning process is a coordinated and integrated approach to larger developments under certain conditions. This process allows the City to implement key Precise Plan objectives, such as creating new publicly-accessible streets, while allowing projects flexibility from development standards and with a review process focused on key development objectives. This section outlines the conditions and requirements for the master planning process.

1. **Required Master Plans.** A master plan is required prior to Major Planned Community Permit applications, including new buildings and major additions, under the following circumstances:

   a. **Village Center.** Projects southwest of the East Middlefield Road and North Whisman Road intersection shall submit a master plan with a minimum area of 2 acres. The master plan shall include shared parking and publicly-accessible open space. Other shared resources and amenities may be proposed.

   b. **Neighborhood Park Master Plan Area.** Projects in the area covered by the "Neighborhood Park Master Plan Area" on Figure 18, shall submit a neighborhood park master plan. The master plan shall include the following:

      - Identify opportunity sites for a 2.5 to 3-acre park.
      - Show surrounding development (proposed and/or existing).
      - Illustrate the park access network, consistent with Mobility chapter transportation improvement maps (Chapter 5), block standards, and public circulation requirements. It shall include the design and alignment of Street C.
      - Provide an implementation strategy including actions and funding to complete the park and related-mobility improvements.
      - Provide for the neighborhood park to be dedicated to the City.
      - Show compliance with Moffett Field Comprehensive Land Use Plan (CLUP) noise compatibility policies.

2. **Optional Master Planning.** The City encourages applicants to submit a master plan if one or more of the following project conditions exist:

   - The project(s) are implementing a Jobs-Housing Linkage Program partnership or floor area transfer;
   - The project requires significant phasing of construction or infrastructure;
   - The project includes multiple buildings that may require phasing or partial site re-development;
   - The project includes more than one parcel in multiple character areas; or
   - If off-site or district parking is proposed.

3. **Project Master Plan Preparation.** Master plans shall include the following minimum components:

   - Signed development applications from all property owners within the proposed master plan.
   - Materials such as maps, surrounding and proposed uses, proposed building locations, circulation plan, total square footage, open space, and other materials that demonstrate compliance with the purpose and intent of the Precise Plan.
   - Parking strategy, including but not limited to, shared parking or district parking facilities.
   - Urban design strategy, including a conceptual architecture plan, including how the location, intensity, and uses of planned and future buildings function and relate to each other, the project site, and surrounding area.
   - Phasing and implementation strategy, including the timing and plans for any public improvements. The Master Plan shall identify an initial and final phase, with optional intermediate phases. The initial and intermediate phases need not include all open spaces, neighborhood commercial spaces, district parking or other amenities and public benefit targets, but shall show how the phase complies with incremental increases in these targets and minimum development standards. The final phase shall show actions and funding sources to achieve the target number of residential units, land uses, and other complete neighborhood concepts identified in the Precise Plan.
   - Other components deemed necessary by the City.

4. **District Parking.** If the project applicant proposes to accommodate required parking off site, the master plan shall include the parking structure (or below grade parking) location, number of parking stalls, number of parking stalls required for the new development, and the non-automobile connections between the project site and district structure. Any parking structures shall meet the standards and guidelines described in Chapters 3, 4 and 5.

5. **Review Process.** Once the master plan application is deemed complete by the City, the Master Plan shall be reviewed by the DRC and EPC who will provide a recommendation to the City Council.

6. **Expedited Review Process.** Planned Community (PC) Permit applications associated with an approved Master Plan are eligible for an expedited review process. This process includes final action at the Zoning Administrator public hearing after recommendation by the Development Review Committee, with the Zoning Administrator having the discretion to refer the PC Permit application to the City Council. In making the decision to refer the PC Permit, the Zoning Administrator may utilize criteria including, but not limited to, City Council direction on the PC Permit application process at the time of Master Plan approval, and the consistency between the PC Permit application and approved Master Plan, for example, in terms of the amount and mix of land uses, site planning and urban design strategy, circulation plan, project phasing and timing, and building heights.

7. **Master Plan and Development Reserve.** Development Reserve office square footage may be allocated by the City Council through the Master Plan approval process. The Master Plan shall identify phasing, including the timing of project application, approval, and construction and shall specify completion of key components, including, but not limited to, housing, public improvements, neighborhood commercial or public open space. Applicants will have two years from the approval of a Master Plan to submit a complete application for projects under the Master Plan. If this timeline is not met, the Development Reserve office square footage allocated in the Master Plan shall return to the City's Development Reserve. For approved projects under the Master Plan, longer timelines than specified in the Zoning Ordinance shall require a Development Agreement.

6.4 Development Monitoring

1. **Development Monitoring.** As it is approved and built, the Community Development Department shall monitor development relative to the Development Reserve, affordable housing goals, complete neighborhoods targets, and use of the Floor Area Transfer program.

2. **Jobs-Housing Linkage Monitoring.** The City will regularly review the development monitoring and may adjust the jobs-housing linkage program requirements. If monitoring shows that net new office square footage exceeds the rate of housing development, the City Council may consider additional measures to increase housing production or limit office production. If monitoring shows that housing development has exceeded the rate of net new office square footage, the City Council may choose to suspend the linkage requirements for non-residential development proposals.

3. **Traffic Congestion Monitoring.** The City will continue to monitor traffic congestion at the monitoring and trip cap gateways shown in Figure 46. Other intersections, interchanges and roadway facilities may also be monitored as growth effects are realized. The City may use the information in reviewing Bonus FAR projects.

Figure 45

Jobs/Housing Linkage Threshold

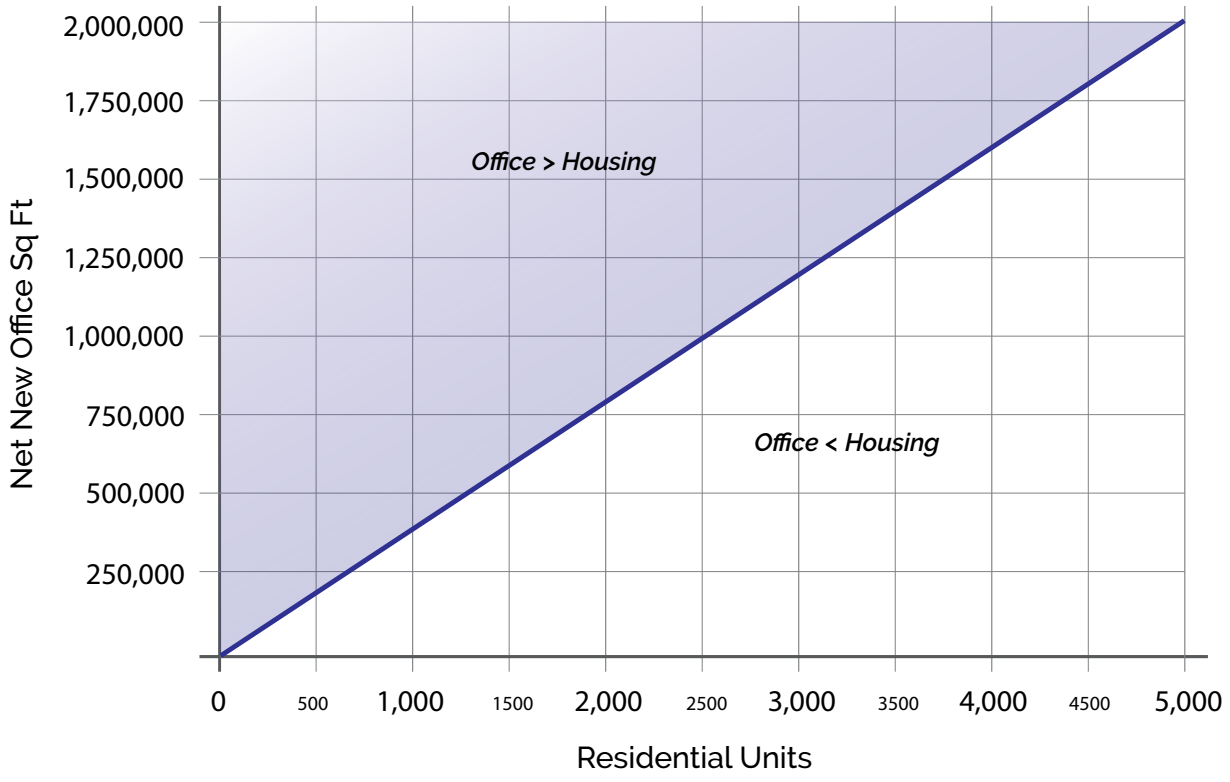
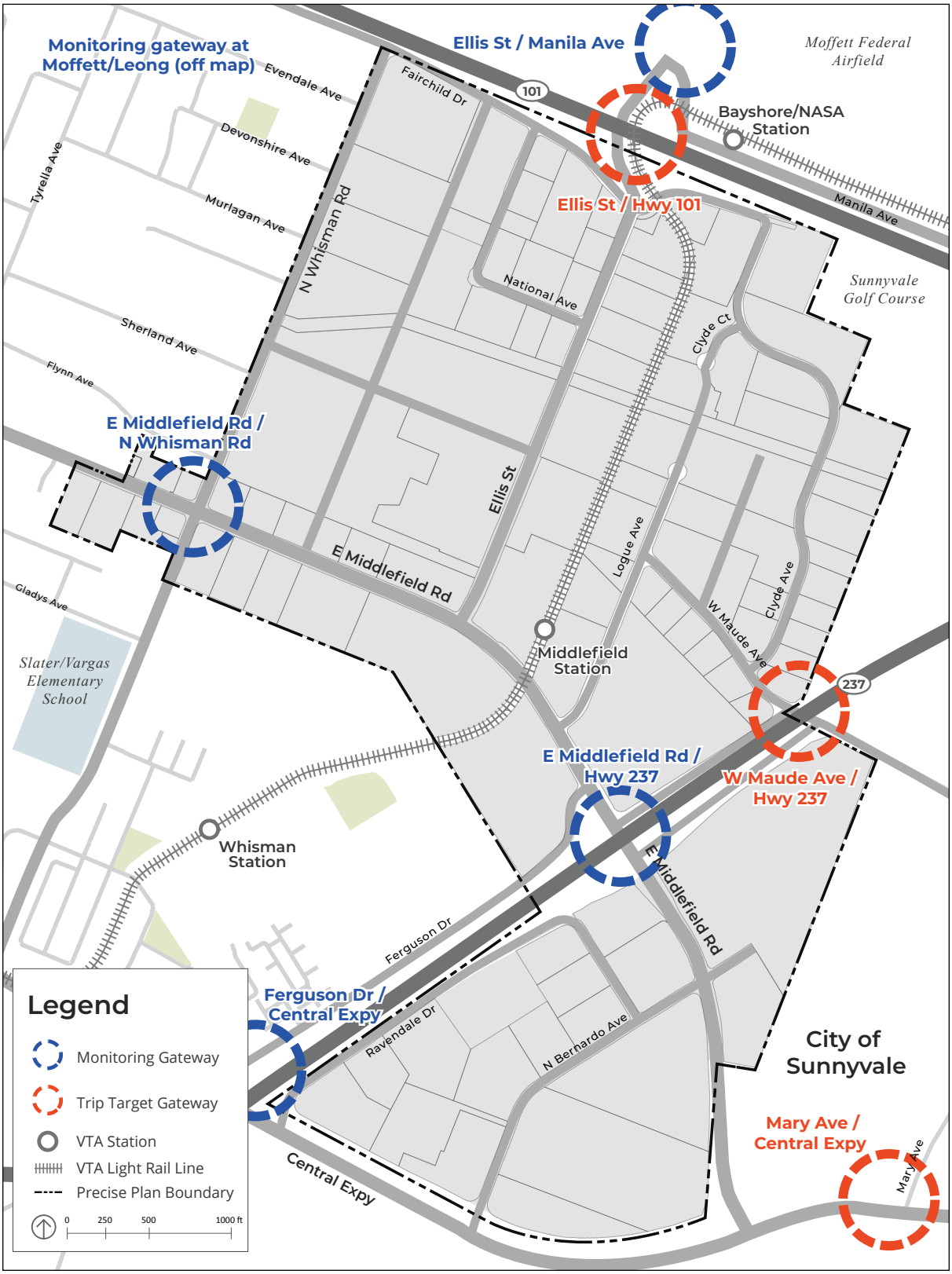


Figure 46

Gateways for Establishing Trip Caps



6.5 Implementation Actions

The following implementation actions are needed to achieve the vision of the East Whisman Precise Plan. The time frames for these actions are in five phases: immediate (2019-2020), short-term (2021-2025), medium-term (2025-2030), long-term (beyond 2030), and ongoing. These are intended as approximate durations, and actions may overlap or fall into different phases depending on development timing and funding availability.

