Attachment 1

CITY OF MOUNTAIN VIEW

GREEN STORMWATER INFRASTRUCTURE PLAN

Approved on:
Approved by:

Submitted by:
City of Mountain View
500 Castro Street
Mountain View, CA 94041

In compliance with Provision C.3.j.i.(2) of Order R2-2015-0049

TABLE OF CONTENTS

1.0 INTRODUCTION 1
1.1 What is Green Stormwater Infrastructure? 1
1.2 City of Mountain View Description and Background 1
1.2.1 City of Mountain View Characteristics 2
1.2.2 Growth and Change Projections 3
1.3 Purpose and Goal of the Green Stormwater Infrastructure Plan 3
1.4 Regulatory Basis for the GSI Plan 4
1.4.1 Federal and State Regulations 4
1.4.2 Municipal Regional Stormwater NPDES Permit 4
1.5 Overview of GSI Plan Development Process 5
1.6 Overview of the GSI Plan and Required Elements 5
2.0 TECHNICAL ELEMENTS OF THE GSI FACILITIES 7
2.1 Types of GSI Facilities 7
2.1.1 Bioretention 8
2.1.2 Stormwater Tree Well Filter 8
2.1.3 Pervious Pavement 9
2.1.4 Infiltration Facilities 10
2.1.5 Green Roofs 10
2.1.6 Rainwater Capture and Use Facilities 11
2.2 Types of GSI Projects 11
2.2.1 Green Streets 11
2.2.2 Parcel-Based Low-Impact Development Projects 12
2.2.3 Regional Projects 13
2.3 GSI Projects in Mountain View 13
3.0 GSI COORDINATION WITH RELATED PLANNING DOCUMENTS 14
3.1 GSI Support in Current Planning Documents 14
3.1.1 General Plan—Infrastructure and Conservation 14
3.1.2 El Camino Real Precise Plan 14
3.1.3 North Bayshore Precise Plan 15

3.1.4 San Antonio Precise Plan 15
3.1.5 East Whisman Precise Plan 15
3.1.6 Storm Drain Master Plan 16
3.2 Future Integration of GSI Language into City Plans 16
3.3 Regional Plans 16
3.3.1 Santa Clara Basin Stormwater Resource Plan 17
3.3.2 Santa Clara Valley Water District's One Water Plan 17
3.3.3 Bay Area Integrated Regional Water Management Plan 18
4.0 GSI PROJECT PRIORITIZATION METHODOLOGY 18
4.1 Step 1: Stormwater Resource Plan Prioritization 19
4.1.1 Parcel Based Project Opportunities 19
4.1.2 Green Street Project Opportunities 20
4.2 City-Specific Prioritization 21
4.2.1 Capital Improvement Projects 23
4.2.2 Storm Drain Rehabilitation Projects 25
4.2.3 Old Industrial Areas 26
4.2.4 Urban Forestry/Tree Master Plan 26
4.2.5 Trash Management Areas 26
4.2.6 Long Range Planning 29
4.2.7 Priority Development Areas 30
4.3 Summary of GSI Project Opportunities 31
5.0 CITY OF MOUNTAIN VIEW GSI STRATEGY 33
6.0 GSI IMPLEMENTATION PLAN 36
6.1 Implementation Process 36
6.1.1 Incorporating GSI into Planned Projects 36
6.1.2 Evaluation of City Facilities 37
6.1.3 GSI Projects at Prioritized Locations 37
6.2 Implementation Mechanisms 37
6.2.1 Legal Mechanisms 37
6.2.2 Funding Mechanisms 38
6.2.3 Work Plan to Complete Early Implementation Projects 38
6.3 Impervious Area Targets 39

6.3.1 Methodology 40
6.3.2 Results 40
6.4 Performance Assurance 44
6.4.1 Technical Guidance Tools 44
6.4.2 Project Tracking Tools 45

1.0 INTRODUCTION

1.1 What is Green Stormwater Infrastructure?

"Green Stormwater Infrastructure" (GSI) is defined as stormwater-related infrastructure on public and private lands, such as roads and parking lots, that include low-impact development controls such as infiltration and bioretention. GSI may also include systems to collect, retain, or detain stormwater runoff in order to limit the discharge of pollutants from streets to the storm drain system and infiltrate stormwater into the groundwater basin. Green stormwater infrastructure provides amenities with many benefits beyond water quality improvement and groundwater replenishment, including creation of attractive streetscapes, habitat, reduction of heat island effect, and bicycle and pedestrian accessibility.

Examples of GSI include resilient, sustainable systems that slow, filter, harvest, infiltrate, and/or evapotranspirate runoff such as: landscape-based stormwater "biotreatment" using soil and plants ranging in size from grasses to trees; pervious paving systems (e.g., interlocking concrete pavers, porous asphalt, and pervious concrete); rainwater harvesting systems (e.g., cisterns and rain barrels); and other methods to capture and treat stormwater. These practices are also known as Low-Impact Development (LID) site design and treatment measures.

GSI roadway projects are typically called "Green Streets," or may be a component of a "Complete Street" design. This term ("Complete Street") comes from the transportation field and deals with the designing of streets that incorporate all modes of travel equally—in particular to increase safety and access for bicyclists and pedestrians. The integration of the goals of both Complete Streets and Green Streets has coined several new terms such as "Living Streets," "Better Streets," and "Sustainable Streets." This movement recognizes that environmentally and holistically designed streets achieve many benefits: increased multi-modal travel and safety; clean water and air; climate change resilience and mitigation; place-making and community cohesion; habitat and energy savings; and higher property values.

1.2 City of Mountain View Description and Background

Incorporated in 1902, the City of Mountain View is located in Santa Clara County, and has a jurisdictional area of 6,438 acres. According to the 2010 Census, it has a population of 74,066, with a population density of 6,175 people per square mile and average household size of 2.4. The City is home to Google, Intuit, El Camino Hospital, and other high-tech and life science businesses.

1.2.1 City of Mountain View Characteristics

A description of the City of Mountain View's characteristics is provided below:

Mountain View has a diverse mix of land uses, including residential, commercial, mixed use, office/industrial, and public/institutional uses. The largest land use area, at 45 percent of the land use designation, is the residential category, which includes low, medium, and high density, as well as residential mobile home park. Public/Institutional land use accounts for 27 percent of the City's land use designation. Office and Industrial land use accounts for 17 percent of the City's land use designation. Mixed-use land area accounts for 9 percent of the land use designation. The lowest land use is commercial area, which accounts for 2 percent of the City's land use designation.

Highway 85, Highway 101, and Highway 237 are important State vehicle transportation elements that link Mountain View to State and regional networks. Central Expressway is an important regional transportation corridor that is maintained by the County of Santa Clara. The City owns and maintains a network of boulevards, avenues, streets, and bike/pedestrian pathways to provide pathways for vehicles, bicycles, transit, and pedestrians. Typical City streets include curb and gutter, and traditional sidewalks, with some areas separating the curb from the sidewalk with a park strip. Most of the streets in the City drain to catch basins, which connect to storm drain pipes located under the streets. The storm drain pipes drain to either: (1) outfalls to local creeks; (2) stormwater wet wells and pumping stations; or (3) flood control detention basins. Runoff that collects in gutters located in the "Old Mountain View" neighborhood drain to culverts, which connect to the storm drain pipes located under the streets and these areas drain to outfall pipes into the creeks.

Stevens Creek and Permanente Creek are the receiving waters that receive most of the runoff from the City through direct outfalls. Smaller areas of the City drain to Hale Creek and Adobe Creek, which border Los Altos and Palo Alto, respectively. Approximately 800 acres of the northeast portion of the City drain to a large flood control detention basin, called the Coast-Casey Basin, prior to discharging into San Francisco Bay. The area north of Highway 101 is located near the Bay lands, and this area either drains to the Shoreline retention basin, which is pumped to Stevens Creek, or one of three pump stations, which are pumped to both Stevens Creek and Permanente Creek.

Soils throughout the City are typically Type D clay, which have low permeability and are not conducive to systems that are designed to infiltrate runoff into the ground. Additionally, some portions of the City are known "Superfund" sites,

with soil and groundwater contamination that are under State or Federal cleanup orders to remove solvents. A number of other fuel-contaminated sites also undergoing soil and groundwater cleanup are located throughout the City.

1.2.2 Growth and Change Projections

The City has developed growth/development forecasts as part of its General Plan. This section describes population, housing, and jobs projections through 2030. A narrative description of building growth is also provided.

The City's General Plan bases population projections on land uses, intensities, and economic assumptions. The anticipated changes to building types, housing demands, and density are factors for the projection that the City's population will be 88,570 in 2030.

1.3 Purpose and Goal of the Green Stormwater Infrastructure Plan

The purpose of the City's GSI Plan is to describe how the City will gradually transform its urban landscape and storm drainage systems from "gray" to "green." This approach is a shift from traditional storm drain infrastructure, where stormwater runoff flows directly from impervious surfaces into storm drains and receiving waters, to a sustainable system that reduces and slows runoff by dispersing it to vegetated areas, promotes infiltration and evapotranspiration, collects runoff for nonpotable uses, and treats runoff using biotreatment and other green stormwater infrastructure practices. The GSI Plan will also be used to demonstrate the City's long-term commitment to implementation of GSI projects to help reduce loads of pollutants of concern, particularly mercury and polychlorinated biphenyls (PCBs), discharged in stormwater to local waterways. The GSI Plan will be coordinated with other City plans, such as land use, transportation, parks, urban forestry, and sustainability plans, to achieve multiple potential benefits to the community, including improved water and air quality, reduced flooding, increased water supply, traffic calming, safer pedestrian and bicycle facilities, climate resiliency, improved wildlife habitat, and a more pleasant urban environment.

The objectives of this Plan are to:

1. Provide information about green stormwater infrastructure;

2. Describe the methodology for identifying and prioritizing potential green stormwater infrastructure project;

3. Provide a prioritized list of potential green stormwater infrastructure projects and projections for acres of impervious surface addressed by GSI over the permit time schedules (2020, 2030, 2040);

4. Describe the process for tracking GSI projects that are planned and completed;

5. Provide information about guidelines and specifications for GSI controls, and how GSI planning is incorporated into the City's Planning Documents; and

6. Provide a description of potential funding mechanisms that the City may use for completing GSI projects and for the long-term inspection and maintenance of the systems.

This GSI Plan was approved by the City Council at the September 10, 2019 City Council meeting.

1.4 Regulatory Basis for the GSI Plan

1.4.1 Federal and State Regulations

The U.S. Environmental Protection Agency (EPA) has authority under the Clean Water Act to pass and enforce regulations to control stormwater pollution. For California, the EPA delegated this regulatory authority to the State Water Resources Control Board (State Water Board), which then delegates authority to Regional Water Quality Control Boards to control pollution through issuance of National Pollutant Discharge Elimination System (NPDES) permits. These permits include numerous requirements that are intended to reduce pollutant discharges to receiving waters, such as creeks and bays. One area that the EPA and the State of California have promoted through initiatives and regulation is implementation of GSI controls.

1.4.2 Municipal Regional Stormwater NPDES Permit

The San Francisco Bay Regional Water Quality Control Board (Regional Board) issued the Municipal Regional Stormwater NPDES Permit (MRP) to all municipalities and County agencies in the Bay Area to control stormwater pollution at the local level. Municipal agencies in Santa Clara County, Valley Water, and the County of Santa Clara participate in the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) to address MRP requirements in a collaborative and cost-effective manner. For several years, MRP Provision C.3 has mandated the City to implement a new and

redevelopment control program to require certain development projects to design and construct stormwater treatment controls. The current MRP, which became effective on January 1, 2016, expanded this provision to include a requirement that cities develop and implement long-term GSI Plans to retrofit existing infrastructure to provide LID controls.

This GSI Plan was submitted by the City to the Regional Board in compliance with MRP Provision C.3.j.i(2).

1.5 Overview of GSI Plan Development Process

The City's GSI Plan development process started with the GSI Plan Framework, which was completed and submitted to the Regional Board with the City's Fiscal Year 2017-18 Annual Report for MRP compliance in September 2018. The GSI Plan Framework was also submitted to the Mountain View City Council in July 2018. The Framework provided an outline for the preparation and content of the GSI Plan.

The approach to developing the GSI Plan consists of four elements: (1) establishing a basis for GSI infrastructure controls in public areas by including GSI concepts in City planning policy documents; (2) identifying and prioritizing types and locations of potential GSI facilities within the City; (3) including technical guidance for selection and implementation of GSI projects; and (4) establishing targets for the impervious surface area that will be retrofitted via GSI by 2020, 2030, and 2040. Many of the tasks to develop the technical guidelines and methodologies for the plan have been completed by SCVURPPP, in which the City of Mountain View is an active participant. Further explanation of the technical reports and other documents that support the GSI Plan are provided in other sections of this Plan, and may be provided as appendices or referenced. Tasks that are specific to long-term GSI planning efforts in Mountain View have been performed by City staff, with consultant staff assistance.

1.6 Overview of the GSI Plan and Required Elements

The City's GSI Plan is organized to provide the following:

- Chapter 2 provides technical elements of the GSI facilities. The benefits of GSI, types of GSI facilities and types of GSI projects are described.

- Chapter 3 describes GSI coordination with related planning documents. The incorporation of GSI principles into City planning documents to support long term GSI implementation is discussed, as well as future integration into City planning documents.

- Chapter 4 describes the GSI project prioritization methodology. The Countywide methodology that was developed and utilized to identify potential GSI project sites is discussed and further refined based on local priorities.

- Chapter 5 describes the City of Mountain View's GSI strategy. The short-term and long-term strategies for implementing prioritized potential GSI projects is discussed.

- Chapter 6 describes the GSI implementation plan. Mechanisms that will be used to implement the GSI Plan, including performance assurance, tracking, funding mechanisms, and inspection, operations, and maintenance of GSI facilities.

- The Appendices that are included with the GSI Plan provide additional information and technical reports. These documents provide more detailed information and include:

  - Appendix A: Prioritization Metrics

  - Appendix B: Potential Public Parcel and Green Street Opportunities

  - Appendix C: Guidance for Identifying Green Infrastructure Potential in Municipal Capital Improvement Program (CIP) Projects

The GSI Plan elements required by Provision C.3.j.i.(2) of the MRP and the section of the document in which each component can be found are summarized in Table 1-1.