Table 32

Implementation Actions

Action/Policy	Description	Responsible Parties
Immediate Actions		
General Plan Vision and Map, Zoning Map	Amend the City's vision and land use map in the 2030 General Plan to reflect this Precise Plan. Revise the City's zoning map to reflect adoption of this Precise Plan.	CDD
Office Trip-Cap Phasing Program and Administrative Guidelines	Prepare an administrative document to set office trip-caps, based on the extent of improvements, residential units and other changes to the Precise Plan area.	CDD, PWD
Jobs-Housing Linkage Program Administrative Guidelines	Prepare a set of guidelines to support administration and review of development subject to the Jobs-Housing Linkage Program	CDD
Impact Fee for Transportation and Utility Improvements	Prepare a nexus study and adopt an impact fee for transportation and utility improvements necessary to address impacts	CDD, PWD, Finance
Community Benefits Fund	Establish an East Whisman Community Benefits fund for payment of Community Benefits requirements	CDD, Finance

Action/Policy	Description	Responsible Parties
Short-Term Actions		
East Whisman Wayfinding, Signage, and Furnishings Program	Develop program that provides guidance and standards for implementing: • Wayfinding for key public destinations. • Signage with direct clear, unified, and attractive identification and directional signage for the area. • Design guidance for all streetscape furnishings, including specifying the manufacturer, model, and color of site elements and amenities (e.g.; benches, lighting, bike racks, and trash receptacles) along all public streets. (Ongoing Review)	CDD, PWD, CSD
Bike Share Program Expansion	Support continued implementation of bike share in the area.	CDD, PWD
CIP Integration	Integrate identified projects within the CIP and implement projects as development occurs.	CDD, PWD, Finance
Green Stormwater Infrastructure Plan	Consider new streets and other plan areas for green infrastructure opportunities and integrate into City's Green Stormwater Infrastructure Plan as feasible. (Ongoing Review)	Fire, CDD
Real-Time Information Systems	Work with private and public transit providers and employers to provide real-time information systems displaying bus arrivals and departures.	City or TMA
Street Tree Master List	Update City Street Tree Master List to identify and include tree species for new streets.	CDD, PWD, CSD
VTA Coordination & Update to Multimodal Improvement Plan	Continue to meet and coordinate with VTA to update the Multimodal Improvement Plan and to determine how to proceed with improvements projects related to VTA crossings, station access, and the multi-use paths adjacent to the light rail line.	CDD, PWD
Public Art	Integrate findings and direction from the City-wide Public Art Strategy	CDD
Medium-Term Actions		
SFPUC Coordination	Coordinate with the SFPUC regarding plans for open space or mobility connections within close proximity of the SFPUC property.	CDD
Flex Zones Policy	Develop guidance for curb-side Flex Zones	PWD, CDD
Long-Term Actions		
Recycled Water System Completion	When cost-effective, expand the recycled water system to service all East Whisman properties.	PWD

Action/Policy	Description	Responsible Parties
Ongoing Actions		
Community Benefits Contribution	Maintain a community benefits fee/value to 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 feasibility remains competitive with other nearby communities, taking into account existing fees. • Value adjustments consistent with inflation may not need this analysis.	CDD
Employer and Residential TDM Plans and Project-Specific Trip Caps	Review and evaluate employer and residential TDM plans, and implement project-specific vehicle trip caps.	PWD, CDD
District-Based Funding Mechanisms	Partner with property owners to explore the possible creation of district-based funding mechanisms for plan-wide improvements (such as district energy or transportation projects).	CDD
Complete Neighborhoods Targets and Jobs/Housing Monitoring	Monitor all net new growth in the Plan area and publicize this information regularly online or in staff reports.	CDD
Parking Standards Monitoring	Periodically review and adjust vehicle and bicycle parking guidance (e.g., recommended minimums where no standard minimums apply) based on TDM and other monitoring.	CDD
Proposed Parks and Open Space Locations	Partner with property owners and developers to identify locations for future parks and open space.	CDD, CSD
School District Coordination	As needed, coordinate with the local school districts to update School District Strategy criteria and guidelines.	CDD
Small Business Outreach, Support, and Attraction	Promote opportunities for new retail or service uses to locate in East Whisman through economic development activities and outreach. The City will also work with local organizations including area corporations to support and retain small businesses in East Whisman.	CDD
TMA	Work with TMA members to provide diverse transportation options such as managing and expanding the publicly accessible shuttle service for area businesses and residents; assisting TMA members in satisfying Transportation Demand Management (TDM) goals agreed to by its members in their separate agreements with the City of Mountain View; developing area wide transportation system and demand management strategies including but not limited to, bike share programs and shared parking solutions; and securing funding from MVTMA members to support these TDM strategies.	CDD, PWD

6.6 Capital Improvements and Public Benefit Projects

This section consolidates the list of capital improvements and public benefit projects from other chapters of the Precise Plan. It describes improvements by topic: transportation, park and open space, and utilities. Each improvement is described and their timing is classified as short, medium, or long-term timing for each project. Specific funding mechanisms for these projects are described in the Funding Strategy Section.

On-site or off-site improvements, dedications, and easements may be implemented as part of a Planned Community Permit; project or Master Plan application; a development agreement; financial contributions to the Precise Plan's priority transportation improvements; and mutual benefit agreement or other instrument.

6.6.1 Transportation

The East Whisman Precise Plan includes transportation improvements to support planned growth in the Area. Figure 47 shows transportation improvements within public rights-of-way, including the reconfiguration of existing streets, new streets, and improvements to increase transit use, bicycling and walking. Table 33 describes many of the improvements in greater detail. Other improvements, such as multi-use paths, paseos, and greenways, are not included in the table, and will be constructed and maintained by the property owner.

Each new development application will design and construct the improvements within and adjacent to their site and any improvements needed for site access, based on their transportation analysis. Other improvements may be constructed after land is dedicated from multiple properties in an area. Bike lanes, buffered bike lanes, and cycle tracks may be added as part of roadway repaving projects.

Table 33

Transportation Improvements

Project	Description	Timing
New Public Streets		
1. Street A	New street extending from Fairchild to Middlefield located between N. Whisman and Ellis. See Table 25 and Figure 33 for cross-section.	Medium-term. As adjacent properties redevelop or as needed for site access.
2. Street B	New street extending from Whisman and Ellis located between Fairchild and Middlefield between See Table 25 and Figure 33 for cross-section.	Medium-term. As adjacent properties redevelop or as needed for site access.
3. Street C	New street extending north from Maude to SFPUC property.	Medium-term. As adjacent properties redevelop or as needed for site access.
4. Street D	New street connecting Clyde Court and Logue. See Table 20 and Figure 28 for cross-section.	Medium-term. As adjacent properties redevelop or as needed for site access.

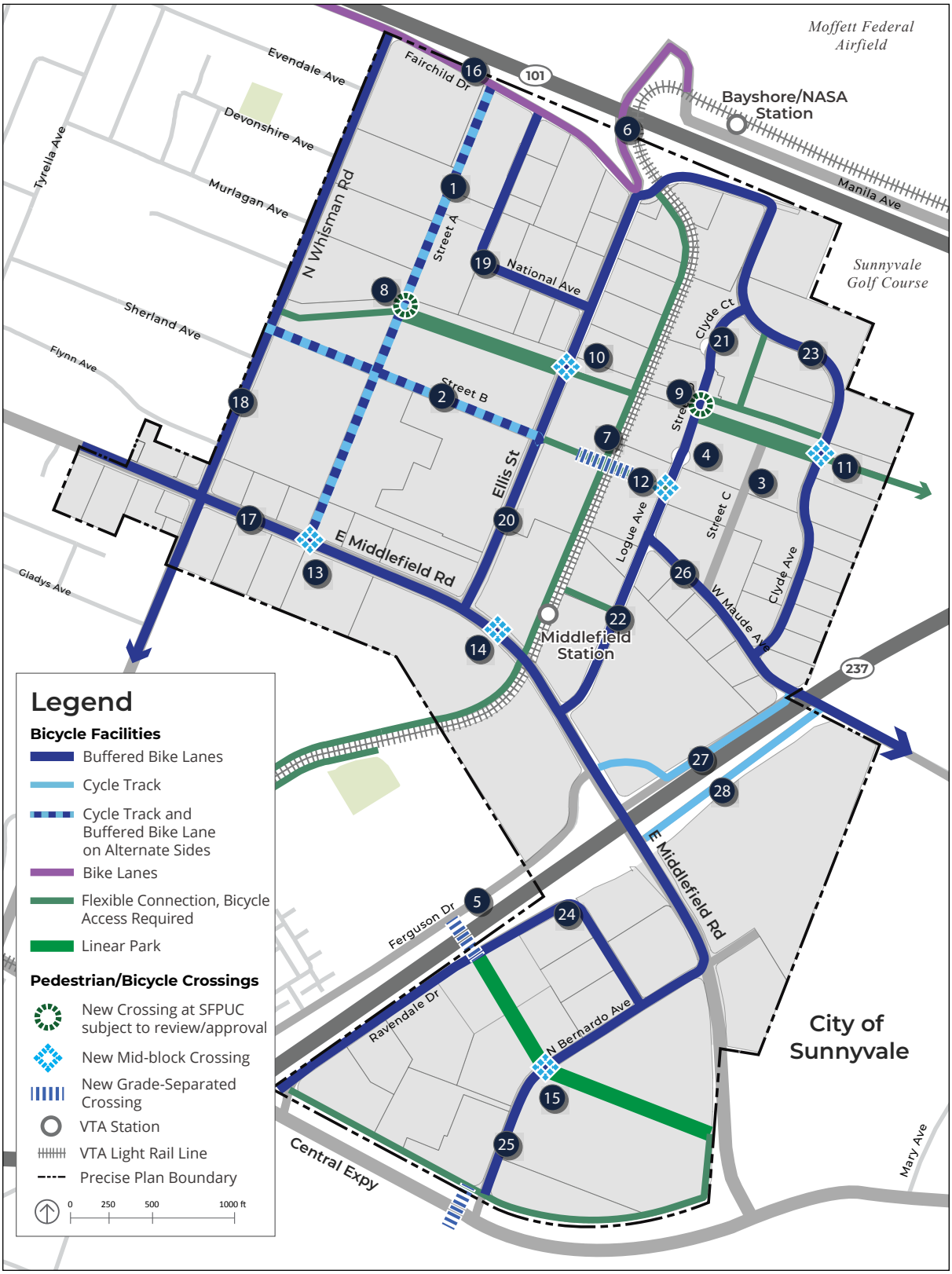
Project	Description	Timing
Freeway Pedestrian/Bicycle Undercrossing		
5. State Route 237 Undercrossing	New pedestrian and bicycle undercrossing of SR 237 between Middlefield and Central.	Long-term. In conjunction with Ravendale-Middlefield Linear Park and when funding is secured.
6. Highway 101/ Ellis Street Undercrossing Improvements	Enhancement and widening of existing pedestrian and bicycle undercrossing of Highway 101 at the intersection of Ellis St.	Long-term.
SFPUC, VTA/CPUC Crossings		
7. Multi-use Path/ LRT crossing	Multi-Use path, grade-separated crossing of LRT tracks	Long-term.
8. Street A/SFPUC crossing	Street A crossing of SFPUC property	Medium-term. With Street A construction.
9. Street D/SFPUC crossing	Street D crossing of SFPUC property	Medium-term. With Street D construction.
Mid-Block Crossings		
10. Ellis Linear Park crossing	Mid-block crossing to enhance pedestrian safety.	Medium-term. With construction of Linear Park.
11. Enhanced Clyde/ Linear Park crossing	Improved mid-block crossing to enhance pedestrian safety.	Medium-term. With construction of linear park, parallel to the greenway alignment.
12. Logue/Multi-use Path Crossing	Mid-block crossing to enhance pedestrian and bicycle safety.	Long-term. With multi-use path construction.
13. Middlefield/ Street A crossing	Mid-block crossing to enhance pedestrian safety.	Medium-term. With Street A construction.
14. Middlefield Road crossing near LRT	Mid-block crossing to enhance pedestrian safety for light rail users.	Short-term.
15. Bernardo/ Greenway crossing	Mid-block crossing to enhance pedestrian safety.	Medium-term. With greenway construction.
Bike Lanes		
16. Fairchild bike lanes	Extending west from Manila Avenue, to Ellis Street, to North Whisman Road. See Table 21 and Figure 29 for cross-section.	Medium-term. With street repaving or as mitigation/ public benefit for nearby development projects.