Table 1-1: Summary of GSI Plan Elements Required by Provision C.3.j.i of the MRP

MRP Provision	GSI Plan Elements	GSI Plan Section
C.3.j.i.(2)(a)	Project Identification and Prioritization Mechanism	Chapter 4
C.3.j.i.(2)(b)	Prioritized Project Locations	Section 4.3
C.3.j.i.(2)(c)	Impervious Surface Targets	Section 6.3
C.3.j.i.(2)(d)	Completed Project Tracking System	Section 6.4.2
C.3.j.i.(2)(e,f)	Guidelines and Specifications	Section 6.4.1

MRP Provision	GSI Plan Elements	GSI Plan Section
C.3.j.i.(2)(g)	Alternative Sizing Requirements for Green Street Projects	Section 6.4.1
C.3.j.i.(2)(h,i)	Integration with Other Municipal Plans	Chapter 3
C.3.j.i.(2)(i)	Work plan for Integration of GSI Language into City Planning Documents	Section 3.2
C.3.j.i.(2)(j)	Work plan to Complete C.3.j. Early Implementation Projects	Section 6.2.3
C.3.j.i.(2)(k)	Evaluation of Funding Options	Section 6.2.2
C.3.j.i.(3)	Legal and Implementation Mechanisms	Section 6.2.1

2.0 TECHNICAL ELEMENTS OF THE GSI FACILITIES

2.1 Types of GSI Facilities

Urbanization over time has changed natural "pervious" areas to largely "impervious" areas. The result of urbanization has been that rain water which would ordinarily infiltrate into the ground or slowly drain to receiving water bodies, such as a creek, instead is collected and the concentrated rain water flows from impervious surfaces, such as roof and roads, and drains through constructed storm drain systems to receiving water bodies. While storm drain systems are effective for reducing potential flooding in urbanized areas, the impact of this aspect of urbanization has been to reduce infiltration into the groundwater table; increase flows in creeks, which contributes to scouring and erosion of the creeks; and flushing of pollutants into receiving water bodies.

The discussion of GSI facilities in this plan is for systems that are installed in public right-of-way areas, including streets, parking lots, and facilities. GSI facilities incorporate low-impact development concepts to mimic pre-urbanized drainage by collecting, retaining, and filtering rain water. The benefits of GSI facilities include promoting groundwater infiltration; retaining rain water to slow runoff flow; and treating polluted runoff to remove pollutants.

SCVURPPP is an association of 13 cities, the County of Santa Clara, and Valley Water, which are all local agencies subject to MRP requirements. The Program exists to join efforts and leverage resources to achieve MRP compliance. SCVURPPP has developed a number of technical support documents to help cities develop GSI Plans, including the Countywide Green Stormwater Infrastructure Handbook and the C.3 Stormwater Handbook, which provides technical guidance and details for typical LID treatment controls. Descriptions of

typical LID treatment facilities are provided below. More detailed information can be accessed in the SCVURPPP Handbooks, which can be accessed at the website link below.

https://scvurppp.org/swrp/gsi/

2.1.1 Bioretention

Bioretention areas are engineered systems designed to retain and filter runoff from the surrounding drainage area. These landscaped systems consist of a ponding area, plants and mulch, a permeable biotreatment soil layer composed of compost and sand that is above a layer of drain rock and an underdrain, which allows treated runoff to drain to a storm drain system. Runoff drains onto the surface of the system and quickly drains through the soil, which acts to filter pollutants. Trapped pollutants are degraded by microorganisms and plants contribute to pollutant removal. Bioretention systems can be designed and constructed in various shapes and sizes and can be incorporated into various settings, including streetscapes. The images below show two examples of typical bioretention areas.

Figure 2-1: Bioretention area capturing parking lot runoff, San Jose (Source: City of San Jose)

Figure 2-2: Bioretention in curb extension, Southgate Neighborhood, Palo Alto (Source: EOA, Inc.)

2.1.2 Stormwater Tree Well Filter

Tree well filters designed as stormwater treatment controls function similarly to bioretention systems, except that the runoff flows into a biotreatment soil filled space beneath the street or sidewalk, where filtration occurs. Stormwater tree wells are designed with suspended pavement systems (Figure 2-3) to provide necessary surface structural stability. The primary benefits of stormwater tree wells are that these systems occupy less space than a traditional surface bioretention system, and the suspended pavement allows for soil volumes that promote healthy tree growth.

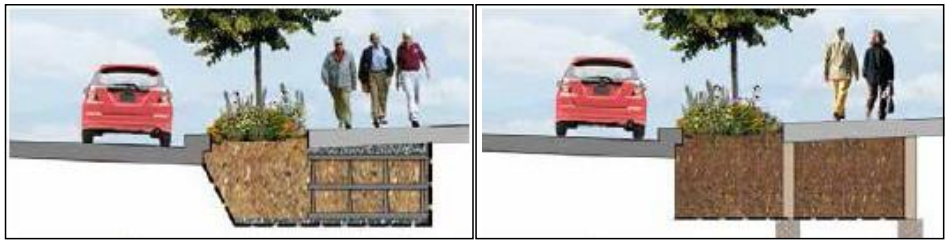


Figure 2-3: Stormwater tree well filter conceptual examples: modular suspended pavement system (left), column suspended pavement system (right). (Courtesy of Philadelphia Water Department)

2.1.3 Pervious Pavement

Pervious pavement provides retention and treatment by allowing rain water to pass through the pavement surface to a gravel storage layer and underlying soil instead of collecting at the surface and draining to a gutter and storm drain. Examples of pervious paving materials include pervious asphalt and concrete, and permeable pavers.

Pervious paving greatly reduces runoff and enhances infiltration into the soil. Pervious paving is most commonly used in parking lots and the use of pervious paving may eliminate the need for a bioretention area which uses valuable space on a site.

Figure 2-4: Permeable asphalt, Turner Court, Alameda (left, source: EOA, Inc.); permeable interlocking concrete pavers, Mayfield Playing Fields, Palo Alto (middle, source: EOA, Inc.); parking stalls constructed with recycled plastic geocells filled with special soil and planted with turf grass, Cupertino (right, Source: City of Cupertino).

2.1.4 Infiltration Facilities

Infiltration facilities manage runoff by collecting, storing, and infiltrating runoff into underlying soils. Infiltration facilities are best suited in areas with moderate to well- draining soils and precautions must be taken to protect groundwater quality. Examples of infiltration facilities include infiltration trenches, shallow French drains, and subsurface infiltration galleries, which are proprietary systems buried underground for runoff collection.

Figure 2-5: Infiltration trench, San Jose (Source: City of San Jose)

Figure 2-6: Subsurface infiltration system, under construction (Source: *Conteches.com*)

2.1.5 Green Roofs

Green roofs are engineered vegetated systems installed on roof surfaces that absorb, retain, and filter rain water that would otherwise collect and drain off a typical impervious roof surface. Green roofs increase perviousness of traditionally impervious surfaces and plants in the green roof systems add to rain water retention through uptake and evapotranspiration. An added benefit of green roof systems is insulation and energy efficiency.

Figure 2-7: Green roof at Fourth Street Apartments, San José. (Source: EOA)

2.1.6 Rainwater Capture and Use Facilities

Rainwater Capture and use systems collect rainwater from impervious surfaces and the runoff is stored and treated for reuse. Runoff can be stored in rain barrels, cisterns, tanks, and vaults, and the treated water can be used for irrigation, industrial cooling water, or returned to a building through dual plumbing for indoor nonpotable such as toilet flushing.

Figure 2-8 Rainwater harvesting cistern, Environmental Innovation Center, San José (Source: City of San Jose)

Figure 2-9: Cistern at private residence in Mountain View. (Source: Vox Design Group)

2.2 Types of GSI Projects

2.2.1 Green Streets

Green street projects are located in the public right-of way with the purpose of collecting, retaining and treating rain runoff from public streets and roads.

Green streets are typically either bioretention systems or permeable paving. Green street systems provide localized stormwater treatment and runoff flow reduction for flood protection benefits. Bioretention systems may be installed in bulb-outs or as sidewalk planters. Opportunities to incorporate green stormwater design elements may occur in conjunction with other "complete street" projects, which are designed to improve bike and pedestrian safety and access. Other green street opportunities may be available during street improvements or traffic calming projects such as installing bulb-outs.

Figure 2-10: Bioretention incorporated into bulb-out designed to improve pedestrian safety. (Source: EOA, Inc.)

2.2.2 Parcel-Based Low-Impact Development Projects

Some projects may be implemented at existing public facilities to reduce runoff to the storm drain by capturing, infiltrating, and/or treating runoff before the runoff discharges into a storm drain system. Examples of projects to incorporate parcel-based stormwater controls may include installation of bioretention, infiltration systems, rain capture and use, or pervious pavement at existing facilities. Another type of stormwater control project may be to disconnect rain downspouts at buildings that are directly connected to the storm drain system and direct the runoff to landscaped areas, which allows the runoff to infiltrate into the ground.

Figure 2-11: Pervious pavers (left) and disconnected downspout discharging to bioretention area (right), Mountain View Community Center (Source: EOA, Inc.)

2.2.3 Regional Projects

Regional GSI projects are designed to collect and treat or re-use runoff from a large drainage area. These types of projects are typically located in larger open spaces, such as parks, or may be under parking lots or park spaces. Design of these systems includes aboveground or underground capture facilities or underground infiltration galleries (Figure 2-12) that receive runoff from existing impervious surfaces, such as streets or parking lots, or the runoff may be diverted from storm drain pipes, culverts or streams.

Figure 2-12: Subsurface vault, under construction. (Source: Conteches.com)

2.3 GSI Projects in Mountain View

The City has been proactive in incorporating GSI into public projects, particularly public parks. By the end of 2020, four City parks will include GSI measures to support on-site capture and treatment of stormwater. GSI projects such as these, completed by the City prior to or during the current permit term (2016-2020), are referred to in the permit as "Early Implementation" projects. Construction of GSI features at Heritage Park (1.22 acres) was completed in

December 2016. Construction of GSI features at Fayette Park (1.3 acres) is expected to start in spring 2020 and be completed by 2021. Both parks include self-retaining areas, meaning that runoff from impervious areas within the park is directed to on-site landscaped areas. Construction of projects at Evandale Park (0.4 acre) and Wyandotte Park (0.88 acre) is also planned to start in 2019. Both park designs incorporate elements such as pervious concrete and pavers, and modified bioretention systems to help capture and treat stormwater on-site. As discussed in Section 5, GSI facilities have also been installed in other public places as part of regulated projects that exceeded the impervious surface area threshold in Provision C.3 of the MRP.

3.0 GSI COORDINATION WITH RELATED PLANNING DOCUMENTS

3.1 GSI Support in Current Planning Documents

Over the past several years, the City has developed new planning documents and revised existing planning documents to guide future development and create a vision for the community. Green stormwater infrastructure concepts have been included in many of these documents, including the City's General Plan and precise plans that have been developed for specific defined areas of the City.

3.1.1 General Plan—Infrastructure and Conservation

Green stormwater infrastructure planning is included as goal in the "Infrastructure and Conservation" Chapter of the City of Mountain View General Plan adopted in July 2012. The General Plan goal is shown below:

> *"INC 8.6: Green streets. Seek opportunities to develop green streets and sustainable streetscapes that minimize stormwater runoff, using techniques such as on-street bioswales, bioretention, permeable pavement, or other innovative approaches."*

3.1.2 El Camino Real Precise Plan

Green stormwater infrastructure planning is included in the Mobility and Streetscapes Chapter under the "Landscape, Lighting and Furnishings" section in the El Camino Real Precise Plan adopted in November 2014.

> "Green streets. The City, working with Caltrans, should integrate "green street" concepts into street design to minimize impacts of pollution runoff from ECR. Green streets typically include draining runoff from the curb flowline into biotreatment areas, but other

systems, such as modular wetlands systems, may also achieve this goal. Trash capture devices should also be considered."

3.1.3 North Bayshore Precise Plan

Green stormwater infrastructure planning is included in the Mobility Chapter under the "Streetscape Design Guidelines" section of the NBPP adopted November 2014.

> *"Stormwater features. Rainwater and stormwater features can be designed as amenities and remain highly visible within public areas. The City Engineer will have final authorization to allow any stormwater features in public areas."*

This section also includes design standards and street cross sections showing examples of incorporating GSI controls.

3.1.4 San Antonio Precise Plan

Green stormwater infrastructure planning is included in the Streetscape and Mobility Chapter under the "Street Design Guidelines" section of the San Antonio Precise Plan adopted December 2014.

> *"Stormwater runoff treatment. "Green street "concepts should be integrated into street designs to minimize the impacts of pollution runoff. Green streets typically include biotreatment areas to drain runoff from curb flowlines, but other systems, such as modular wetland systems, may also achieve this objective.*
>
> *Trash capture. Green street concepts should also consider options to include full or partial trash capture controls, where feasible, to reduce trash discharging into creeks during storm events."*

3.1.5 East Whisman Precise Plan

Green stormwater infrastructure planning is included in the Mobility Chapter of the draft East Whisman Precise Plan, which has not been adopted. The draft green stormwater infrastructure language in the Mobility Chapter is provided below.

> *"Green infrastructure within the street. Green stormwater infrastructure may be sensitively integrated into streets and public spaces to provide an attractive public realm while also capturing and treating runoff to meet water quality requirements.*

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

Green infrastructure measures are required in new streets per the Municipal Regional Permit and the City's Green Infrastructure Plan and other plans and goals.

b. Types. Green infrastructure measures may be integrated with complete street features, such as curb bulb-outs along a street 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."

3.1.6 Storm Drain Master Plan

A description of GSI facilities and the City's CSI Plan is included in the Storm Drain Master Plan that was updated in April 2019. A discussion of possible grant funding options for GSI facilities that may be integrated into the CIP planning process is also included in the SDMP. Linkage between the SDMP and the GSI Plan is important for long-term planning and implementation of GSI projects.

3.2 Future Integration of GSI Language into City Plans

Municipal plans will be evaluated for applicability related to green stormwater infrastructure during the internal review process. Examples of the plans that may include green stormwater infrastructure include the following:

- Parks and Open Space Plan
- Bicycle Transportation Plan
- Pedestrian Master Plan
- Community Tree Plan
- El Camino Real Streetscape Plan

3.3 Regional Plans

The City is collaborating with SCVURPPP, Valley Water, and other agencies on several large-scale planning efforts, including those described below.