Project	Description	Timing
Buffered Bike Lanes		
17. East Middlefield Road buffered bike lanes (BBLs)	See Table 17 and Figure 23 for cross-section.	Short-term. With street repaving, bicycle CIP, or as mitigation/public benefit for nearby land use projects.
18. North Whisman Road BBLs	See Table 19 and Figures 25 and 26 for cross-section.	Medium-term. With street repaving or as mitigation/ public benefit for nearby land use projects.
19. National Avenue BBLs	See Table 20 and Figure 27 for cross-section.	Medium-term. Parking will be removed on a project frontage by project frontage basis. The City may initiate removal of other parking spaces after an outreach process, to complete implementation of the buffered bike lane.
20. Ellis Street BBLs	See Table 18 and Figure 24 for cross-section.	Medium-term. With street repaving or as mitigation for nearby land use projects.
21. Clyde Court BBLs	See Table 20 and Figure 27 for cross-section.	Medium-term. Parking will be removed on a project frontage by project frontage basis. The City may initiate removal of other parking spaces after an outreach process, to complete implementation of the buffered bike lane
22. Logue Avenue BBLs	See Table 20 and Figure 27 for cross-section.	Medium-term. Parking will be removed on a project frontage by project frontage basis. The City may initiate removal of other parking spaces after an outreach process, to complete implementation of the buffered bike lane

Project	Description	Timing
Buffered Bike Lanes		
23. Clyde Avenue BBLs	See Table 20 and Figure 27 for cross-section.	Medium-term. Parking will be removed on a project frontage by project frontage basis. The City may initiate removal of other parking spaces after an outreach process, to complete implementation of the buffered bike lane
24. Ravendale Avenue BBLs	See Table 24 and Figures 31 and 32 for cross-sections.	Medium-term. With street repaving or as mitigation for nearby land use projects.
25. Bernardo Avenue BBLs	See Table 24 and Figures 31 and 32 for cross-sections.	Medium-term. With street repaving or as mitigation for nearby land use projects.
26. Maude Avenue BBLs	See Table 20 and Figure 27 for cross-section.	Medium-term. Parking will be removed on a project frontage by project frontage basis. The City may initiate removal of other parking spaces after an outreach process, to complete implementation of the buffered bike lane
Cycle Tracks		
27. SR 237 WB collector-distributor cycle tracks	See Table 23 and Figure 30 for cross-section.	Medium-term. With street repaving, CIP, VTA interchange improvement project, or as mitigation/ public benefit for nearby land use projects.
28. SR 237 EB collector-distributor cycle tracks	See Table 23 and Figure 30 for cross-section.	Short-term, if implemented with 700 East Middlefield Road development.

Figure 47

Transportation Improvements



6.6.2 Park and Open Space Projects

The East Whisman Precise Plan includes open space improvements to support residents and employees in the Plan Area. Figure 48 shows the priority open space improvements, including new public parks, plazas, and linear parks. The specific locations and sizes for new public parks, plazas, and linear parks should follow the standards in Chapter 3, but may be adjusted with approval from the City. Table 34 describes the improvements in greater detail.

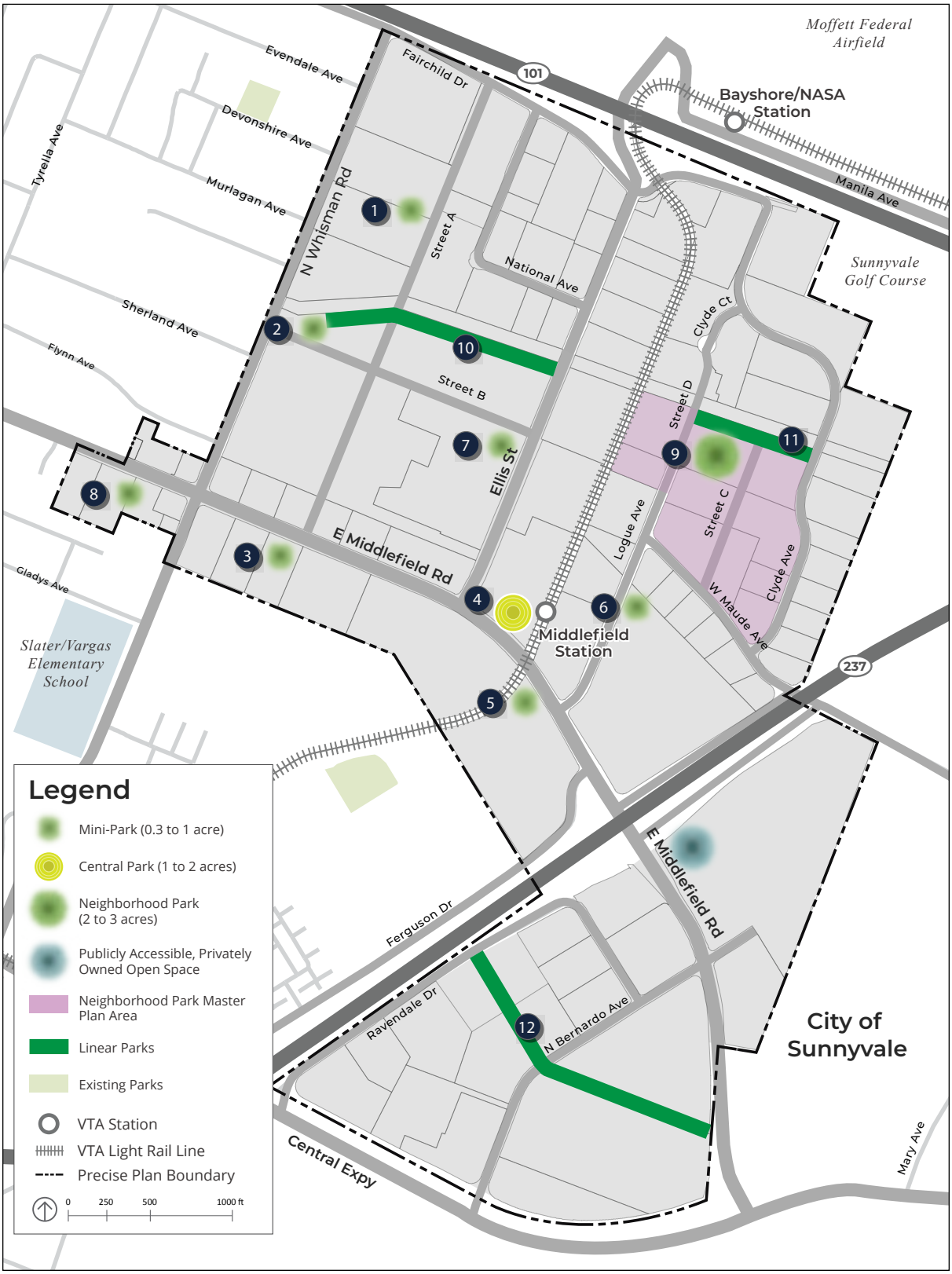
Table 34

Park and Open Space Projects

Project	Description	Timing
1. Park on the western side of Street A, across from Devonshire Ave.	A mini-park (0.3 to 1 acres)	Medium-term. As adjacent properties redevelop.
2. Park located between N Whisman, Street A, Street B, and the SFPUC property.	A mini-park (0.3 to 1 acres).	Medium-term. As adjacent properties redevelop.
3. Park at intersection of E Middlefield and Street A	A mini-park (0.3 to 1 acres).	Short-term. As adjacent properties redevelop.
4. Central Park at Middlefield Light Rail Station	A signature and highly visible public open space adjacent to the station.	Medium-term. As development review approvals occur at adjacent site.
5. Park near the southern side of the Logue Ave / E Middlefield Rd intersection.	A mini-park (0.3 to 1 acres).	Medium-term. As adjacent properties redevelop.
6. Park along the eastern side of Logue Ave, south of W Maude Ave.	A mini-park (0.3 to 1 acres).	Medium-term. As adjacent properties redevelop.
7. Park along the south side of Street B, west of Ellis Street	A mini-park (0.3 to 1 acres).	Medium-term. As adjacent properties redevelop.
8. Park within the Village Center, south of E Middlefield Rd.	A mini-park (0.3 to 1 acres).	Medium-term. As adjacent properties redevelop, pursuant to Village Center Master Plan requirements.
9. Park within area bounded by Maude, Clyde, light rail and SFPUC	A large, dedicated public neighborhood park of 2.5 to 3 acres.	Medium-term. As adjacent properties redevelop, pursuant to Neighborhood Park Master Plan requirements.
Linear Park		
10. Whisman-Ellis Linear Park	The linear park located along the south side of SFPUC property extending east from N. Whisman to Ellis Street.	Medium-term. As adjacent properties redevelop.
11. Logue-Clyde Linear Park	The linear park located along the south side of SFPUC property extending east from Street D towards Sunnyvale.	Medium-term. As adjacent properties redevelop.
12. Ravendale-Middlefield Linear Park	Linear Park between Ravendale and Middlefield located north of Central.	Medium-term. As adjacent properties redevelop.

Figure 48

Open Space Improvements



6.6.3 Water and Sanitary System Improvement Projects

Infrastructure improvements are required in East Whisman to support future land uses. The existing utility systems were assessed to determine necessary upgrades to water and sewer infrastructure. In addition to future land use growth, demand for future utilities is directly related to the effectiveness of the City's sustainability programs, including the Green Building Program, and Precise Plan green building requirements.

Water Infrastructure

The City owns and maintains the water infrastructure in the East Whisman area. The City is the water retailer for the area and purchases water from water wholesalers, the Santa Clara Valley Water District (SCVWD) and the San Francisco Public Utilities Commission (SFPUC).

The 2018 East Whisman Precise Plan Utility Impact Study found that the CIP water projects developed for the General Plan are sufficient to mitigate the impact of the Precise Plan on the water system. Table 35 shows the water infrastructure improvements developed for the General Plan.

Table 35

Water System Improvements from General Plan UIS

Project Location	2030 GPUUIS CIP #	Description
E Evelyn Ave, between Kittyhawk Way and Ferry Morse Way	24	Install 65' of new 12" diameter pipe
Central Expy, between Ravendale and N Bernardo Ave	35	Install 1,550' of new 12" diameter pipe
Whisman Station Dr, between Miranet Ave and Beverly St	36	Install 400' of new 8" diameter pipe
Easy St, Central Expy, and Ada Ave	37	Upsize 970' of pipe from 8" to 12" diameter
Flynn Ave, west of N Whisman Rd	39	Upsize 370' of pipe from 6" to 8" diameter
E-W portion of National Ave	43	Upsize 745' of pipe from 8" to 12" diameter
Clyde Ct	44	Upsize 380' of pipe from 8" to 12" diameter

However, new streets are proposed within the Project area and new water pipes could be laid along these street alignments to improve connectivity within the Project area. With these new pipes, three of the CIPs in Table 35 may not be required (#35, 43, and 44). New pipe laid along the new streets will result in a water system with adequate pressures and fire flow. To address this issue, the City should update Table 35 when new streets are constructed.

Development in East Whisman will be subject to staged water use restrictions associated with the City's Water Shortage Contingency Plan. Under normal conditions, no special measures apply, but under all dry year conditions the City may need to impose water conservation measures.

Recycled Water Infrastructure

The City owns and maintains recycled water infrastructure, although the system is currently limited to the North Bayshore area. Future expansion of the system will include the East Whisman area. All projects will be designed to utilize recycled water when it becomes available, pursuant to the requirements in 3.10 (Green Building Standards).

Sanitary Sewer Infrastructure

Sewage generated within the City is treated at the Regional Water Quality Control Plant (RWQCP) in Palo Alto. The City of Mountain View sewer collection system is a gravity system discharging into three main trunk lines that convey flow from the south to the north.

The 2018 East Whisman Precise Plan Utility Impact Study found that the CIP sewer projects developed for the General Plan are not sufficient to mitigate the impact of the Precise Plan on the sewer system. Table 36 shows the sewer infrastructure improvements developed for the General Plan. The new development allowed by this Precise Plan results in a need to upsize additional pipe segments not previously included in the General Plan CIPs. Table 37 shows segments that exceed performance criteria with full Plan buildout. These sewer infrastructure upgrades should occur in advance of major transportation improvements, and in conjunction with other utility upgrades.

The City is party to a joint agreement, referred to as the Basic Agreement, with the cities of Palo Alto and Los Altos in 1968 for the construction and maintenance of the joint sewer system addressing the need for conveyance, treatment, and disposal of wastewater to meet Regional Board requirements. Per the Basic Agreement, the partnering agencies agree to conduct an engineering study when their respective service area reaches 80% of their contractual capacity rights. The Future Cumulative condition estimates that the projected sewer demand will exceed the 80% capacity threshold. When this happens, the City's engineering study will define the anticipated future needs of the treatment plant.

Table 36

Sanitary System Improvements from General Plan Utility Impact Study

Project Location	2030 GPUUIS CIP #	Description
N Whisman Rd between Skyview Ct and Evandale Ave	72	Upsize 3,060' of pipe from 12" to 15" diameter
Flynn Ave west of N Whisman Rd	75	Upsize 301' of pipe from 6" to 8" diameter
N Whisman Road and Devonshire Ave	77	Upsize 65' of pipe from 15" to 18" diameter
Ferguson Dr south of E Middlefield Rd	78	Upsize 923' of pipe from 10" to 12" diameter
E Middlefield Rd from Ferguson Dr through Ellis St	79	Upsize 1,634' of pipe from 10" to 12"/15" diameter
Ellis St north of E Middlefield Rd	80	Upsize 1,083' of pipe from 12" to 15" diameter
Easement between Ellis St and B St	81	Upsize 504' of pipe from 10" to 12" diameter
Fairchild Dr from Ellis St to B St	82	Upsize 297' of pipe from 10" to 12" diameter
National Ave south of Fairchild Dr	83	Upsize 319' of pipe from 8" to 15" diameter

Table 37

Precise Plan Sanitary System Improvements

Project	Description	Timing
1. North Whisman Road and Devonshire Avenue	65' of new 15" pipe	Medium-term. As development projects occur.
2. Easement between Ellis Street and Street B	Upsize 342' of pipe to 15" diameter	Medium-term. As development projects occur.
3. Fairchild Drive between Ellis Street and North Whisman Road	Upsize 1,275' of pipe to 21" diameter	Medium-term. As development projects occur.

6.7 Funding Strategy

A combination of sources will fund the proposed transportation, utility infrastructure, streetscape, and parks and open space improvements that are necessary to accommodate new development in East Whisman. The funding strategy identifies major types of private and public funding sources and their application to various capital improvement projects in the East Whisman Precise Plan.

Private property development in East Whisman is expected to contribute to infrastructure improvements and funding through both required and optional mechanisms. Property developers are required to meet minimum development standards, provide required CEQA mitigations, and pay development impact fees and other fees that are directly linked to the impacts of their development project. Beyond these minimum requirements, developers may also choose to provide additional community benefits contributions identified in this plan to increase allowable FAR above the base FAR.

Each funding source in Table 38 was categorized according to whether it would represent a "primary funding source," or if it would be less likely to be used given procedural complexity or limited amounts of funding.

The following guidelines shall be used in the funding of capital improvements in East Whisman:

1. **Capital Improvements Related to New Development.** Each new development will satisfy project-related requirements for impact fees, related off-site improvements, and other funding sources.

2. **Dedication Requirements.** New development will dedicate land for improved circulation and utility easements as required by the Precise Plan standards. In some cases, new development may be required to contribute improvements to pedestrian, bicycle, and automobile circulation facility upgrades related to the development project.

3. **Existing Deficiencies.** City resources should be dedicated to resolving existing infrastructure deficiencies that are unrelated to future growth in East Whisman. Examples of resources include the General Fund, Capital Improvement Program resources, and funding sources that receive user fees.

4. **Community Benefits Program.** As specified in the Precise Plan, developers can contribute additional community benefits in exchange for additional development rights.

5. **District-based Funding.** The City may explore establishment of district-based funding sources for ongoing operations and maintenance needs specific to East Whisman. Potential tools include special assessment districts (e.g., a landscaping and lighting district) and/or community facilities district (CFD).

Table 38

East Whisman Funding Sources

Source	Category	Precise Plan Capital Costs				Operation + Maintenance Costs	
		Transportation	Utility Infrastructure	Streetscape	Parks & Open Space	Transportation	Other
Primary Sources of Funding							
Development Standards / Requirements	Developer Contribution	X	X	X	X		
CEQA Mitigations of Project Impacts	Developer Contribution	X	X				
Development Impact Fees	Developer Contribution	X*	X	X*	X		
Community Benefits Agreements or Contributions	Developer Contribution	X	X	X	X		
Negotiated Development Agreements	Developer Contribution	X	X	X	X	X	X
Park Land Dedication Fund	Developer Contribution				X		
Secondary Sources of Funding							
Water Capacity Fees and Water Fund	City/Developer Resource		X				X
Wastewater Capacity Fees and Wastewater Fund	City/Developer Resource		X				X
Storm Drain Construction Fund	City/Developer Resource		X				X
Assessment District (LLD, PBID, BID, CBD)**	District-Based	X	X	X	X	X	X
Mello Roos Community Facilities District (CFD)**	District-Based	X	X	X	X	X	X
General Fund	City Resource	X		X		X	X
Capital Improvements Program	City Resource	X	X	X	X		
Construction and Conveyance Fund	City Resource	X					
Gas Tax	City Resource	X				X	
Transportation Management Association (TMA)	District-Based Mechanism					X	X
Outside Sources of Funding							
Other Regional and County Grants	VTA, ABAG, MTC, Santa Clara County	X		X			

** Proceeds from the citywide Transportation Impact Fee may also be used within the East Whisman area.*
*** Would require adoption of new funding mechanism or approach. Assessment district examples refer to a landscaping and lighting district, property and business improvement district, and community benefits district.*

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Appendices

Appendix 1:
Mitigation Monitoring & Reporting Program

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
Air Quality Impacts				
Impact AQ-3: Emissions of criteria pollutants during construction of future project under the Precise Plan could exceed Bay Area Air Quality Management District (BAAQMD) thresholds and result in a significant impact.	**MM AQ-3.1:** Construction criteria pollutant and toxic air contaminant quantification shall be required on individual projects developed under the Precise Plan once construction equipment and phasing details are available through modeling to identify impacts and, if necessary, include measures to reduce emissions below the applicable BAAQMD construction thresholds. Reductions in emissions can be accomplished through, not limited to, the following measures: • Construction equipment selection for low emissions; • Use of alternative fuels, engine retrofits, and added exhaust devices; • Low-VOC paints; • Modify construction schedule; and Implementation of BAAQMD Basic and/or Additional Construction Mitigation Measures for control of fugitive dust.	Project applicant and contractors implementing the project	Measures will be required to be implemented as part of demolition and development permits. Measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits. Oversight of implementation by the City's Community Development Department.	Prior to and during any construction activities, as specified
Impact AQ-4: Health risks associated with exposure to TACs during temporary construction activities associated with development under the Precise Plan could significantly impact sensitive receptors.	Implementation of MM AQ-3.1 during development of future projects under the Precise Plan would reduce TAC-related health impacts at sensitive receptors to a less than significant level.			