3.3.1 Santa Clara Basin Stormwater Resource Plan

A collaboration between SCVURPPP and Valley Water during 2017 and 2018, the Santa Clara Basin Storm Water Resources Plan (SWRP) supports municipal GSI Plans by identifying and prioritizing potential multi-benefit GSI opportunities on public parcels and street rights-of-way throughout the Basin (i.e., Santa Clara Valley) and allows them to be eligible for State bond-funded implementation grants. The SWRP includes a list of prioritized GSI opportunity locations for each SCVURPPP agency, including Mountain View. As described in Section 5.2, the City's GSI Plan builds on the SWRP output to further identify, evaluate, and prioritize potential projects.

3.3.2 Santa Clara Valley Water District's One Water Plan

Valley Water's Watershed Division is leading an effort to develop an Integrated Water Resources Master Plan to identify, prioritize, and implement activities at a watershed scale to maximize established water supply, flood protection, and environmental stewardship goals and objectives. The "One Water Plan" establishes a framework for long-term management of Santa Clara County water resources, which eventually will be used to plan and prioritize projects that maximize multiple benefits. The One Water Plan incorporates knowledge from past planning efforts, builds on existing and current related planning efforts; and coordinates with relevant internal and external programs. The One Water Plan has five goals:

1. "Valued and Respected Rain"—Manage rainwater to improve flood protection, water supply, and ecosystem health.

2. "Healthful and Reliable Water"—Enhance the quantity and quality of water to support beneficial uses.

3. "Ecologically Sustainable Streams and Watersheds"—Protect, enhance, and sustain healthy and resilient stream ecosystems.

4. "Resilient Baylands"—Protect, enhance, and sustain healthy and resilient baylands ecosystems and infrastructure.

5. "Community Collaboration"—Work in partnership with an engaged community to champion wise decisions on water resources.

Tier 1 of the effort, for which a draft plan was completed in 2016, is a Countywide overview of major resources and key issues along with identified goals and objectives.

Tier 2 (2016 to 2020) will include greater detail on each of the County's major watersheds. The City's GSI Plan aligns with the goals of the One Water Plan and may be able to coordinate with specific projects yet to be identified in the Lower Peninsula watershed area.

3.3.3 Bay Area Integrated Regional Water Management Plan

The Bay Area Integrated Regional Water Management Plan (IRWMP) is a comprehensive water resources plan for the Bay region that addresses four functional areas: (1) water supply and water quality; (2) wastewater and recycled water; (3) flood protection and stormwater management; and (4) watershed management and habitat protection and restoration. It provides a venue for regional collaboration and serves as a platform to secure State and Federal funding. The IRWMP includes a list of over 300 project proposals and a methodology for ranking those projects for the purpose of submitting a compilation of high priority projects for grant funding. The Santa Clara Basin SWRP was submitted to the Bay Area IRWMP Coordinating Committee and incorporated into the IRWMP as an addendum. As SWRP projects are proposed for grant funding, they will be added to the IRWMP list using established procedures.

4.0 GSI PROJECT PRIORITIZATION METHODOLOGY

To meet the requirements of the MRP, the City's GSI Plan must contain a mechanism to prioritize and map areas for potential and planned projects, both public and private, for implementation over the 2020, 2030, and 2040 milestones. The mechanism must include the criteria for prioritization and outputs that can be incorporated into the City's long-term planning and capital improvement processes.

The City of Mountain View's GSI opportunity identification and prioritization process involved two steps. The first step was the screening and prioritization methodology used in the Santa Clara Basin SWRP (see Section 3.3.1) to identify and prioritize GSI opportunities on public parcels and street segments within the region. The second step in the process involved overlaying City-specific priorities, planning areas, and upcoming City projects onto the regional prioritization results to align the results of the SWRP prioritization process with the City's priorities. Operation and maintenance implications, such as accessibility and access, will also be considered for GSI project evaluation. These steps are described in detail below.

4.1 Step 1: Stormwater Resource Plan Prioritization

Building on existing documents that describe the characteristics and water quality and quantity issues within the Santa Clara Basin (i.e., the portion of Santa Clara County that drains to San Francisco Bay), the SWRP identified and prioritized multi-benefit GSI opportunities throughout the Basin, using a metrics-based approach for quantifying project benefits such as volume of stormwater infiltrated and/or treated, and quantity of pollutants removed. The metrics-based analysis was conducted using hydrologic/hydraulic and water quality models coupled with Geographic Information System (GIS) resources and other tools. The products of these analyses were a map of opportunity areas for GSI projects throughout the watershed, an initial prioritized list of potential project opportunities, and strategies for implementation of these and future projects.

The process began by identifying and screening public parcels and public rights-of-way that can support GSI. Due to the fundamental differences in the GSI measure use, project scale, and measures of treatment efficiency, project opportunities were split into three categories. The three project categories are LID at facilities, regional projects, and green streets projects (see Section 2.2). Screening factors are presented in Table 4.1.

After the identification of feasible GSI opportunity locations, screened streets and parcels were prioritized to aid in the selection of project opportunities that would be the most effective and provide the greatest number of benefits. In addition to physical characteristics, other special considerations were included in the prioritization methodology. One consideration is coordination with currently planned projects. Additional benefits that projects could provide, such as locations where a project may address a pollutant of concern, are also considered. A discussion of the screening and prioritization process for each project category is presented in the subsequent sections.

4.1.1 Parcel Based Project Opportunities

As shown in Table 4-1 below, the screening criteria for regional and LID projects on public parcels were ownership, land use, parcel size, and site slope. The screened parcels were then prioritized based on physical characteristics, proximity to storm drains, proximity to flood-prone streams and areas, proximity to potential pollutant sources (PCBs), whether they were in a priority development area, whether they were in proximity to a planned project, and whether the project was expected to have other benefits such as augmenting water supply, providing water quality source control, reestablishing natural

hydrology, creating or enhancing habitat, and enhancing the community. Prioritization metrics for LID project scoring are shown in Appendix A.

In order to prioritize opportunities for regional projects from the overall list of LID projects, two additional prioritization metrics were included. These additional metrics were the size of the parcel, and proximity to a storm drain (from which stormwater and dry weather flows could be diverted). The prioritization metrics for regional project scoring are also provided in Appendix A.

Table 4-1: Screening Criteria for Regional and LID Project Opportunities

Screening Factor	Characteristic	Criteria	Reason
Public Parcels	Ownership	County, City, Town, SCVWD, State, Open Space Agencies	Identify all public parcels for regional storm and dry-weather runoff capture projects or on-site LID retrofits
	Land Use	Park, School, Other (e.g., Golf Course)	
Suitability	Parcel Size	≥ 0.25 acre	Opportunity for regional stormwater and dry-weather runoff capture project
		< 0.25 acre	Opportunity for on-site LID project
	Site Slope	<10%	Steeper grades present additional design challenges

4.1.2 Green Street Project Opportunities

As shown in Table 4-2, the screening criteria for green streets projects in the public right-of-way were ownership, surface material, slope, and speed limit. The screened public right-of-way street segments were then prioritized based on physical characteristics, proximity to storm drains, proximity to flood-prone streams and areas, proximity to potential pollutant sources, whether they were in a priority development area, whether they were in proximity to a planned project, and whether the project was expected to have other benefits (similar to LID and regional projects). Prioritization metrics for green streets projects are shown in Appendix A.

The initial prioritization process resulted in too many green streets project opportunities to be a useful tool for SCVURPPP agencies. In order to provide the optimal locations for green streets projects, only those street segments with scores in the top 10 percent of green street opportunities for each SCVURPPP agency were included as potential green streets project locations in the SWRP.

Table 4-2: Screening Criteria for Green Street Project Opportunities

Screening Factor	Characteristic	Criteria	Reason
Selection	Ownership	Public	Potential projects are focused on public and right-of-way opportunities
Suitability	Surface	Paved	Only roads with paved surfaces will be considered suitable. Dirt roads will be removed.
	Slope	<5%	Steep grades present additional design challenges; reduced capture opportunity due to increased runoff velocity
	Speed	≤45mph	Excludes higher speed roads such as major arterials and highways

4.2 City-Specific Prioritization

The first step in the City-specific prioritization was to focus on parcels and rights-of- way owned and maintained by the City. Because there may be opportunities for collaboration on GSI, the City has opted to also include public school properties and park area owned by the Shoreline Regional Park Community District in its prioritization. The resulting prioritized public parcel and green street opportunities for multi-benefit GSI projects are shown on the map in Figure 4-1.

Additional City criteria for identifying and prioritizing potential GSI project opportunities include:

1. Upcoming capital improvement projects that can potentially be combined with GSI project opportunities;

2. Storm drain rehabilitation projects;

3. Coordination with the Urban Forestry/Tree Master Plan;

4. Trash management areas;

5. Old industrial areas; and

6. Opportunities to implement GSI projects in conjunction with anticipated areas of private development.

Each of these local criteria is discussed briefly below, supported by maps when appropriate. A compilation of all of the City's criteria for identifying and prioritizing potential GSI project opportunities is presented in Figure 4-7 in Section 4.3.

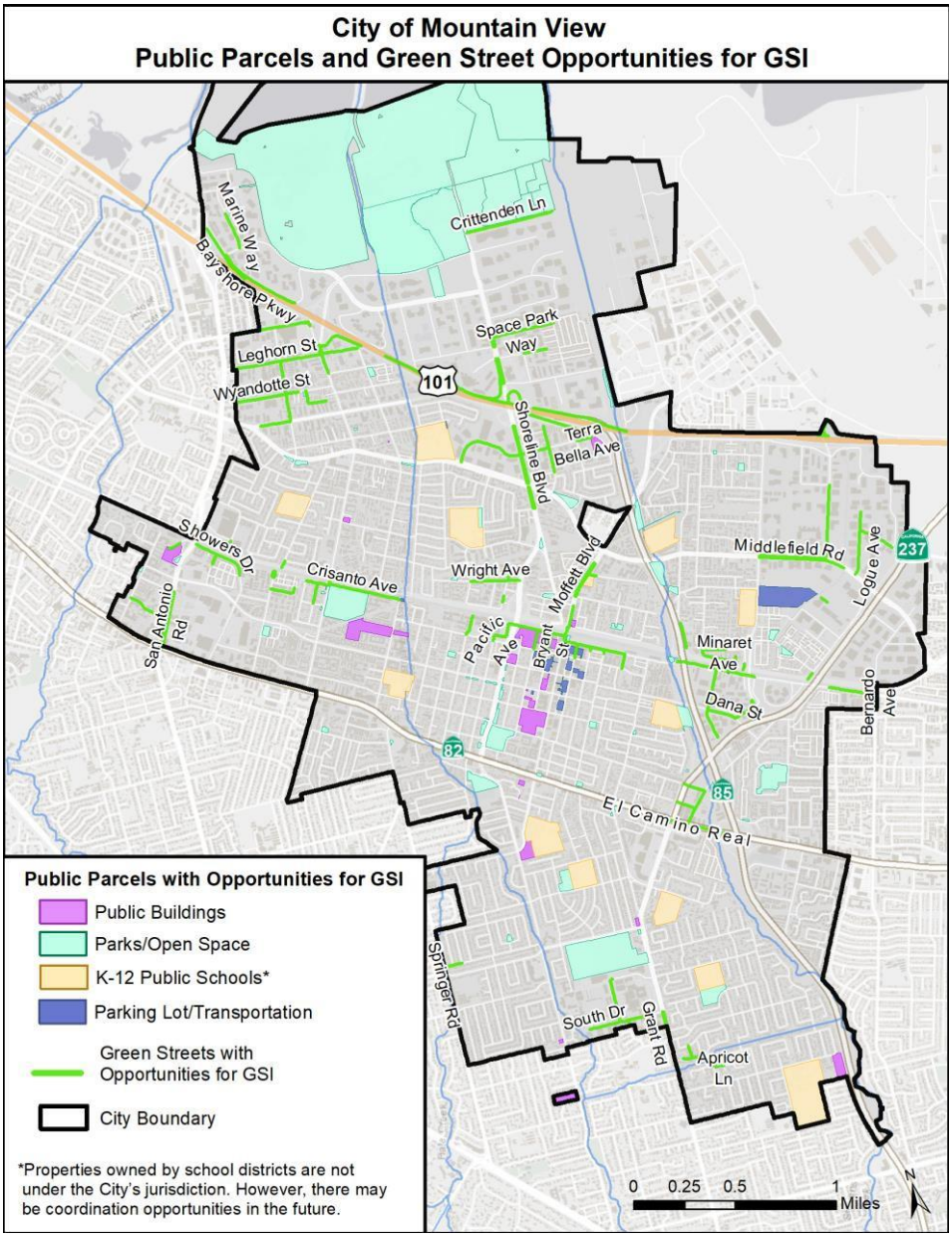


Figure 4-1: City of Mountain View prioritized public parcels and green street opportunities with potential for GSI (Source: EOA, and Santa Clara Basin Stormwater Resource Plan, 2018)

4.2.1 Capital Improvement Projects

As required by the MRP, the City reviews its CIP project list annually to identify opportunities for GSI. Based on this review, the City prepares and maintains a list of any public GSI projects that are planned for implementation during the permit term (i.e., through December 2020). These are so-called "Early Implementation Projects." The City also prepares a list of public projects that have potential for GSI measures.

Through its CIP project review, the City identified the following Early Implementation Projects:

- Heritage Park
- Fayette Park
- Evandale Park
- Wyandotte Park

A description of these projects is provided in Section 2.3 of this Plan. The City's existing and planned/under construction GSI projects are shown on Figure 4-2 to demonstrate the City's process of identifying and mapping opportunities, and the City's efforts towards the implementation of GSI.