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
Hazards and Hazardous Materials Impacts				
Impact HAZ-3: Future construction and demolition activities could expose construction workers, the environment, and area residents to potentially unacceptable health risks from contaminated groundwater, soils, and soil gas.	**MM HAZ-3.1:** Prior to the start of any redevelopment activity, a property-specific Phase I Environmental Site Assessment (ESA) shall be completed in accordance with ASTM Standard Designation E 1527-13 (or the standard that is effective at the time the Phase I ESA is conducted) to identify Recognized Environmental Conditions, evaluate the property history, and establish if the property is likely to have been impacted by chemical releases. Soil, soil vapor, and/or groundwater quality studies shall subsequently be conducted, if warranted based on the findings of the property-specific Phase I ESAs, to evaluate if mitigation measures are needed to protect the health and safety of construction workers, the environment, and area residents. At properties identified as being impacted or potentially impacted by Recognized Environmental Conditions pertaining to contaminated soil, soil vapor and/or groundwater (based on the professional judgement of the environmental professional and/or determination by the City based on the property-specific Phase I ESA or subsequent studies), a Site Management Plan (SMP) shall be prepared prior to development activities to establish management practices for handling contaminated soil, soil vapor, groundwater, or other materials during construction activities. The SMP shall be prepared by an Environmental Professional and submitted to the overseeing regulatory agency (e.g., U.S.	Project applicant and contractors implementing the project.	Project will be evaluated during the development review and entitlement process to identify their compliance with this measure. Measures will be required as part of demolition and development permits, as applicable. Measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits. Oversight of implementation by the City's Community Development Department, EPA, RWQCB, and/or County Department of Environmental Health	Prior to the approval of grading permits.

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	Environmental Protection Agency [EPA], Regional Water Quality Control Board [RWQCB] and/or County Department of Environmental Health) for review and approval prior to commencing construction activities. Management of site risks during earthwork activities in areas where impacted soil, soil vapor, and/or groundwater are present or suspected, shall be described. Worker training requirements and health and safety shall be described. The SMP shall be submitted to the City of Mountain View Planning Division for review. The project developer shall also submit to the City agency approval of the SMP or provide documentation of a regulatory agency's decision declining involvement in the project.			
Noise and Vibration				
Impact NOI-4: Construction activities during implementation of the Precise Plan could result in significant groundborne vibration-related impacts to existing structures.	**MM NOI-4.1:** Use drilled piles (which cause lower vibration levels) where geological conditions permit their use. In areas where project construction is anticipated to include vibration-generating activities, such as pile driving or use of vibratory rollers, in close proximity to existing structures, site-specific vibration studies should be conducted to determine the area of impact and to identify appropriate mitigation measures which may include the following: • Identification of sites that would include vibration compaction activities such as pile driving and have the potential to generate ground-borne vibration, and the sensitivity of	Project applicant and contractors implementing the project	Measures will be required to be implemented construction and development permits. Measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits. Oversight of implementation by the City's Community Development Department.	During construction activities, as specified

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
	nearby structures to ground-borne vibration. Vibration limits should be applied to all vibration-sensitive structures located within 200 feet of the project. A qualified structural engineer should conduct this task. • Development of a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted, set up a vibration monitoring schedule, define structure-specific vibration limits, and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. • Construction contingencies would be identified for when vibration levels approached the limits. • At a minimum, vibration monitoring should be conducted during initial demolition activities and during pile driving activities. Monitoring results may indicate the need for more or less intensive measurements. • When vibration levels approach limits, suspend construction and implement contingencies to either lower vibration levels or secure the affected structures. • Conduct post-survey on structures where either monitoring has indicated high levels or complaints of damage has been made. Make appropriate repairs or compensation where damage has occurred as a result of construction activities.			

Environmental Impacts	Mitigation and Avoidance Measures	Responsibility for Compliance	Method of Compliance and Oversight of Implementation	Timing of Compliance
Transportation				
Impact TRA-4: Street C would result in increased light rail vehicle delay due to the slower train speeds through the crossing, disrupting the existing facility.	**MM TRA-4.1:** The proposed Street C shall be removed from the Precise Plan and replaced with a grade-separated multi-use path (public pedestrian and bicycle access). This improvement would eliminate disruption of the existing light rail facility and there would be no impact.	The Adopted Precise Plan reflects this change. The multi-use path may be constructed by the City or project applicants during construction of adjacent projects	Oversight of implementation by the City's Community Development Department and/or implementation of the improvement through the City's Capital Improvement Program by the Public Works Department.	As adjacent properties redevelop
Utilities and Service Systems				
Impact UTL-1: Future large-scale, site-specific development projects associated with implementation of the Precise Plan could result in impacts to the existing water, sewer, and storm drainage infrastructure. Proposed new development may require upsizing and/or improvements to nearby water distribution, sewer, and storm drainage infrastructure to accommodate growth associated with larger projects.	**MM UTL-1.1:** The City shall require, determined on a project by project basis, the preparation of a site-specific utility analysis of applicable water, sewer, and stormwater infrastructure systems adjacent to and downstream of the project site to identify capacity issues. The utility impact analysis will be submitted to the Planning Division as part of future project applications. The analysis will determine the proportional utility impact fees to be paid under the nexus study and will identify any other utility infrastructure improvements required as a result of individual projects.	Project applicant and contractors implementing the project	Measures will be required to be implemented as part of development permits based on the findings of the future site-specific utility studies and public works requirements. Measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits. Oversight of implementation by the City's Community Development Department and Public Works Department.	Prior to and during any construction activities, as specified

SOURCE: City of Mountain View. East Whisman Precise Plan Draft Environmental Impact Report (EIR). June 2019. and Final EIR. September 2019.

Appendix 2:
Community Benefits Resolution

CITY OF MOUNTAIN VIEW
RESOLUTION NO. 18399
SERIES 2019

A RESOLUTION APPROVING A MINIMUM VALUE FOR COMMUNITY BENEFITS PROVIDED BY EAST WHISMAN PRECISE PLAN BONUS FAR DEVELOPMENT

WHEREAS, on July 11, 2012, the City Council adopted the 2030 General Plan, which recognizes public amenities, services, and improvements are needed to help protect and enhance the City's quality of life, and the 2030 General Plan Action Plan, which identifies the Development Review Process for implementation of key improvements and General Plan objectives; and

WHEREAS, in the East Whisman Precise Plan, development is allowed without community benefits if its floor area ratio (FAR) is up to 0.4 (office) or 1.0 (residential/hotel), and larger development may be allowed with community benefits; and

WHEREAS, the East Whisman Precise Plan includes direction to adopt a minimum value for community benefits, proportional to the project's building square footage in excess of 0.4 (office) or 1.0 (residential/hotel); and

WHEREAS, a list of desired community benefits, including affordable housing, pedestrian and bicycle improvements, and public open space has been developed and will be maintained by the City; and

WHEREAS, the City Council has considered analyses conducted by economic consultants, evaluating the development value increase from higher FAR allowed by the Precise Plan, attached hereto as Exhibit A; and

WHEREAS, several projects purchasing development rights from the Los Altos School District (LASD TDR projects), who submitted applications prior to this resolution, are special cases for which said economic analysis may not apply; and

WHEREAS, the analysis demonstrates that a community benefits value of $25 per square foot in excess of 0.4 FAR office, and a community benefits value of $5 per square foot in excess of 1.0 FAR residential/hotel; and

WHEREAS, on November 5, 2019, having given notice as required by Chapter 36 of the Mountain View City Code, the City Council held a public hearing to consider the

East Whisman Precise Plan, its community benefits program, and adoption of a minimum community benefits value;

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

1. That the City Council adopts a community benefits value of $25 per square foot in excess of 0.4 FAR office, and a community benefits value of $5 per square foot in excess of 1.0 FAR residential/hotel.

2. Community benefits shall be required with minimum value equal to this amount from development greater than 0.4 FAR office or 1.0 FAR residential/hotel, consistent with the East Whisman Precise Plan. Community benefits provided shall be determined through project review and agreed upon prior to project approval.

3. The value shall be annually adjusted for inflation through the City's annual budget process by the percentage change in the San Francisco Engineering News-Record Construction Cost Index (ENR-CCI) for the previous year or successor or subsequently identified index, until a new community benefits value is adopted by the City Council.

TIME FOR JUDICIAL REVIEW:

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

- - - - - - - - - - -

The foregoing Resolution was regularly introduced and adopted at a Special Meeting of the City Council of the City of Mountain View, duly held on the 5th day of November 2019, by the following vote:

AYES:	Councilmembers Clark, Kamei, McAlister, Ramirez, Vice Mayor Abe-Koga, and Mayor Matichak
NOES:	None
RECUSED:	Councilmember Hicks
ABSENT:	None

ATTEST:

LISA NATUSCH
CITY CLERK

APPROVED:

LISA MATICHAK
MAYOR

I do hereby certify that the foregoing Resolution was passed and adopted by the City Council of the City of Mountain View at a Special Meeting held on the 5th day of November 2019, by the foregoing vote.

City Clerk
City of Mountain View

EA/2/RESO/899-11-05-19r-1

Exhibit: A. Community Benefits Analysis

STRATEGICECONOMICS

MEMORANDUM

To: Eric Anderson, City of Mountain View

From: Jake Cummings and Sujata Srivastava, Strategic Economics

Date: October 25, 2019

Project: East Whisman PDA Precise Plan Financial Analysis

Subject: Draft Community Benefits Memo for New Office Construction in EWPP

Introduction

The City of Mountain View's East Whisman Precise Plan (EWPP) requires that development projects provide a community benefits contribution (CBC) fee if they exceed the base floor-area-ratio (FAR) permitted under the Draft Plan. This memo contains an analysis of the financial capacity of a typical office development receiving bonus density to pay a CBC. This analysis is an update to a previous analysis performed in August 2018.

The Draft EWPP establishes land use standards, including a base FAR and a maximum FAR for office development, as summarized in Figure 1 below. To analyze the value of the bonus FAR, Strategic Economics built a pro forma model to measure the value of a prototypical office project at 1.0 FAR, the maximum FAR permitted in the mixed-use and employment character areas.

The remainder of this memo describes the methodology for the financial analysis and estimates the maximum financial capacity of a typical developer to pay a CBC in the context of other municipal fees and developer contributions planned for EWPP. It is important to note that this analysis does not include jobs-housing linkage contributions from office developers, or any potential additional impact fees that could be introduced in Mountain View.

FIGURE 1: BASE AND MAXIMUM FLOOR AREA ALLOWANCE BY CHARACTER AREA FOR OFFICE USES

		Non-Residential Office	
Character Area	Intensity	Base FAR	Maximum FAR
Mixed-Use	High Intensity	0.40	1.0
	Medium Intensity	0.40	0.75
	Low Intensity	0.40	0.50
Employment	High Intensity	0.40	1.0
	Low Intensity	0.40	0.50
Village Center	n/a	0.40	0.40

Note: Above-grade non-residential parking is not included in FAR calculations.
Source: City of Mountain View, 2018.

Methodology

Strategic Economics developed a static pro forma model to assess the financial performance of an office building prototype at 1.0 FAR, the maximum allowable density including bonus floor area. The assumptions for this prototype were set to reflect typical office developments occurring in Mountain View. The key revenue and cost inputs were vetted with developers with active commercial development projects in Mountain View and neighboring cities.

Using the pro forma model, Strategic Economics calculated the "residual value" that would be generated by the prototypical development after accounting for all development costs and a target developer return[1]. The residual value represents an estimate of the project's potential capacity to pay a CBC: in other words, the maximum dollar amount the office prototype could contribute before the project becomes financially infeasible.