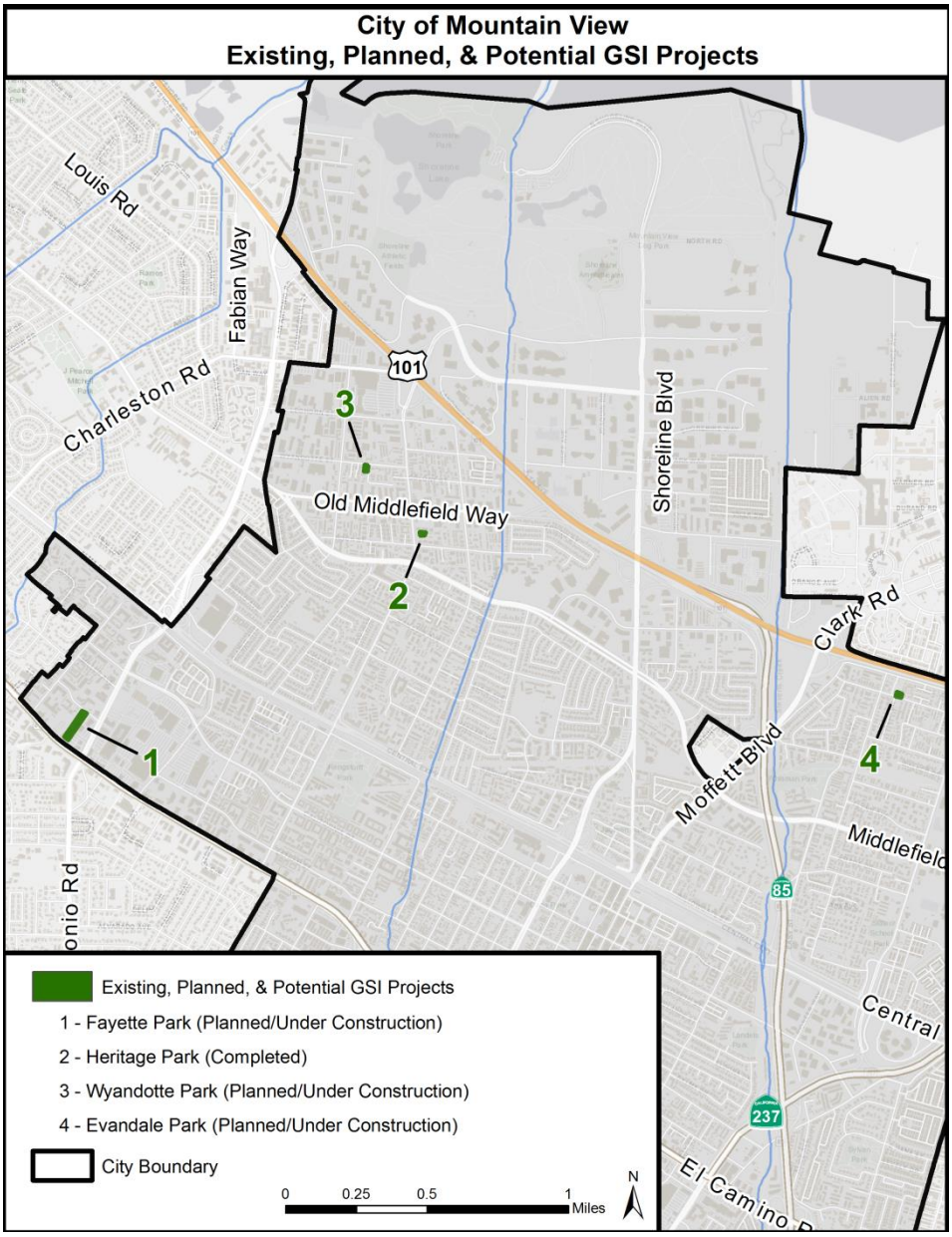


Figure 4-2: Existing, planned and potential GSI projects. (Source: City of Mountain View and EOA)

4.2.2 Storm Drain Rehabilitation Projects

Storm drain rehabilitation projects provide an opportunity for simultaneous installation of green stormwater infrastructure to help reduce peak flows and frequent local flooding. The City updated its Citywide Storm Drainage Master Plan and has identified "Highest" and "High" priority CIP projects (Figure 4-3). The City's focus in the near term will be on the "highest priority" storm drain

projects, while "high-priority" projects are for longer-term planning consideration.

4.2.3 Old Industrial Areas

Stormwater runoff from industrial areas can contain more pollutants than runoff from other land uses. GSI installations in public streets near industrial areas may help remove these pollutants from stormwater runoff.

Old industrial areas located in the City of Mountain View are shown in Figure 4-4. As these industrial areas are redeveloped, the City will explore installing GSI features in the public right-of-way.

4.2.4 Urban Forestry/Tree Master Plan

The City adopted a Community Tree Master Plan (CTMP) in 2015. The purpose of the CTMP is to provide a guide for managing, enhancing, and growing Mountain View's community tree resource over the next 10 years. The Plan provides specific objectives and strategies for managing community trees, preserving and enhancing canopy cover across Mountain View (both public and private), and administering the Heritage Tree Program on nondevelopment and residential properties. Strategies in the CTMP include adopting a tree planting and replacement plan, adopting policies and implementation measures to plant enough trees (public and private) over the next 15 years to increase overall tree canopy, developing standards for the protection of trees in construction zones, revising methods for appraising Heritage trees, and adopting parking lot shade goals. As the CTMP is executed, projects to enhance tree cover may provide opportunities for simultaneous implementation of GSI, such as in public parking lots and public rights-of-way. The City will coordinate CTMP implementation with GSI Plan implementation to identify and prioritize areas where GSI can be integrated with additional tree canopy cover.

4.2.5 Trash Management Areas

As required by Provision C.10 of the MRP, the City developed a Long-Term Trash Load Reduction Plan and Assessment Strategy to reduce trash impacts associated with stormwater discharges. As part of this plan, the City delineated trash management areas (TMAs) for control measure implementation and categorized areas as low, medium, high, and very high based on trash generation. The City's TMAs are shown in Figure 4-5. The City will explore the use of GSI facilities in these areas to help achieve trash reduction goals, prioritizing the areas categorized as high and very high.

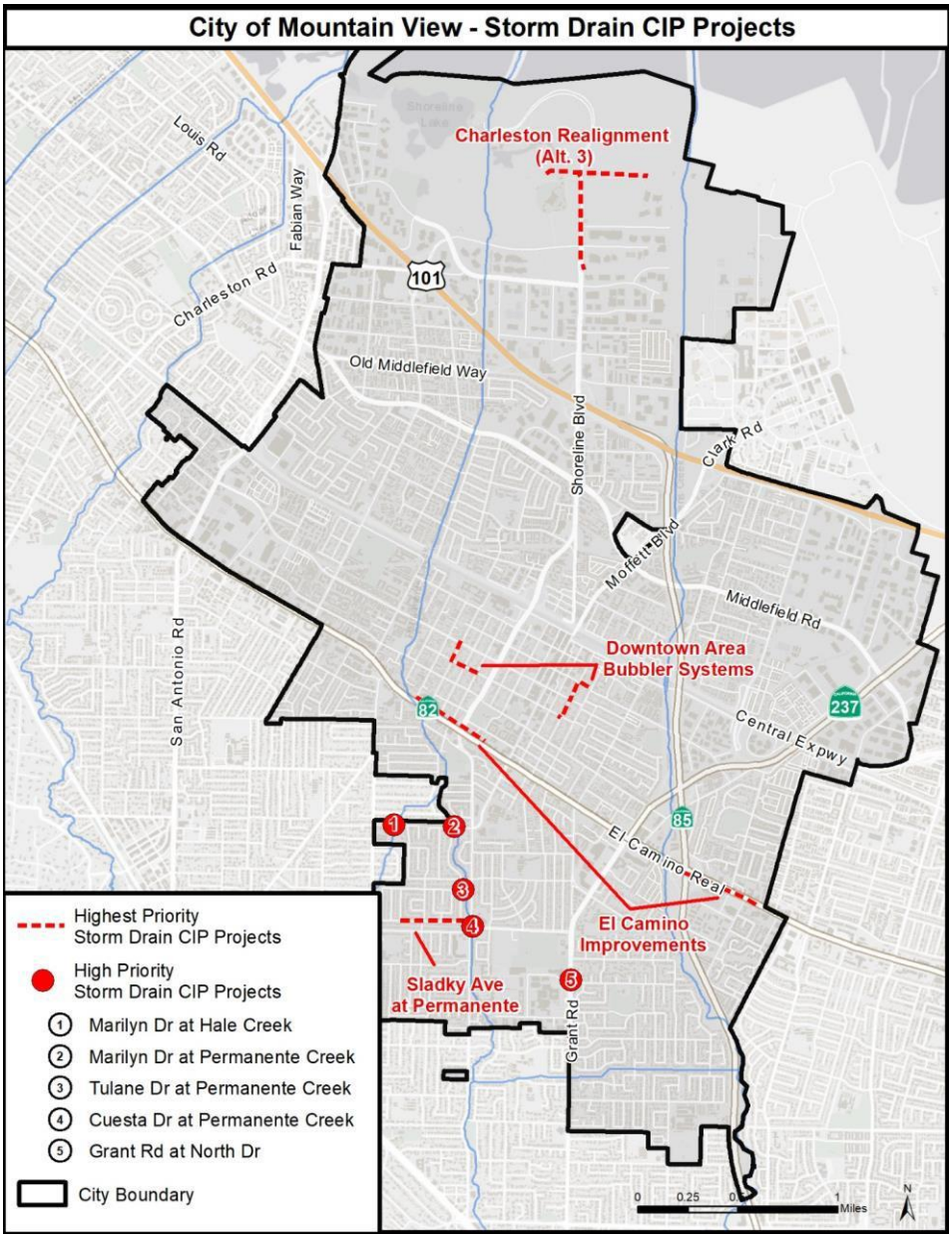


Figure 4-3: Highest and High-Priority Storm Drain CIP Projects. (Source: City of Mountain View and EOA)

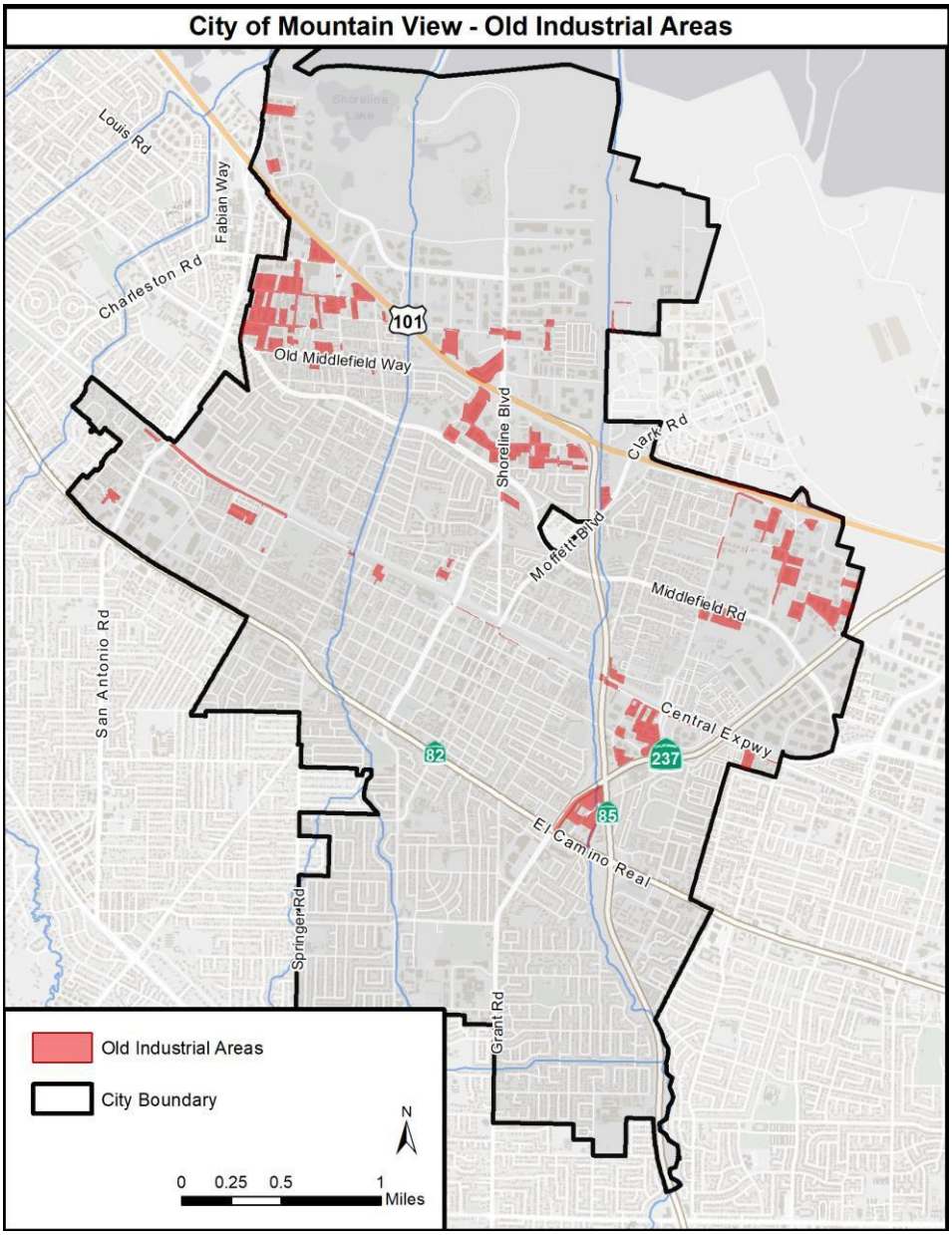


Figure 4-4: Old Industrial Areas (Source: SCVURPPP)

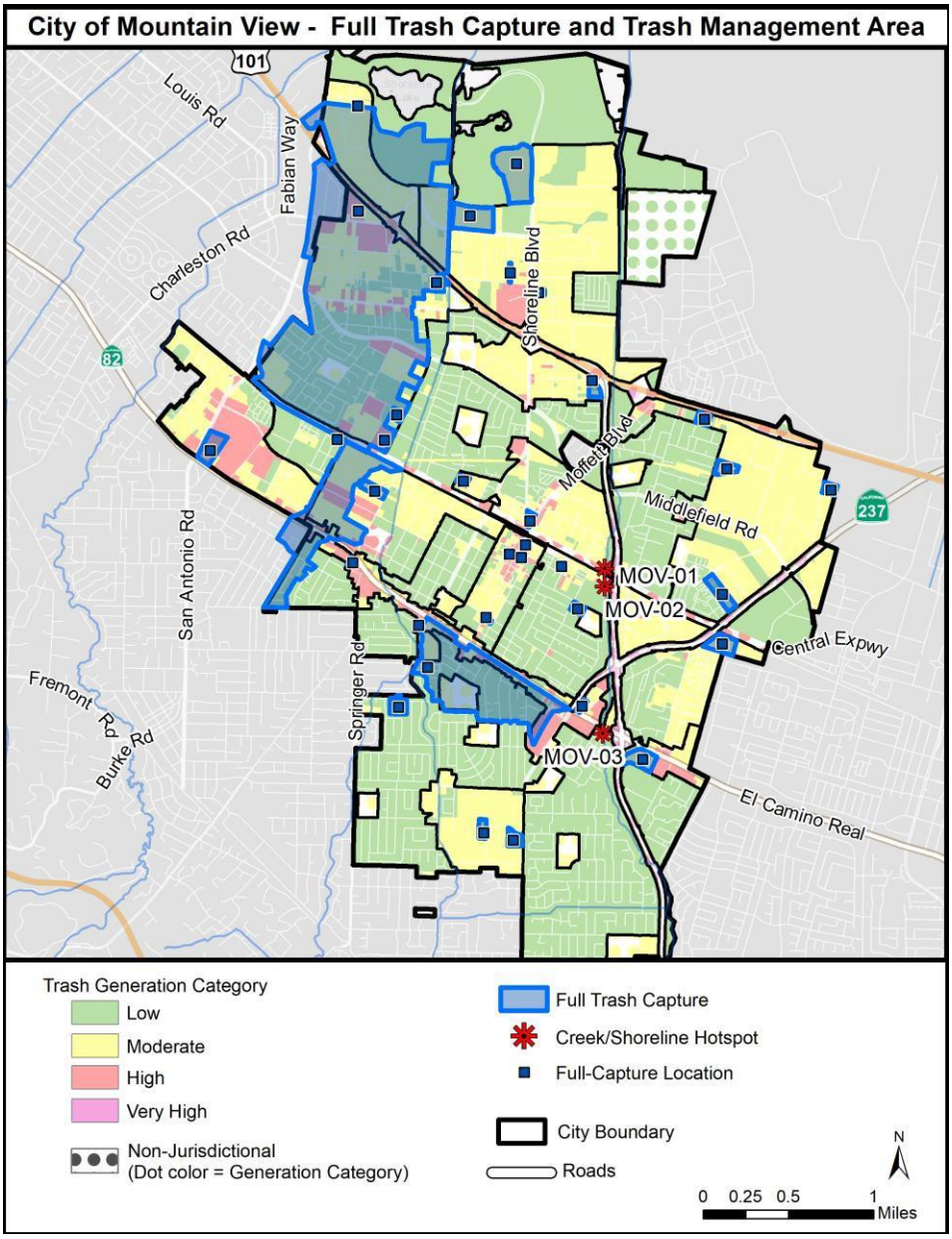


Figure 4-5: Trash Capture and Trash Management Areas. (Source: SCVURPPP)

4.2.6 Long Range Planning

The City identified five "change areas" in its General Plan: North Bayshore, East Whisman, San Antonio, Moffett Boulevard, and El Camino Real. These are areas where Mountain View could significantly change over the life of the General Plan. The General Plan identifies new land uses and intensities for the change areas, primarily in commercial and industrial zoned areas along corridors and in commercial locations.

Changes in these areas include greater commercial intensities and residential densities than were included under the previous General Plan (1992) and new, more intensive mixed-use designations. The City has prepared Precise Plans for the North Bayshore, El Camino Real, San Antonio, and East Whisman change areas.

In addition, the City is developing a Visioning and Guiding Principles Plan for the Terra Bella area to help define a vision for future change in the area. The plan will include development principles which will provide a foundation to guide review of future development projects in the area.

The North Bayshore, El Camino Real, San Antonio, East Whisman. and Terra Bella plan areas are shown as long range planning areas in Figure 4-6. Because these areas are where the most development is expected to occur in the near future, they will likely have the best opportunities to construct GSI facilities. The GSI projects could be part of private redevelopment projects or public improvement projects within these areas.

4.2.7 Priority Development Areas

Priority Development Areas, commonly known as PDAs, are areas within existing communities that local city or county governments have identified and approved for future growth. These areas typically are accessible by one or more transit services; and they are often located near established job centers, shopping districts, and other services. PDAs are expected to accommodate 78 percent of new housing production (over 500,000 units) and 62 percent of employment growth (almost 700,000 jobs) in the Bay Area through the year 2040.[1] As PDAs are developed, they offer good opportunities to construct GSI facilities.

Mountain View's PDAs include the San Antonio, El Camino Real, and North Bayshore Precise Plan areas (See "Long-Range Planning"), as well as areas within the communities of Old Mountain View, Jackson Park, and Whisman Station. The PDAs[2] are presented in Figure 4-6.

---

[1] These numbers were extracted from Table 4.2 and Table 4.3 of the Association of Bay Area Governments and Metropolitan Transportation Commission "Plan Bay Area 2040" Report, adopted July 26, 2017.

[2] Source: *http://opendata.mtc.ca.gov/datasets/priority-development-areas-plan-bay-area-2040*. File date October 10, 2018.

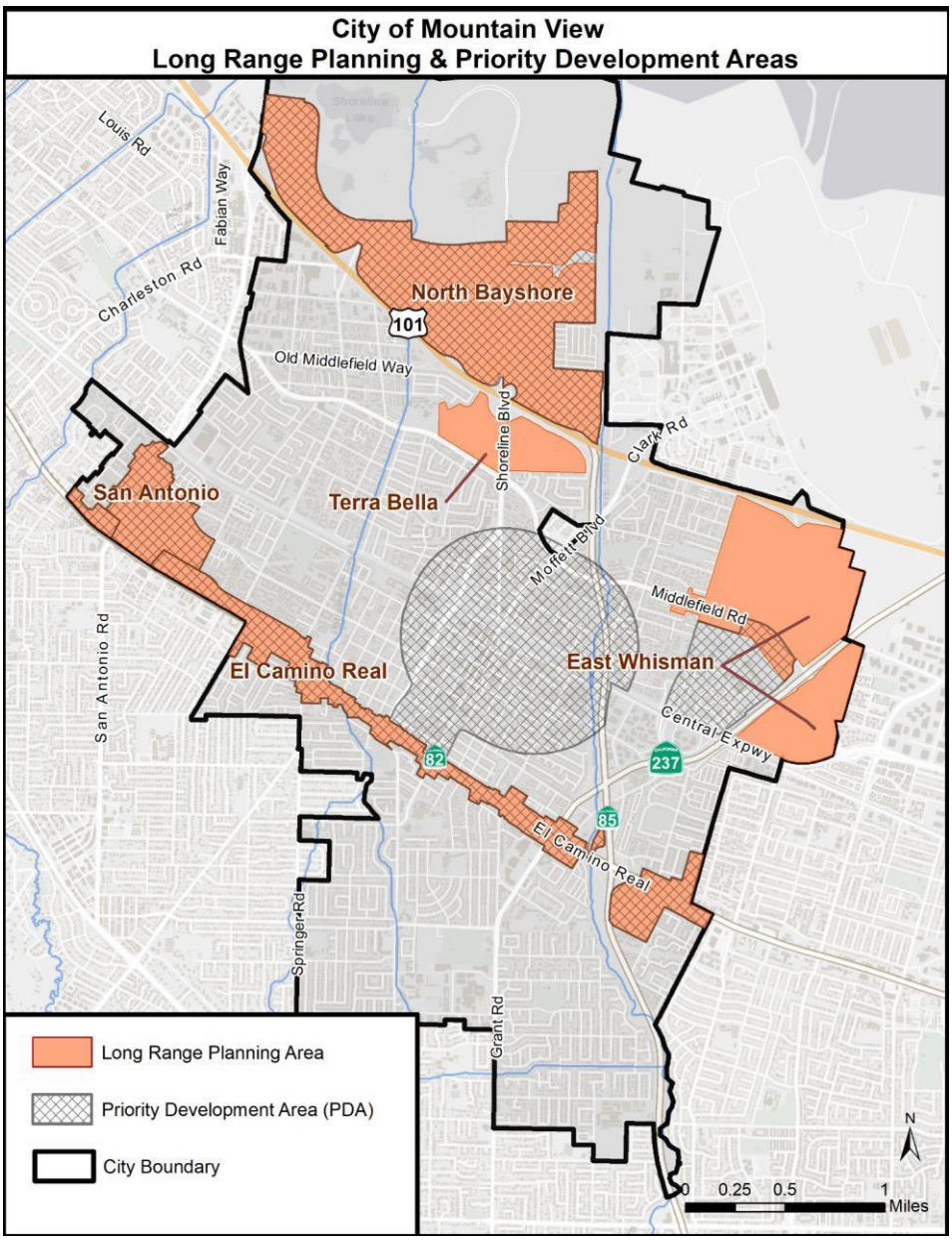


Figure 4-6: Long-Range Planning and Priority Development Areas. (Source: City of Mountain View and Metropolitan Transportation Commission)

4.3 Summary of GSI Project Opportunities

The map in Figure 4-7 presents a compilation of the factors used to identify and prioritize the City's opportunities for GSI projects. The parcel-based and green street project opportunities from the SWRP that are owned/maintained by the City and school districts are overlaid with the City's upcoming CIP projects that will include, or may have potential to include, GSI, storm drain improvement

projects, long-range planning and priority development areas. The locations of the City's completed GSI projects are also shown. As shown in Figure 4-7, a large number of the green street opportunities identified in the SWRP are located within the City's PDAs and long-range planning areas. This means that there is a strong correlation between the areas identified as having potential for GSI and the City's capital improvement and redevelopment plans.

Additional information for the parcel-based and green street opportunities identified in the SWRP for the City of Mountain View is provided in tabular format in Appendix B. The additional information includes general information such as Assessor Parcel Number, landowner and land use or street name, the SWRP prioritization score for each project opportunity, and colocation with a City prioritization criteria (CIP project, long-range planning area, storm drain improvement project, etc.).

An implementation plan is described in Section 6 to guide the development, design, and construction of GSI projects.

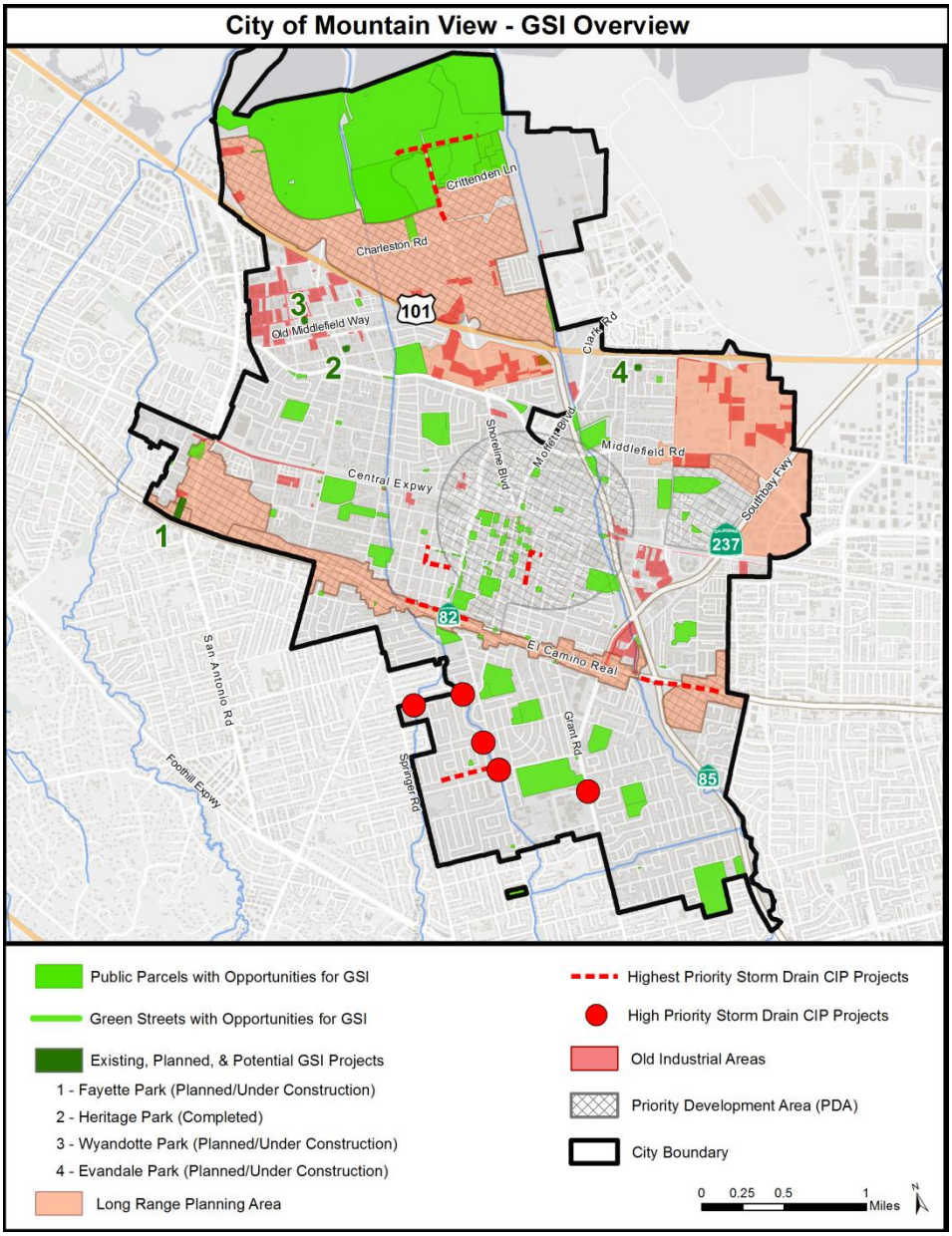


Figure 4-7: City of Mountain View GSI Opportunities Overview

5.0 CITY OF MOUNTAIN VIEW GSI STRATEGY

Green stormwater infrastructure is not a new concept and, in fact, many GSI facilities, such as bioretention, already exist throughout the City. Most of the GSI facilities have been installed at new or redevelopment projects because a project exceeded the impervious surface area threshold in Provision C.3 of MRP, which triggered the requirement to design and install stormwater treatment facilities at the project site.