The methodology for the analysis is described in more detail below.

PRO FORMA ANALYSIS

In the first step, Strategic Economics developed a static pro forma for the office development prototype. The pro forma modeling approach included the following steps:

1. Estimate all development costs including land cost, direct construction costs ("hard" costs), indirect costs ("soft" costs such as development fees, permits and overhead), and financing costs;
2. Estimate the net operating income of the project based on market-rate commercial lease revenues and assumptions about average vacancy and operating expenses. Strategic Economics estimated the market value of the development using the income capitalization

[1] Throughout this document, "net revenue" refers to the net revenue for the project after considering both total development costs and an allowance for the target developer return.

method, which divides net operating income of the property in its first stabilized year by the current capitalization rate.

3. Calculate the return (profit) by subtracting total costs (1) from total revenues (2).
4. Test feasibility by comparing the project return to a "target return," or industry standard return that a developer would expect to see for an office project of this type. The expected project return is expressed as a percentage of the development costs, or return on cost.
5. If the project has a positive value remaining after accounting for the target developer return, this residual value amount represents the maximum capacity to pay for additional community benefits.

Development Prototype

Figure 2 shows the site and building assumptions for the FAR 1.0 prototype. Consistent with recent and proposed developments in the East Whisman area, Strategic Economics analyzed a new steel frame office development with 100 percent structured parking at a ratio of 2.9 spaces per thousand square feet. The development assumes that the bonus FAR project would redevelop an existing property with a density of 0.33 FAR, which is typical for current uses in the East Whisman area.

The prototype is assumed to be built on a five-acre site. Although there is a wide range, five acres is typical of new office developments in Mountain View.

FIGURE 2: BUILDING PROTOTYPE AT 1.0 FAR

Site	
Parcel Size (acres)	5.0
Parcel Size (sf)	217,800
Building Area and FAR	
Existing Building Area (gsf) @ 0.33 FAR	71,874
Gross New Building Area (gsf) @ 1.0 FAR	217,800
Net New (gsf)	145,926
Office Area	
Gross New (gsf)	217,800
Building Efficiency	90%
Leasable (nsf)	196,020
Parking	
Spaces	
Structured	632
Total Spaces	**632**
Gross Parking Area (gsf)	
Structured	205,277
Total (gsf)	**205,277**

Source: Strategic Economics, 2019.

Key Assumptions

The pro forma assumptions for key costs and revenues are shown alongside their calculated values in the pro forma summary in Figure 3. Assumptions for the calculation of all municipal fees are shown in Figure 4. The key assumptions are discussed in more detail below.

- **Market Rental Rate and Expenses.** Based on available market data, Strategic Economics assumed an annual market rent of $96 per sf of rentable building area, full service, or $78 per sf after operating expenses of $18 per sf. An additional 7.25% was assumed for management fees and replacement reserves.

- **Capitalization Rate.** The capitalization rate for all prototypes was assumed to be 5.5 percent, based on available market data. The total project value was determined using the income capitalization approach, factoring in assumptions about average vacancy (5 percent) and the other expenses mentioned above.

- **Land cost.** Strategic Economics assumed a land cost of $12 million per acre ($275 per square foot) for a total of $60 million for a five-acre property. This value represents the approximate market value of an existing office property at 0.33 FAR that would be redeveloped. Because the circumstances around land acquisition can vary widely, the land costs are shown at the

very end of the pro forma in Figure 3 to facilitate the net revenue calculation under different assumptions about land basis.

- **Target Return.** Strategic Economics assumed a capitalized return-on-cost of 18 percent. (In other words, the capitalized value of the development must be at least 18 percent higher than development costs for the project to be feasible.)

- **Development Costs.** Construction costs for steel-frame office development were based on feedback from developers and estimated at $325 per gross square foot.

- **Schools Strategy Contribution.** For the purposes of this analysis, Strategic Economics assumed that office developments would contribute $20 per square foot of net new area as part of the citywide schools strategy.

Analysis Results

Under the assumptions outlined above, a new office project at the maximum FAR of 1.0 has a residual value of $6.2 million after accounting for all development costs, developer target return, and the expected schools strategy contribution. This figure represents two percent of total development costs (excluding land). Figure 4 shows the financial pro forma for the development prototype.

Based on the residual value outlined above, Strategic Economics estimate that a prototypical office project at the maximum FAR of 1.0 can contribute up to $25 per bonus square foot for community benefits. This amount does not include any potential additional contributions for the jobs-housing linkage in the East Whisman Precise Plan, or new municipal fees that could be introduced in Mountain View.

FIGURE 3: DEVELOPMENT PRO FORMA, WITH AND WITHOUT SCHOOLS STRATEGY

	Value	$ millions	As % TDC	Per GSF
Revenues				
Gross Scheduled Income	$8 / nsf	$18.8	13%	$86
Less Expenses	$1.50 / nsf	-$3.5		
Scheduled Rental Income (NNN)		$15.3	10%	$70
Less Vacancy	5%	-$0.9		
Less Mgmt Fee and Replacement Reserves	7.25%	-$1.1		
Net Operating Income		**$13.2**	**9.0%**	**$61**
Capitalized Value	5.50%	**$240.7**	**163%**	**$1,105**
Project Costs				
Direct Costs				
Demo, Site Prep, Utilities	$20 / sf	$4.4	3%	$20
Site Work, Landscaping	$25 / sf	$5.4	4%	$25
Building Area	$325 / gsf	$70.8	48%	$325
Parking	$40,000 / space	$25.3	17%	$116
Interior Improvements	$60 / nsf	$11.8	8%	$54
Subtotal Direct Costs (Adj)		**$117.6**	**80%**	**$540**
Indirect Costs				
Soft Costs	8%	$9.4	6%	$43
Municipal Fees		$6.1	4%	$28
Planning, Permitting, Water, and Sewer Capacity		*$1.6*	*1%*	*$7*
Citywide Transportation Impact		*$0.7*	*1%*	*$3*
Housing Impact Fee		*$3.8*	*3%*	*$18*
Contingency	5%	$5.9	4%	$27
Financing	6%	$8.9	6%	$41
Subtotal Indirect Costs		**$30.3**	**20%**	**$139**
Total Development Cost (Excl Land)		**$147.9**	**100%**	**$679**
Feasibility and Community Benefits				
Minimum Return-on-Cost (@ 18%)	18%	$26.6	18%	$122
Contribution to schools		$2.9	2%	$13
Residual Land Value		**$63.3**	**43%**	**$290**
Market Value of Land	$12m/acre	$60.0	41%	$275
Net Revenue / (Shortfall)		$3.3		
$ per Bonus gsf with Schools Strategy		***$24.93***		

Source: Strategic Economics, 2019.

FIGURE 4: ASSUMPTIONS FOR MUNICIPAL FEES, INCLUDING THE SCHOOLS STRATEGY CONTRIBUTION

Municipal Fees	Unit of measure	
Planning Fee	Per gsf	$0.20
Building and Fire Permit		
Base	Flat	$8,694
Above $1,000,000	Per $1,000 Constr. Costs	$5.65
Building Plan Check	Flat	$24,000
Construction Inspection	Flat	$24,000
Map Checking	Flat	$3,084
Wastewater Capacity Charge	Per net new 1,000 gsf	$2,139
Water Capacity Charge	Per net new 1,000 gsf	$3,372
Citywide Transportation Impact	Per net new gsf	$5.11
Housing Impact		
First 1,000 gsf	Per net new gsf	$13.60
> 1,000 gsf	Per net new gsf	$27.19
Schools Strategy	Per net new gsf	$20.00

Strategic Economics, 2019.

Seifel
CONSULTING INC.

Memorandum

Date **October 28, 2019**

To: **Eric Anderson, City of Mountain View**

From: **Seifel Consulting, Inc.**

Re: **Mountain View East Whisman Residential Development Financial Feasibility Analysis**

The City of Mountain View retained Seifel Consulting to evaluate the financial feasibility of residential development in the East Whisman Precise Plan (EWPP) area and various Precise Plan policies. This memorandum summarizes key findings of the financial feasibility analysis. Attachment 1 at the end of this memorandum presents the key financial assumptions that were used to perform this analysis.

The financial analysis indicates that many residential developments may not be financially feasible without significant reductions in project costs and/or financial assistance. Residential feasibility in East Whisman is challenging due to the following factors:

Land Prices

- Land prices have increased significantly over the past five years.
  - While land was valued at about $5–$6 million per acre, recent land transactions have ranged from $10–$15 million per acre.
  - The rapid increase in land prices has also dramatically increased the cost of parkland dedication fees from historical levels.
  - The October 2019 EWPP financial analysis assumes land costs for residential development range between $10–$12 million per acre. This results in land costs for housing ranging from about $70,000–$130,000/unit, and park fees ranging from $60,000–$72,000/market rate unit.

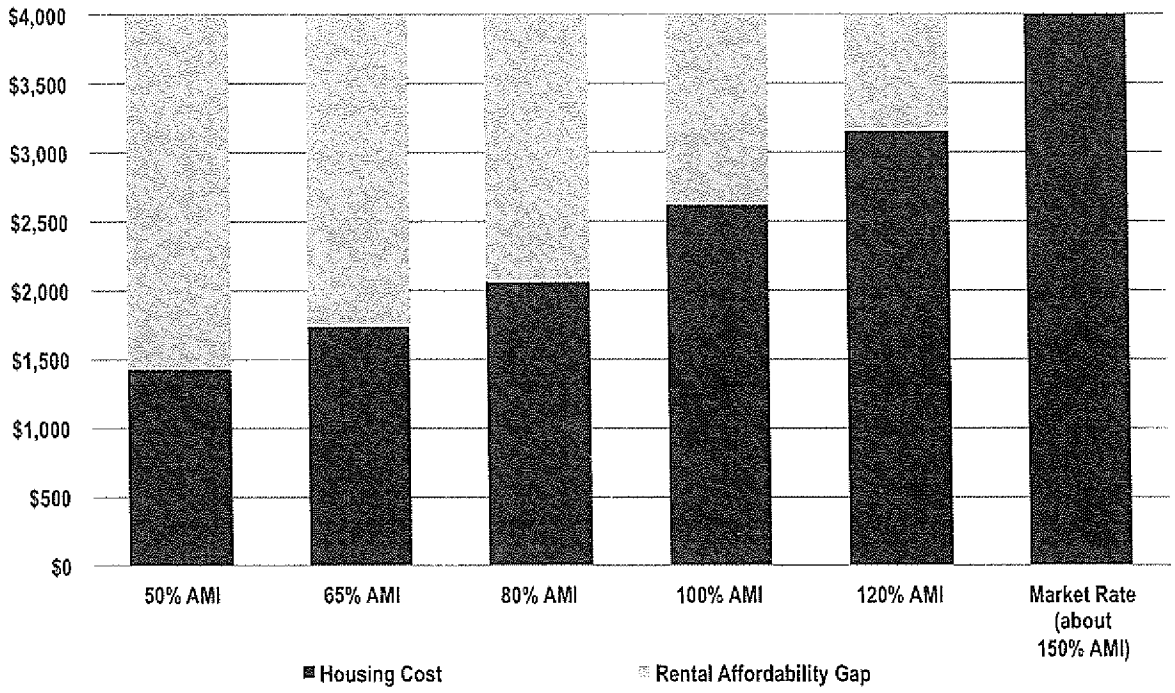
Development Revenues

- Sales prices of homes in Mountain View, as well as apartment rents and values are currently being sold and rented at historically high levels. However, apartment rents have not increased at the same pace as development costs in recent years.
  - Market rents for new apartments have reached levels that many people cannot afford, which limits future rent increases.
  - For example, market rents for new two-bedroom apartments range from $4000 to $5200 per month depending on size, location and amenities, with highest rents typically being charged for two bedroom/two bath apartments.
  - Based on typical affordability standards, a household needs to earn between $150,000 to $200,000 to afford market rent for a new two-bedroom apartment.