These "regulated" projects are required to treat postconstruction runoff from impervious surfaces, such as roofs, parking lots, driveways, plazas, and walkways. In some instances, new public streets that are constructed as part of a project have been designed and constructed incorporating GSI facilities. Examples of GSI facilities that were installed in the public right-of-way include: bioretention systems treating public street runoff from a residential development on Sun-Mor Avenue; bioretention systems treating runoff from parking lot and other surfaces at the Mountain View Community Center; and pervious paving installed at a public walkway which was part of a large apartment building project at 100 Moffett Boulevard (Figure 5-1).

Figure 5-1: Pervious paving installed at a public walkway connecting Stierlin Road and the Central Expressway/Castro Street intersection, which was constructed as part of a regulated project. (Source: City of Mountain View)

The GSI Plan does not address stormwater treatment facilities proposed or planned as part of a regulated project requirement. Instead, the GSI Plan addresses GSI facilities that will be installed or retrofit into existing facilities or street and roadway infrastructure. The purpose of this section is to provide an outline of the City's strategy to implement GSI projects. The strategy includes processes for short-term and long-term identification, planning, and implementation of GSI projects.

The City of Mountain View's GSI implementation strategy incorporates the following:

- Implementation of existing plans and policies—As development occurs, the City will ensure that opportunities for implementing GSI are explored and

identified, consistent with the various existing City planning documents that currently contain goals and policies supporting green infrastructure, such as the General Plan, the El Camino Real Precise Plan, the North Bayshore Precise Plan, and the East Whisman Precise Plan (see Section 3.0).

- Evaluation of CIP Projects for Opportunities—The City will continue to review its CIP list annually for opportunities to incorporate GSI into CIP projects and evaluate the feasibility of such projects. The City has established a process for CIP review to avoid missing GSI opportunities (see Section 6.1.1).

- Integrate GSI with Long-Range Planning and Development—Consistent with the planning documents developed for Terra Bella and the City's change areas, the City will look to integrate GSI into public parcels and rights-of-way with the development of these areas.

- Evaluation of Opportunities Identified in the Stormwater Resource Plan—The public parcels and street segments identified in the SWRP (see Section 4 and Appendix B of this GSI Plan) are opportunity areas for GSI projects. The City will use the SWRP list to help identify potential project locations for GSI implementation, as described in Section 6.1.3 of this Plan.

- Evaluation of Non-CIP Project Opportunities—As awareness of GSI increases, municipal staff or local community members may also identify and recommend GSI projects opportunities. These projects will be considered using the methodology described in Sections 6.1.2 and 6.1.3.

- Coordination with Private Development—The City of Mountain View will explore working with private property developers to install green infrastructure facilities in public rights-of-way near the properties they are developing (such as along street frontages), as public-private partnership, or as alternative to treating runoff from a regulated project on-site (also known as alternative compliance).

- Disconnect downspouts—The City is exploring opportunities to disconnect downspouts at public buildings and allow stormwater infiltration through passive drainage. This will reduce the quantity of stormwater discharged to receiving waters and can benefit groundwater recharge.

- Community Outreach and Engagement—The City will continue to partner with SCVURPPP on outreach efforts and will provide outreach to local community and other stakeholders when GSI projects are in the planning process.

6.0 GSI IMPLEMENTATION PLAN

This chapter outlines the City processes for implementing the strategy described in Chapter 5. The implementation plan describes:

1. Internal City processes that will be used to evaluate, identify, and implement GSI projects, including operations and maintenance considerations;

2. Legal mechanisms for GSI plan implementation;

3. Funding mechanisms that will be evaluated and utilized for GSI project implementation;

4. A work plan to complete Early Implementation Projects;

5. Impervious surface retrofit targets for 2020, 2030, and 2040; and

6. Performance assurance, including technical guidance, details and specifications for GSI, and GSI project implementation tracking tools.

6.1 Implementation Process

6.1.1 Incorporating GSI into Planned Projects

Planned CIP projects and off-site improvements for private development projects provide potential opportunities for incorporation of GSI measures. Public projects with GSI that are scheduled and funded for implementation during the permit term are considered "Early Implementation Projects." The City has already identified and completed one early implementation project and has three additional GSI projects under construction (See Section 2.3). A work plan for the completion of these projects is provided in Section 6.2.3. The City will continue to evaluate CIP projects annually to identify potential GSI opportunities, using the City's prioritization methodology and results (Section 4) and guidance developed by the Bay Area Stormwater Management Agencies Association (BASMAA) for identifying opportunities to incorporate GSI into CIP projects (see Appendix C).

Additionally, private development projects that include off-site improvements will also be evaluated for potential GSI opportunities. Early evaluation and review of projects for potential GSI implementation will be critical to ensure that controls will be included in design and construction.

The City convenes an internal Project Coordination Committee, which provides an opportunity for staff from interested City departments to provide comments and conditions on projects that are applying through the Planning application process, as well as CIP projects proposed by the Public Works Department. This project review process will be useful to evaluate potential GSI projects.

6.1.2 Evaluation of City Facilities

The City will evaluate its existing facilities to identify potential modifications that may be implemented to provide green stormwater infrastructure controls. Examples of facility modifications include disconnecting roof downspouts, installation of rain barrels, and installation of treatment controls at parking lots. The process will include site visits to all City facilities to identify existing GSI features, recommend potential GSI projects, and evaluate planning and scheduling completion of the GSI projects through the CIP process.

6.1.3 GSI Projects at Prioritized Locations

For long-term GSI project planning, the City will evaluate the list of prioritized locations for potential green street and parcel-based projects described in Chapter 4 and Appendix B. GSI project identification will also be coordinated with long-term City planning efforts. As described in Chapter 3, GSI concepts have been incorporated into many of the specific area plans, which will guide evaluation and incorporation of GSI controls into future projects.

6.2 Implementation Mechanisms

6.2.1 Legal Mechanisms

As described in Section 1.4.2 of this Plan, the City is required to implement MRP provisions to control stormwater pollution, including requirements in Provision C.3 for stormwater treatment controls. Mountain View City Code Section 35.34 includes requirements to implement stormwater treatment controls consistent with the MRP. GSI projects under the City's control will be required to comply with the design and sizing criteria in the MRP with some limited exceptions. As described in Chapter 3 of this Plan, the City's General Plan and other specific plans guide future actions for implementing the GSI Plan. SCVURPPP's "Green Stormwater Infrastructure Handbook" will be used as the primary reference document providing guidelines, details, and specifications for GSI projects. City staff will evaluate implementation of the GSI Plan during the Annual Report process and will consider development of additional policies or ordinance requirements if needed to promote GSI Plan implementation.

6.2.2 Funding Mechanisms

Design, engineering, construction and postconstruction operation and maintenance of GSI controls add significant cost to projects. One of the biggest challenges to GSI planning and implementation is project funding. Establishing a funding source for GSI planning and implementation will be critical to ensure success.

Currently, CIP projects are funded from the City's General Fund. The City is evaluating long-term funding options for GSI planning, construction, and operation and maintenance. One potential funding source is an alternative compliance program that would collect in-lieu fees from private developers with projects that are unable to treat their entire site using low-impact development treatment controls. Another potential funding source may be appeal to local voters with an initiative to establish a storm drainage fee. Storm drain fee initiatives are challenging due to the amount of effort required to generate support for the fee, and the unpredictability of getting the initiative approved. Lastly, the City will evaluate grant opportunities for projects that are located in areas on the SWRP priority list.

6.2.3 Work Plan to Complete Early Implementation Projects

As discussed in Section 4.2.1 of this GSI Plan, Provision C.3.j. of the MRP requires that the City identify, prepare, and maintain a list of GSI projects that are planned for implementation during the permit term (i.e., through December 2020), and infrastructure projects that have potential for GSI measures. The list is submitted with each Annual Report to the Regional Water Board. Projects with GSI that are scheduled and funded for implementation during the permit term are considered "Early Implementation Projects." The City has already identified and completed one early implementation project and has an additional three GSI projects under construction (see Section 2.3). These projects are listed in the table below, which also includes a brief description of the GSI measure(s) being implemented, the status of the project, and the time frame for construction.

Table 6-1: GSI projects planned for implementation during the permit term (i.e., through December 2020)

Project Name	Description of GSI Elements	Status	Time Frame for Construction
Heritage Park	Self-retaining area. Any runoff from impervious areas within the park will be directed to on-site landscaped areas.	Completed	---
Fayette Park	Self-retaining area. Any runoff from impervious areas within the park will be directed to on-site landscaped areas.	Completing design	2020
Wyandotte Park	Pervious concrete and pavers, and modified bioretention systems to help capture and treat stormwater on-site.	Starting construction	2019
Evandale Park	Pervious concrete and pavers, and modified bioretention systems to help capture and treat stormwater on-site.	Starting construction	2019

6.3 Impervious Area Targets

The focus of the GSI Plan is the integration of GSI systems into public rights-of-way. However, the MRP (Provisions C.11 and C.12) establishes a linkage between public and private GSI features and required reductions of pollutants in stormwater discharges. To help estimate the pollutant load reductions that can be achieved by GSI during the 2020, 2030, and 2040 time frames, the MRP requires that Permittees include in their GSI Plans estimated targets for the amounts of impervious surface to be "retrofitted" (i.e., redeveloped with GSI facilities to treat runoff from impervious surfaces) as part of public and private projects during the same time frames.

The City worked with SCVURPPP staff to develop a methodology to predict the extent and location of privately and publicly owned land areas that will be redeveloped. The methodology and results are described in Sections 6.3.1 and 6.3.2 below.

6.3.1 Methodology

The first step in the process used historic development trends and City staff's knowledge of planned/projected redevelopment in the Mountain View to estimate the acres of redevelopment that will occur in the City by 2020, 2030, and 2040 via redevelopment of privately and publicly owned parcels that would trigger C.3 requirements under the current MRP (i.e., C.3 regulated projects). Stormwater runoff associated with these parcels will be addressed via GSI facilities, as required by the permit.

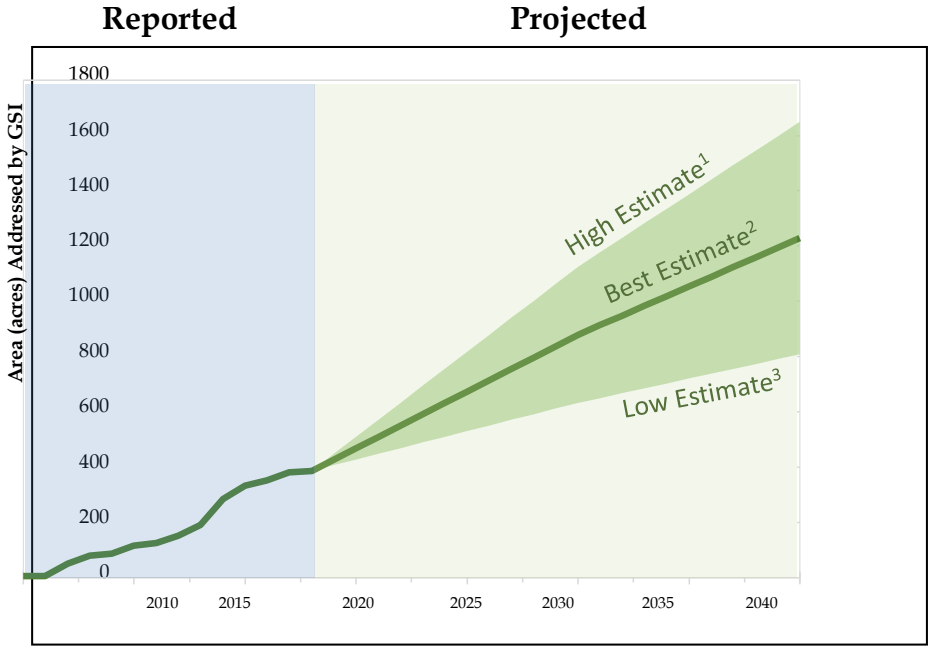
The second step was to estimate the acres of impervious surface associated with future redevelopment of these private and public parcels. To do this, it was necessary to predict the likely locations and types of land areas that are anticipated to be addressed by GSI in the future. Growth patterns and time horizons for development, along with algorithms to identify which parcels are likely to redevelop, resulted in preliminary estimates of the land area that is predicted to be addressed by GSI facilities in the City of Mountain View by 2020, 2030, and 2040. Using the current land uses of the predicted locations of GSI implementation and associated impervious surface coefficients for each land use type, estimates of the amount of impervious surface that would be retrofitted with GSI on privately owned parcels were developed.

The methodology focused on parcel-based redevelopment as the location and timing of projects in the public right-of-way is uncertain and the contribution of these projects to overall impervious surface treated by GSI is expected to be minor relative to the acreage projected to be treated by C.3 projects.

6.3.2 Results

The City of Mountain View anticipates that redevelopment in the near term will be higher than experienced in 2009-2018, primarily driven by redevelopment of property owned by Alphabet, and slowing once that redevelopment is completed. Therefore, using the methodology described above, a predicted redevelopment rate of 41 acres per year was assumed for the City of Mountain View for the 2020-2030 period, and a rate of 35 acres per year for the 2030-2040 period. "Best" estimates of the magnitude of land areas that are predicted to be addressed by future GSI facilities by the 2020, 2030, and 2040 milestones were calculated using the aforementioned rates. "High" (i.e., 50% > "best") and "Low" (i.e., 50% < "best") estimates of future GSI implementation were also calculated to provide a range of potential redevelopment levels and account for uncertainty in the "Best" estimate. Figure 6-1 and Table 6.1 present the outputs of the analysis and represent the total acreage known to be addressed by GSI in Mountain View through 2018, and the best estimate of the cumulative land area

that will be addressed in 2020 (468 acres), 2030 (878 acres), and 2040 (1,228 acres) by GSI on privately and publicly owned parcels in the City of Mountain View using the assumed rates of redevelopment.



---

[1]High estimate—projected from 150 percent of "Best Estimate;

[2] Best estimate—rate of redevelopment based on 10-year (2009- 2018) average and adjusted with City staff input; and

[3]Low estimate—projected from 50 percent of "Best Estimate."