- Based on recent comparable apartment developments with a 40% mix of two bedroom or larger units, the EW analysis assumes an average monthly market rent of about $4,000 based on an average sized unit of about 800 net square feet at $5 per net square foot.
- Figure 1 compares the projected average monthly market rent with what households at various income levels can afford to pay for rent based on Santa Clara County Areawide Median Income (AMI) levels given the assumed mix of units and corresponding average household sizes.

Figure 1

Comparison of Monthly Rent Levels Per Apartment Unit
Mountain View East Whisman Precise Plan



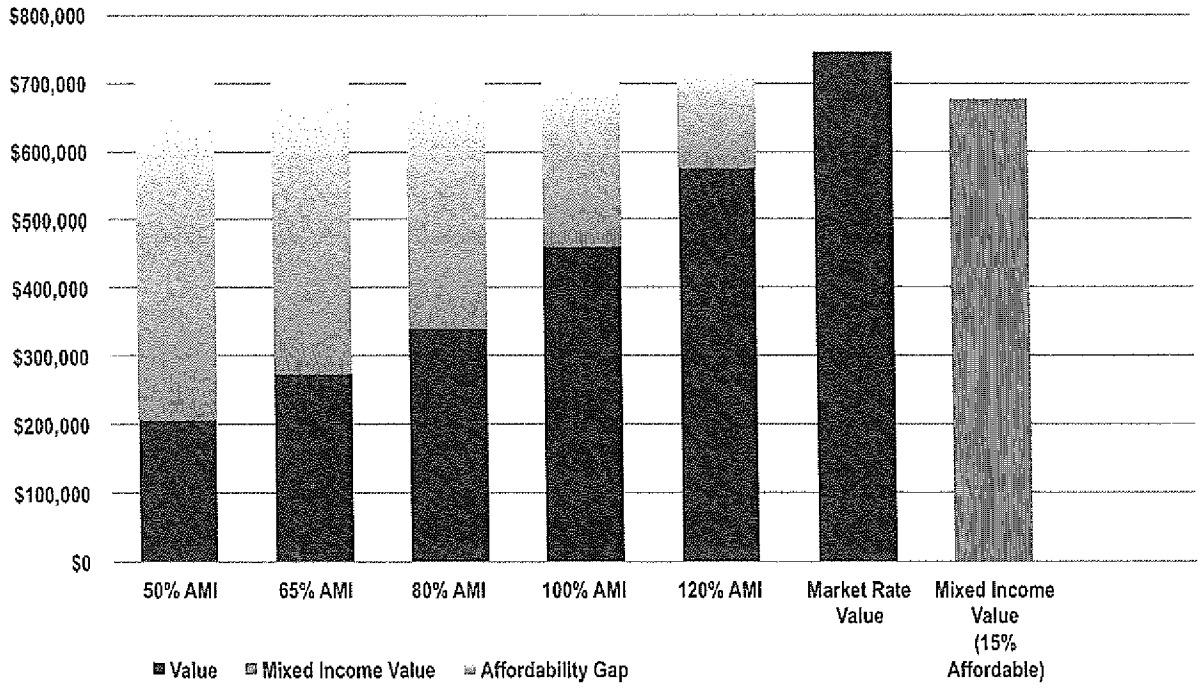
Note: Calculated based on assumed unit mix by bedroom size and 2019 Areawide Median Income (AMI) Limits.

- Given strong demand and historically low interest rates, capitalization (cap) rates for income property in Mountain View are at historically low levels which results in higher values of apartment developments compared to the net income that they generate.
  - Many economists expect that both cap rates and interest rates will increase in the future, which will make feasibility for apartment developments more challenging.
  - However, the EW financial analysis assumes a capitalization rate of 4.25% for apartments and a yield on cost of 5.25%, which reflect historically low levels for these financial metrics.
- Based on these assumptions, the EW financial analysis projects the value for market rate apartments to be approximately $750,000/unit, or about $930/NSF.

- As rents and housing prices have increased, the City has intensified its focus on providing housing for those who are most cost-burdened, requiring 15% to 20% of rental units to be affordable to very low and low income renters and ownership units to be affordable to low and moderate income households.
  - This restricts potential revenues, which in turn restricts housing values and may increase the shortfall between development costs and revenues.
  - Per the proposed EWPP policy for on-site inclusionary housing, the EW financial analysis assumes that 15% of apartment units would be affordable units that are rented to households at an average AMI of 65%.
- Figure 2 shows the difference between the value for a market rate apartment and the restricted value for apartments based on affordable rents to households at various target AMI levels. It also compares the potential value for a mixed income development that includes 15% on-site units that are affordable to households at an average AMI of 65%. As Figure 2 shows, the value for a mixed income development in EW is projected to be about $670,000 per unit.

Figure 2

Comparison of Apartment Value and Affordability Gap Per Apartment Unit
Mountain View East Whisman Precise Plan



Note: Calculated based on assumed unit mix by bedroom size and 2019 Areawide Median Income (AMI) Limits.

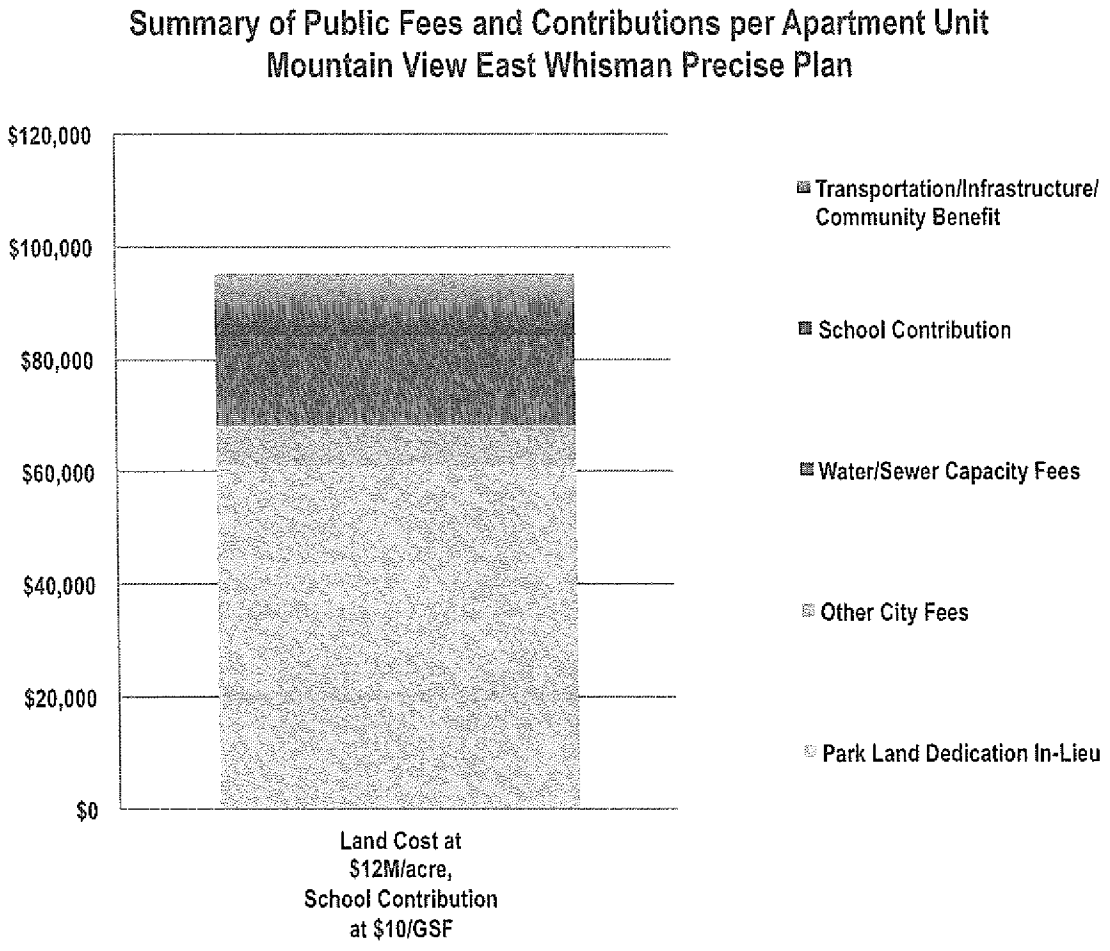
- Most for-sale housing in Mountain View consists of single family homes and townhomes.
  - A number of new condominium developments are being proposed, and developers are projecting new sales values at $1,000–$1100/NSF, but the condo market is not yet well-established, particularly in East Whisman.
  - While condos have the potential to yield greater revenues than apartments, they are inherently riskier given their higher price points and lack of an established market place.
  - Typically homes are sold with parking included as part of the home price, so it's difficult to estimate the value of an unbundled parking space.
  - The EW analysis projects the market prices for condos at about $1.04 million/unit and assumes that a parking space would be purchased for an additional $50,000 per space.

Development Costs

- Site improvement costs in EW are relatively high as it has historically been the site of industrial development and is located near areas of environmental contamination that affects some of the residential development sites.
- Multifamily infill projects have higher construction costs as they require structured parking, often include concrete and steel construction, and must adhere to higher life and safety standards associated with taller buildings.
  - Given the Bay Area construction labor and subcontractor shortage, construction costs have increased significantly over the past five years.
  - This tight construction market could continue into the future, given the ongoing South Bay construction boom coupled with the rebuilding of fire-damaged areas across California.
- Significant public fee payments and public infrastructure improvements are needed to achieve the EWPP vision, which also increases development costs and adds uncertainty if these costs substantially increase over time.
  - As described above, parkland dedication fees are currently assumed to range between $60,000–$72,000/market rate unit given current market land prices at $10 million to $12 million per acre. As park fees are assumed to be waived for affordable units provided onsite, the average park fee for a mixed income development with 15% affordable housing in EW is assumed to range between $51,000– $61,000/unit.
  - Given recent City Council guidance, the school contribution is assumed to be about $11,000 per apartment unit, inclusive of the current development impact fees to both School Districts. Prior analyses assumed that developers paid school impact fees without any additonal contributions.
  - The City recently added a new Transportation Impact Fee, increased its water and sewer capacity fees, and often requires developers to install public infrastructure prior to constructing new housing if significant offsite improvements are required.
- The uncertainty about future public fee levels, public infrastructure improvements and community benefit requirements can add significant risk and could delay residential development if these changes increase costs significantly.

- Figure 3 summarizes the development impact fees, school contributions and community benefit contributions assumed in the EW financial analysis based on a land cost of $12 million per acre, which are estimated to total about $95,000 per apartment unit.