Figure 6-1: Existing and projected cumulative land area (acres) anticipated to be addressed via Green Stormwater Infrastructure facilities installed via private redevelopment in the City of Mountain View by 2020, 2030, and 2040

Table 6.2: Projected cumulative land area (acres) anticipated to be addressed via Green Stormwater Infrastructure facilities via private redevelopment in the City of Mountain View by 2020, 2030, and 2040.

Year	Low[1]	Best[2]	High[3]
Existing GSI[4]	-	386	-
2020	427	468	509
2030	632	878	1,124
2040	807	1,228	1,649

[1] Low estimate—projected from 50 percent of "Best Estimate.

[2] Best estimate—rate of redevelopment based on 10-year (2009-2018) average and adjusted with City staff input.

[3] High estimate—projected from 150 percent of "Best Estimate."

[4] Total area addressed by parcel-based redevelopment projects with GSI completed through 2018 (excludes non-jurisdictional and green street and regional projects).

Table 6.2 lists the impervious surface percentage for each land use class, based on impervious surface coefficients typically utilized, and the estimated impervious surface area predicted to be retrofitted by 2020, 2030, and 2040 in the City via GSI implementation on private and public parcels: 381 acres by 2020, 656 acres by 2030 and 954 acres by 2040. Note that these predictions do not include impervious surface that may be addressed by projects in the public right-of-way, and that these predictions have a high level of uncertainty because future redevelopment rates may increase or decrease relative to the historic development trends and staff expectations that the rate for Mountain View was based on. Therefore, actual impervious surface addressed by GSI by the various milestones may increase or decrease relative to what is presented in Table 6.2.

Table 6.3: Actual (2002-2018) and predicted (2019-2040) extent of impervious surface retrofits via GSI implementation on privately and publicly owned parcels in the City of Mountain View by 2020, 2030, and 2040.

Previous Land Use	% of Area Impervious [a]	Retrofits via GSI Implementation									
		2002-2018		2019-2020		2021-2030		2031-2040		Total (2002-2040)	
		Total Area (acres)	Impervious Area (acres)	Total Area (acres)[c]	Impervious Area (acres)	Total Area (acres)	Impervious Area (acres)	Total Area (acres)	Impervious Area (acres)	Total Area (acres)	Impervious Area (acres)
Commercial	83%	125	104	31	25	134	112	158	131	448	372
Industrial	91%	67	61	68	62	136	124	86	78	357	325
K-12 Private Schools	67%	3	2	0	0	0	0	8	5	10	7
Residential—High Density	82%	58	47	7	5	20	16	64	52	148	121
Residential—Low Density	47%	40	19	2	1	2	1	1	0	45	21
Residential—Rural	10%	0	0	2	0	0	0	0	0	2	0
Retail	96%	33	31	17	16	22	22	26	25	99	95
Urban Parks	20%	28	6	5	1	0	0	0	0	33	7
Open Space[b]	1%	33	0	45	0	3	0	0	0	81	1
Totals		386	270	175	111	318	274	350	298	1,229	954
Cumulative [d]		386	270	562	381	879	656	1,229	954		

a Source: Existing Land Use in 2005: Data for Bay Area Counties, Association of Bay Area Governments (ABAG), January 2006

b Development totals from 2002-2018 may include new development of open space and vacant properties.

c The total area for 2019-2020 is based on facilities that are currently under construction or planned to occur prior to 2020 and not the projected redevelopment rate and may, therefore, deviate from the "Best" acres presented for 2020 in Table 6.1.

d Totals in this table differ slightly from predictions presented in Table 6.1 due to the inclusion of entire parcels in this table, as opposed to more generic "land areas" projections presented in Table 6.1.

6.4 Performance Assurance

6.4.1 Technical Guidance Tools

The MRP requires that the GSI Plan include general design and construction guidelines, standard specifications, and details (or references to those documents) for incorporating GSI components into projects within the City. These guidelines and specifications should address the different street and project types within the City, as defined by its land use and transportation characteristics, and allow projects to provide a range of functions and benefits, such as stormwater management, bicycle and pedestrian mobility and safety, public green space, and urban forestry.

The City, along with other SCVURPPP agencies, helped fund and provided input to the development of Countywide guidelines by SCVURPPP to address the MRP requirements and guide the implementation of GSI Plans. The resulting SCVURPPP GSI Handbook (Handbook)[3] is a comprehensive guide to planning and implementation of GSI projects in public streetscapes, parking lots, and parks. The Handbook consists of two parts, the contents of which are described in the following sections.

GSI Handbook Design Guidelines

Part 1 of the Handbook provides guidance on selection, integration, prioritization, sizing, construction, and maintenance of GSI facilities. It includes sections describing the various types of GSI, their benefits, and design considerations; how to incorporate GSI with other uses of the public right-of-way, such as bicycle and pedestrian infrastructure and parking; and guidelines on utility coordination and landscape design for GSI. In addition, the Handbook also provides guidance on postconstruction maintenance practices and design of GSI to facilitate maintenance.

---

[3] SCVURPPP (2019) Green Stormwater Infrastructure Handbook. February. Online at *http://scvurppp.org/scvurppp_2018/swrp/resource-library/*

Part 1 also contains a section on proper sizing of GSI measures. Where possible, GSI measures should be designed to meet the same sizing requirements as Regulated Projects, which are specified in MRP Provision C.3.d. In general, the treatment measure design standard is capture and treatment of 80 percent of the annual runoff (i.e., capture and treatment of the small, frequent storm events). However, if a GSI measure cannot be designed to meet this design standard due to constraints in the public right-of-way or other factors, the City may still wish to construct the measure to provide some runoff reduction and water quality benefit and achieve other benefits. For these situations, the Handbook describes (in Section 4.2) regional guidance on alternative design approaches developed by the Bay Area Stormwater Management Agencies Association (BASMAA) for use by MRP permittees.

GSI Handbook Details and Specifications

Part 2 of the Handbook contains typical details and specifications that have been compiled from various sources within California and the U.S. and modified for use in Santa Clara County. The Handbook includes details for pervious pavement, stormwater planters, stormwater curb extensions, bioretention in parking lots, infiltration measures, and stormwater tree wells, as well as associated components such as edge controls, inlets, outlets, and underdrains. It also provides typical design details for GSI facilities in the public right-of-way that address utility protection measures and consideration of other infrastructure in that space.

City Guidelines and Specifications for GSI

The City intends to use the GSI Handbook as a reference when creating City-specific guidelines and specifications to meet the needs of the various departments. The City will review the SCVURPPP GSI guidelines and specifications for design of GSI projects for consistency with its own local standards, and revise existing guidelines, standard specifications, design details, and department procedures as needed. The City will also reference details and build on its experience from design and construction of the various early implementation projects (see Section 2.3). The City will also utilize the SCVURPPP "C.3 Stormwater Handbook" (SCVURPPP 2018).

6.4.2 Project Tracking Tools

Tracking and mapping of GSI projects is an element of the GSI Plan required by the MRP. The City will track GSI projects using an internal database utilized by the City's Fire and Environmental Protection Division for stormwater treatment

controls that have been installed on regulated public and private development sites. The database is set up to track inspection and maintenance activities. Inspection and maintenance responsibilities may be performed by City personnel or through contract services. GSI projects will also be entered into the web-based data management system SCVURPPP developed to track GSI projects.

Appendix A

SWRP Prioritization Metrics

Prioritization Metrics for LID Projects

Metric	Points						Weight Factor
	0	1	2	3	4	5	
Parcel Land Use			Schools/Golf Courses	Park / Open Space	Public Buildings	Parking Lots	--
Impervious Area (%)	X < 40	40 ≤ X < 50	50 ≤ X < 60	60 ≤ X < 70	70 ≤ X < 80	80 ≤ X < 100	2
Hydrologic Soil Group		C/D		B		A	--
Slope (%)		10 > X > 5	5 ≥ X > 3	3 ≥ X > 2	2 ≥ X > 1	1 ≥ X	--
Within flood-prone storm drain catchments	No					Yes	--
Contains PCB Interest Areas	None			Moderate		High	2
Within Priority Development Area	No					Yes	--
Co-located with another agency project	No					Yes	--
Augments water supply	No	Opportunity for capture and reuse				Above groundwater recharge area and not above groundwater contamination area	2
Water quality source control	No	Yes					--
Reestablishes natural hydrology	No	Yes					--
Creates or enhances habitat	No	Yes					--
Community enhancement	No	Opportunities for other enhancements				Within DAC or MTC Community of Concern	--

Prioritization Metrics for Regional Projects

Metric	Points						Weight Factor
	0	1	2	3	4	5	
Parcel Land Use			Schools/Golf Courses	Public Buildings	Parking Lot	Park / Open Space	--
Impervious Area (%)	X < 40	40 ≤ X < 50	50 ≤ X < 60	60 ≤ X < 70	70 ≤ X < 80	80 ≤ X < 100	2
Parcel Size (acres)	0.25 ≤ X < 0.5	0.5 ≤ X < 1	1 ≤ X < 2	2 ≤ X < 3	3 ≤ X < 4	4 ≤ X	--
Hydrologic Soil Group		C/D		B		A	--
Slope (%)		10 > X > 5	5 ≥ X > 3	3 ≥ X > 2	2 ≥ X > 1	1 ≥ X	--
Proximity to Storm Drain (feet)	X > 1,000	1,000 ≥ X > 500		500 ≥ X > 200		200 ≥ X	--
Within flood-prone storm drain catchments	No					Yes	--
Contains PCB Interest Areas	None			Moderate		High	2
Within Priority Development Area	No					Yes	--
Co-located with another agency project	No					Yes	--
Augments water supply	No	Opportunity for capture and reuse				Above groundwater recharge area and not above groundwater contamination area	2
Water quality source control	No	Yes					--
Reestablishes natural hydrology	No	Yes					--
Creates or enhances habitat	No	Yes					--
Community enhancement	No	Opportunities for other enhancements				Within DAC or MTC Community of Concern	--

Prioritization Metrics for Green Street Projects

Metric	Points						Weight Factor
	0	1	2	3	4	5	
Imperviousness (%)	X < 40	40 ≤ X < 50	50 ≤ X < 60	60 ≤ X < 70	70 ≤ X < 80	80 ≤ X < 100	2
Hydrologic Soil Group		C/D		B		A	--
Slope (%)		5 > X > 4	4 ≥ X > 3	3 ≥ X > 2	2 ≥ X > 1	1 ≥ X > 0	--
Within flood-prone storm drain catchments	No					Yes	--
Contains PCB Interest Areas	None			Moderate		High	2
Within Priority Development Area	No					Yes	--
Co-located with another agency project	No					Yes	--
Augments water supply	No	Opportunity for capture and reuse				Above groundwater recharge area and not above groundwater contamination area	2
Water quality source control	No	Yes					--
Reestablishes natural hydrology	No	Yes					--
Creates or enhances habitat	No	Yes					--
Community enhancement	No	Opportunities for other enhancements				Within DAC or MTC Community of Concern	--

Appendix B

City of Mountain View Potential Public Parcel and Green Street Opportunities

City of Mountain View Prioritization Results: Potential Parcel-based GSI Project Opportunities