Figure 3



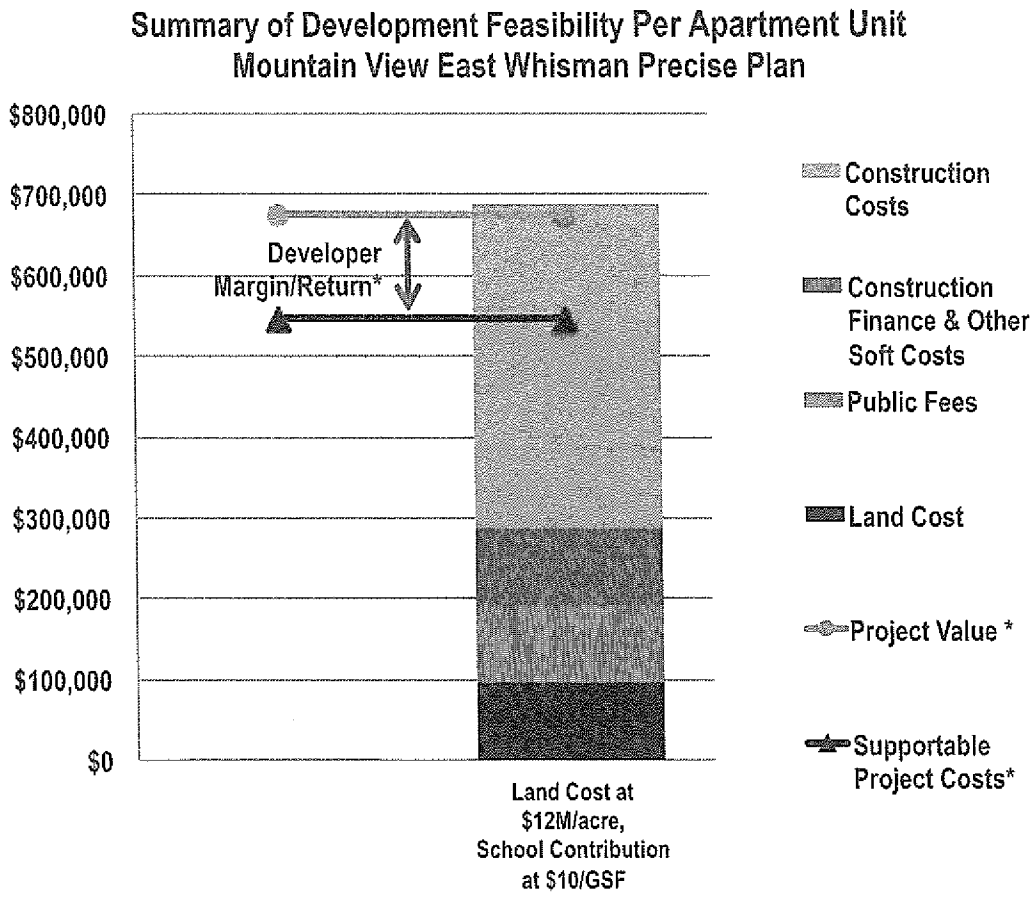
Development Feasibility Analysis

- As described by the Urban Land Institute, the infill development process in neighborhoods like East Whisman is often complex, challenging and expensive to undertake. In order to build infill housing, developers must fund the preparation of numerous technical analyses and design concepts for review by City staff and stakeholders prior to securing development approval, which can take several years. In addition, development sites are often relatively expensive as infill sites frequently have existing uses that generate income to their property owners.[1]
- This predevelopment period is usually the most risky phase of development, and developers typically need to raise private investor capital (equity) to fund predevelopment costs.
  - Given the high risks associated with new development not occurring or not occurring as planned, developers must be able to generate sufficient returns or profit to attract private equity commensurate with these risks.
  - Private equity must also be raised during the construction and the sales or lease-up period, as private lenders typically require a 35% to 40% equity contribution for infill housing projects.
- Since most infill sites in East Whisman that could be developed as housing have existing buildings which generate rental income, the developer must typically pay an amount that is significantly higher than the existing property value based on this rental income to incentivize the owner to sell.
- Throughout the predevelopment process, and most importantly before starting construction, a developer must be able to demonstrate to its private capital sources (private investors and lenders) that there is sufficient developer margin or return to take into account potential risks and to repay capital at specified levels of return.
  - In other words, the future project value from apartments or project revenues from condominium sales must exceed development costs by a sufficient margin to attract private capital and generate sufficient funds to repay all loans and equity contributions at market interest rates and returns commensurate with development risk.
  - In most capital structures, the priority of capital repayment is as follows: 1) construction and permanent lenders, 2) private investors who typically receive a preferred return and a share of profits that are generated by the development and 3) the developer.
- As described above, development costs in Mountain View have increased significantly in recent years. While rents and home prices have increased, the EW financial analysis indicates that revenues from apartments and condominiums are not likely sufficient to meet anticipated development costs taking into account current EWPP, City and School District requirements, including the City's affordable housing requirements.
  - As land prices, construction costs and public requirements and fees have changed over time, residential development feasibility has become much more challenging.
  - The financial feasibility analysis indicates that projected revenues for apartments in a mixed income development with 15% affordable housing will not likely generate sufficient revenues to meet development costs and yield a sufficient developer margin or return to proceed at current land costs and school contribution requirements.

[1] https://urbanland.uli.org/development-business/making-infill-work-floridas-urban-cores/

- Figure 4 below illustrates the development feasibility framework and results for the EWPP residential feasibility analysis for apartments assuming a land value of $12 million per acre and a parking ratio of about 1 space per unit.
  - This figure compares the projected project value for apartments with the supportable project costs, and the projected developer margin/ return after taking into account all development costs.2 As it indicates, development would not likely proceed because the value for apartments is not high enough to cover development costs including a sufficient developer margin/return to attract private capital.

Figure 4



* "Project value" is based on capitalized value at a cap rate (4.25%), while "Supportable Project Cost" is based on return (yield) on cost (5.25%). This analysis does not reflect additional operating expenses for TDM. The difference between Project Value and Supportable Project Cost is the Developer Margin/Return.

[2] "Project value" is based on capitalized value at a cap rate (4.25%), while "Supportable Project Cost" is based on return (yield) on cost (5.25%). The difference between Project Value and Supportable Project Cost is the Developer Margin/Return. The analysis is based on a typical apartment development with 15% affordable housing onsite and 1.025 parking spaces/unit.

- While condominium developments have the potential to generate higher revenues, they are inherently more risky than apartments, and the financial analysis indicates that condominiums also likely have a financial shortfall between revenues and costs.
- While the financial feasibility gap will vary from development to development depending on the proposed development and ultimate development revenues and costs, the EWPP financial analysis indicates that the financial shortfall could range between $50,000–$150,000/unit depending on the housing unit mix and revenue generation, amount of parking, land acquisition cost, building construction type and cost, and the combined cost of public requirements, contributions and fees.
- Based on the results of the feasibility analysis and the City's goals for the EWPP, including the provision of significant parkland and school contribution, the maximum recommended community benefit contribution should be $5 per square foot of bonus FAR in East Whisman.

Attachment 1– Key Financial Assumptions for Residential Financial Analysis
East Whisman Precise Plan

The following are key financial assumptions that were used to evaluate the financial feasibility of apartment and condominium developments in the East Whisman Precise Plan area.

Development Program

- Approximately 2.5 acre site at a 3.5 Floor Area Ratio including Bonus FAR, 7-8 Stories
- Apartment Program– 311 to 340 apartments
  - Average unit size of about 800 Net Square Feet (NSF) or 1,067 Gross Square Feet (GSF) based on 40% of units being 2 Bedrooms or larger
  - Parking ratio analyzed at 1.025 spaces/unit and 0.7 spaces/unit
  - 15% affordable units at average target household income of 65% AMI
- Condominium Program– 231 to 262 condominiums
  - Average condo size of about 1,040 NSF or 1,387 GSF
  - Parking ratio analyzed at 1.5 spaces/unit and 0.9 spaces/unit
  - 15% affordable units at average target household income of 100% AMI

Development Revenue Assumptions

Apartment

- Market rate rents average about $4,000/unit or $5/NSF
- Affordable rents at 65% AMI average about $1,740/unit or $2.17/NSF
- Unbundled monthly parking revenues average $100/space
- Capitalization rate of 4.25% for apartments and a yield on cost of 5.25%

Condominium

- Market condo sales prices average about $1,040,000/unit or $1,000/NSF
- Affordable sales prices at 100% AMI average about $436,000/unit or $419/NSF
- Unbundled parking value average $50,000/space

Development Cost Assumptions

- Land costs are assumed at $10 million to $12 million per acre
  - Residential land cost is typically measured on a per unit basis, which varies based on the density of units per acre.

Apartment

- Land prices for apartments are assumed to range between $72,000–$95,000/unit.
- Hard construction costs vary depending on amount of parking
  - $483/NSF (parking ratio of 0.7/unit) to $501/NSF (parking ratio of 1.025/unit)
  - Includes structured parking construction costs of about $50,000/space
- Public fees include both City and School District FY 2019/20 fees
  - **Park fees.** Parkland dedication requirement ranges from 1.6 acres to 1.7 acres for market rate units. Park fees range from $60,000 to $72,000/market rate unit. Park fees on affordable housing units are assumed to be waived.
  - **School contributions.** School contributions are assumed at $10/GSF, inclusive of current development impact fees of $3.79/GSF to both School Districts, or about $11,000/unit
  - **Infrastructure fees.** Sewer and Water Capacity Fees are assumed at about $5,000/unit, Citywide Transportation Impact fees are assumed at about $3,000/unit and developer contributions to East Whisman offsite public infrastructure and community benefits are estimated at about $8,000/unit.
  - **Other City fees.** Other City planning and building permit fees are assumed at $7,000/unit

- Construction financing assumes a 5% interest rate and 30 month construction loan period
- Other indirect and soft costs (including design, engineering, legal, insurance, marketing, predevelopment and soft cost contingency) are estimated at about 16% of hard costs

Condominium

- Land prices for condos are assumed to range between $94,000–$127,000/unit.
- Hard construction costs similarly vary depending on amount of parking
  - $495/NSF (parking ratio of 0.9/unit) to $526/NSF (parking ratio of 1.5/unit)
  - Assumes higher level of finish for condos and structured parking construction costs of about $50,000/space.
- Public fees include both City and School District fees, and some fees are higher given larger average unit size for condos
  - **Park fees.** Parkland dedication requirement ranges from 1.2 acres to 1.3 acres for market rate units. Park fees are the same as for apartments ($60,000 to $72,000/market rate unit)
  - **School mitigation.** School contributions are estimated at $14,000/unit given larger unit sizes
  - **Infrastructure fees.** Sewer and Water Capacity Fees, as well as Citywide transportation fees are the same as apartments, while developer contributions to East Whisman offsite public infrastructure and community benefits are estimated at about $11,000/unit.
  - **Other City fees.** Other City planning and building permit fees are assumed at $10,000/ unit given larger unit sizes and higher building costs per unit.
  - Construction financing assumes 5% interest rate and 29 month construction loan period
- Other indirect and soft costs (including design, engineering, legal, construction insurance, condo liability insurance, condo sales/marketing expenses, predevelopment and soft cost contingency) are estimated at 21% of hard costs.