Project Characteristics						City Prioritization Criteria				SWRP Project Scoring													
APN	Owner	Land Use	SWRP Project Sponsor	SWRP Project Name	Long Range Planning Area	PDA	Old Industrial Area	Storm Drain Project	CIP Project	Land Use Score	Imperivious Score	Soil Group Score	Slope Score	Flood-prone Catchment Score	PCB Area Score	PDA Score	Co-located Project Score	Augments Water Supply Score	WQ Source Control Score	Re-established Natural Habitat Score	Enhances Habitat Score	Community Score	TOTAL SCORE
19706005	City of Mountain View	Public Buildings								4	2	1	4	0	0	0	0	2	1	1	0	1	16
18911057	City of Mountain View	Public Buildings	Los Altos	TS-01033 Miramonte Avenue Path						4	2	1	2	0	0	0	5	10	1	1	0	1	27
19721020	City of Mountain View	Park/Open Space								3	2	1	5	0	0	0	0	2	1	1	0	1	16
19323005	City of Mountain View	Park/Open Space								3	2	1	3	0	0	0	0	2	1	1	0	1	14
18905102	City of Mountain View	Park/Open Space								3	0	1	4	0	0	0	0	2	1	1	0	1	13
16103001	City of Mountain View	Park/Open Space								3	4	1	5	0	0	5	0	2	1	1	0	1	23
19323009	City of Mountain View	Park/Open Space								3	0	1	3	0	0	0	0	10	1	1	0	1	20
19315024	City of Mountain View	Public Buildings								4	6	1	4	0	0	0	0	2	1	1	0	1	20
19310016	City of Mountain View	Park/Open Space								3	0	1	5	0	0	0	0	2	1	1	0	1	14
18955067	City of Mountain View	Public Buildings								4	2	1	4	0	0	0	0	10	1	1	0	1	24
19728001	City of Mountain View	Park/Open Space								3	0	1	4	0	0	0	0	2	1	1	0	1	13
19304008	City of Mountain View	Park/Open Space								3	4	1	5	0	0	5	0	2	1	1	0	1	23
19313009	City of Mountain View	Park/Open Space				El Camino Real	El Camino Real			3	6	1	4	0	0	5	0	2	1	1	0	1	24
15805001	City of Mountain View	Park/Open Space								3	2	1	4	0	0	5	0	2	1	1	0	1	20
18901034	City of Mountain View	Public Buildings								4	4	1	4	0	0	5	0	2	1	1	0	1	23
18901024	City of Mountain View	Public Buildings				El Camino Real	El Camino Real			4	6	1	5	0	0	5	0	2	1	1	0	1	26
15806009	City of Mountain View	Park/Open Space					Downtown			3	6	1	4	0	0	5	0	2	1	1	0	1	24
15827002	City of Mountain View	Park/Open Space								3	2	1	5	0	0	5	0	2	1	1	0	1	21
15430064	City of Mountain View	Park/Open Space								3	4	1	3	0	0	5	0	2	1	1	0	1	21
16064023	City of Mountain View	Transportation						Yes		0	6	1	5	0	0	0	0	2	1	1	0	1	17
15825013	City of Mountain View	Park/Open Space					Downtown			3	0	1	4	0	0	5	0	2	1	1	0	1	18
15832001	City of Mountain View	Park/Open Space					Downtown			3	0	1	1	0	0	5	0	2	1	1	0	1	15
18903019	City of Mountain View	Park/Open Space		McKelvey Park						3	0	1	4	0	0	5	0	2	1	1	0	1	18
15828041	City of Mountain View	Park/Open Space					Downtown			3	2	1	3	0	0	5	0	2	1	1	0	1	19
19301002	City of Mountain View	Public Buildings								4	2	1	4	0	0	0	0	2	1	1	0	1	16
16106067	City of Mountain View	Park/Open Space								3	0	1	4	0	0	5	0	2	1	1	0	1	18
16102012	City of Mountain View	Park/Open Space				El Camino Real	El Camino Real	Yes		3	0	1	3	0	10	5	0	2	1	1	0	1	27
18933005	City of Mountain View	Park/Open Space				El Camino Real	El Camino Real			3	6	1	4	0	0	5	0	2	1	1	0	1	24
15811050	City of Mountain View	Public Buildings					Downtown			4	2	1	3	0	0	5	0	2	1	1	0	1	20
15837009	City of Mountain View	Park/Open Space					Downtown	Yes		3	2	1	2	0	10	5	0	2	1	1	0	1	28
15811033	City of Mountain View	Parking Lot					Downtown			5	6	1	4	0	0	5	0	2	1	1	0	1	26
17005047	City of Mountain View	Park/Open Space				El Camino Real	El Camino Real			3	0	1	2	0	0	5	0	2	1	1	0	1	16
15812062	City of Mountain View	Park/Open Space					Downtown			3	4	1	5	0	0	5	0	2	1	1	0	1	23
15425079	City of Mountain View	Park/Open Space					Downtown			3	4	1	3	0	0	5	0	2	1	1	0	1	21
15425077	City of Mountain View	Park/Open Space					Downtown			3	0	1	4	0	0	5	0	2	1	1	0	1	18
15811012	City of Mountain View	Park/Open Space					Downtown			3	4	1	4	0	0	5	0	2	1	1	0	1	22
15822025	City of Mountain View	Parking Lot					Downtown			5	8	1	4	0	0	5	0	2	1	1	0	1	28
15812051	City of Mountain View	Public Buildings					Downtown			4	10	1	4	0	0	5	0	2	1	1	0	1	29
15822014	City of Mountain View	Parking Lot					Downtown			5	10	1	4	0	0	5	0	2	1	1	0	1	30
15808002	City of Mountain View	Park/Open Space					Downtown			3	0	1	3	0	0	5	0	2	1	1	0	1	17
16075025	City of Mountain View	Park/Open Space					Whisman Station			3	6	1	5	0	0	5	0	2	1	1	0	1	25
15810032	City of Mountain View	Public Buildings					Downtown			4	2	1	4	0	0	5	0	2	1	1	0	1	21
16069006	City of Mountain View	Park/Open Space					Whisman Station			3	0	1	4	0	0	5	0	2	1	1	0	1	18
15823044	City of Mountain View	Parking Lot					Downtown			5	8	1	4	0	0	5	0	2	1	1	0	1	28
15430066	City of Mountain View	Park/Open Space								3	0	1	4	0	0	5	0	2	1	1	0	1	18
15425076	City of Mountain View	Park/Open Space								3	6	1	5	0	0	5	0	2	1	1	0	1	25
15810044	City of Mountain View	Park/Open Space					Downtown			3	0	1	4	0	0	5	0	2	1	1	0	1	18
15811055	City of Mountain View	Public Buildings					Downtown			4	8	1	5	0	0	5	0	2	1	1	0	1	28
15823031	City of Mountain View	Parking Lot					Downtown			5	8	1	4	0	0	5	0	2	1	1	0	1	28
16037002	City of Mountain View	Park/Open Space					Downtown			3	2	1	2	0	0	5	0	2	1	1	0	1	18
16037008	City of Mountain View	Park/Open Space					Downtown			3	2	1	1	0	0	5	0	2	1	1	0	1	17
15327020	City of Mountain View	Park/Open Space					Downtown			3	2	1	4	0	0	5	0	2	1	1	0	1	20
15412012	City of Mountain View	Public Buildings								4	4	1	4	0	0	0	0	2	1	1	0	1	18
15401033	City of Mountain View	Public Buildings								4	4	1	4	0	0	0	0	2	1	1	0	1	18
15844001	City of Mountain View	Public Buildings					Downtown			4	8	1	4	0	0	5	0	2	1	1	0	1	27
15410071	City of Mountain View	Park/Open Space								3	0	1	4	0	0	0	0	2	1	1	0	1	13
15325001	City of Mountain View	Park/Open Space					Downtown			3	6	1	4	0	0	5	0	2	1	1	0	1	24
14838017	City of Mountain View	Park/Open Space	Mountain View	Rengstorff Park All Inclusive Playground						3	4	1	4	0	0	0	5	2	1	1	0	1	22
16010021	City of Mountain View	Park/Open Space								3	0	1	5	0	0	0	0	2	1	1	0	1	14

City of Mountain View Prioritization Results: Potential Parcel-based GSI Project Opportunities

Project Characteristics						City Prioritization Criteria				SWRP Project Scoring													
APN	Owner	Land Use	SWRP Project Sponsor	SWRP Project Name	Long Range Planning Area	PDA	Old Industrial Area	Storm Drain Project	CIP Project	Land Use Score	Imperious Score	Soil Group Score	Slope Score	Flood-prone Catchment Score	PCB Area Score	PDA Score	Co-Located Project Score	Augments Water Supply Score	WQ Source Control Score	Re-established Natural Habitat Score	Enhances Habitat Score	Community Score	TOTAL SCORE
14838019	City of Mountain View	Park/Open Space								3	2	1	5	0	0	0	0	2	1	1	0	1	16
14812038	City of Mountain View	Park/Open Space								3	0	1	4	0	0	5	0	2	1	1	0	1	18
15318023	City of Mountain View	Public Buildings			Terra Bella Visioning		Yes			4	8	1	4	0	10	0	0	2	1	1	0	1	32
15002028	City of Mountain View	Public Buildings								4	6	1	4	0	0	0	0	2	1	1	0	5	24
14815014	City of Mountain View	Park/Open Space			San Antonio	San Antonio				3	10	1	3	0	0	5	0	2	1	1	0	1	27
14815012	City of Mountain View	Public Buildings			San Antonio	San Antonio				4	8	1	4	0	0	5	0	2	1	1	0	1	27
15007004	City of Mountain View	Park/Open Space								3	2	1	4	0	0	0	0	2	1	1	0	5	19
14717081	City of Mountain View	Park/Open Space								3	2	1	4	0	0	0	0	2	1	1	0	1	15
14717092	City of Mountain View	Park/Open Space								3	0	1	5	0	0	0	0	2	1	1	0	1	14
11616062	City of Mountain View	Park/Open Space			North Bayshore	North Bayshore				3	2	1	1	0	0	5	0	2	1	1	0	1	17
15342008	City of Mountain View	Public Buildings								4	4	1	5	0	0	0	0	2	1	1	0	1	19
15314026	City of Mountain View	Parking Lot			Terra Bella Visioning					5	8	1	4	0	0	0	0	2	1	1	0	1	23
14735080	City of Mountain View	Public Buildings								4	6	1	4	0	0	5	0	2	1	1	0	1	25
15322001	City of Mountain View	Park/Open Space								3	0	1	3	0	0	0	0	2	1	1	0	1	12
15017001	City of Mountain View	Park/Open Space								3	0	1	4	0	0	0	0	2	1	1	0	1	13
14836009	City of Mountain View	Park/Open Space								3	0	1	3	0	0	5	0	2	1	1	0	1	17
15020004	City of Mountain View	Park/Open Space								3	4	1	5	0	0	0	0	2	1	1	0	1	18
15402037	City of Mountain View	Parking Lot					Yes			5	6	1	2	0	10	0	0	2	1	1	0	1	29
15324012	City of Mountain View	Park/Open Space				Downtown				3	6	1	5	0	0	5	0	2	1	1	0	1	25
14838041	City of Mountain View	Park/Open Space	Mountain View	Rengstorff Park All Inclusive Playground						3	6	1	5	0	0	0	5	2	1	1	0	1	25
16004001	City of Mountain View	Park/Open Space								3	0	1	1	0	0	0	0	2	1	1	0	1	10
15401033	City of Mountain View	Park/Open Space	Mountain View	Rengstorff Park All Inclusive Playground						3	0	1	4	0	0	0	5	2	1	1	0	1	18
14707005	City of Mountain View	Park/Open Space	Mountain View	Wyandotte Park			Yes			3	4	1	4	0	0	0	5	2	1	1	0	1	22
15303009	City of Mountain View	Park/Open Space								3	0	1	5	0	0	0	0	2	1	1	0	1	14
15820004	City of Mountain View	Parking Lot				Downtown				5	10	1	4	0	0	5	0	2	1	1	0	1	30
15423046	City of Mountain View	Park/Open Space								3	6	1	3	0	0	0	0	2	1	1	0	1	18
15425009	City of Mountain View	Park/Open Space				Downtown				3	4	1	3	0	0	5	0	2	1	1	0	1	21
15812013	City of Mountain View	Park/Open Space				Downtown				3	2	1	5	0	0	5	0	2	1	1	0	1	21
15813021	City of Mountain View	Parking Lot				Downtown				5	8	1	4	0	0	5	0	2	1	1	0	1	28
15813052	City of Mountain View	Parking Lot				Downtown				5	10	1	4	0	0	5	0	2	1	1	0	1	30
16052023	City of Mountain View	Parking Lot	Mountain View	South Whisman Area Park, Design and Construction		Whisman Station				5	8	1	4	0	0	5	5	2	1	1	0	1	33
15842021	City of Mountain View	Park/Open Space				Downtown				3	0	1	4	0	0	5	0	2	1	1	0	1	18
15820069	City of Mountain View	Parking Lot				Downtown	Yes			5	8	1	5	0	0	5	0	2	1	1	0	1	29
15813004	City of Mountain View	Public Buildings				Downtown				4	2	1	4	0	0	5	0	2	1	1	0	1	21
15815016	City of Mountain View	Public Buildings				Downtown				4	10	1	4	0	0	5	0	2	1	1	0	1	29
15820062	City of Mountain View	Park/Open Space				Downtown	Yes			3	4	1	5	0	10	5	0	2	1	1	0	1	33
15815025	City of Mountain View	Public Buildings				Downtown	Yes			4	8	1	5	0	0	5	0	2	1	1	0	1	28
15815027	City of Mountain View	Public Buildings				Downtown				4	2	1	2	0	0	5	0	2	1	1	0	1	19
19706001	Mountain View School District	Schools								2	0	1	4	0	0	0	0	2	1	1	0	1	12
19732001	Mountain View School District	Schools								2	0	1	4	0	0	0	0	2	1	1	0	1	12
19739008	Mountain View School District	Schools								2	0	1	4	0	0	0	0	2	1	1	0	1	12
19310005	Mountain View School District	Schools								2	0	1	4	0	0	0	0	2	1	1	0	1	12
19301003	Mountain View School District	Schools								2	2	1	4	0	0	5	0	2	1	1	0	1	19
15831028	Mountain View School District	Schools				Downtown				2	0	1	4	0	0	5	0	2	1	1	0	1	17
16051001	Mountain View School District	Schools								2	2	1	5	0	0	0	0	2	1	1	0	1	15
15422037	Mountain View School District	Schools								2	2	1	4	0	0	5	0	2	1	1	0	1	19

City of Mountain View Prioritization Results: Potential Parcel-based GSI Project Opportunities

Project Characteristics						City Prioritization Criteria				SWRP Project Scoring														
APN	Owner	Land Use	SWRP Project Sponsor	SWRP Project Name	Long Range Planning Area	PDA	Old Industrial Area	Storm Drain Project	CIP Project	Land Use Score	Impervious Score	Soil Group Score	Slope Score	Flood-prone Catchment Score	PCB Area Score	PDA Score	Co-located Project Score	Augments Water Supply Score	WQ Source Control Score	Re-established Natural Habitat Score	Enhances Habitat Score	Community Score	TOTAL SCORE
15845004	Mountain View Union High School District	Schools				Downtown				2	10	1	4	0	6	5	0	2	1	1	0	1	33
11621048	Shoreline Regional Park Community District	Park/Open Space			North Bayshore	North Bayshore		Charleston Re-alignment		3	0	1	2	0	0	5	0	2	1	1	0	1	16
11620042	Shoreline Regional Park Community District	Park/Open Space			North Bayshore	North Bayshore		Charleston Re-alignment		3	0	1	1	0	0	5	0	2	1	1	0	1	15
16023004	Whisman School District	Schools								2	0	1	2	0	0	5	0	2	1	1	0	1	15
15017002	Whisman School District	Schools								2	0	1	4	0	0	0	0	2	1	1	0	1	12
14729046	Whisman School District	Schools								2	0	1	4	0	0	5	0	2	1	1	0	1	17
15314024	Whisman School District	Schools								2	2	1	4	0	0	0	0	2	1	1	0	1	14

City of Mountain View Prioritization Results: Potential Green Street GSI Project Opportunities

Project Characteristics				City Prioritization Criteria				SWRP Project Scoring												
APN	Street Name	SWRP Project Sponsor	SWRP Project Name	Long Range Planning Area	PDA	Old Industrial Area	CIP Project	Imparvious Score	Soil Group Score	Slope Score	Flood-prone Catchment Score	PCB Area Score	Priority Development Area Score	Co-located Project Score	Augments Water Supply Score	WQ Source Control Score	Reestablishes Natural Hydrology Score	Enhances Habitat Score	Community Enhancement Score	TOTAL SCORE
20500382	LINDA VISTA AVE			Terra Bella Visioning		Yes		8	1	4	0	10	0	0	0	1	1	1	1	27
20500709	WYANDOTTE ST	Mountain View	Wyandotte Park			Yes		8	1	5	0	10	0	5	0	1	1	1	1	33
20501593	WYANDOTTE ST	Mountain View	Wyandotte Park			Yes		8	1	5	0	10	0	5	0	1	1	1	1	33
20501052	E CHARLESTON RD	Palo Alto	East Charleston Road Green Street			Yes		10	1	5	0	10	0	5	0	1	1	1	1	35
20502314	KITTYHAWK WAY							10	1	4	0	10	0	0	0	1	1	1	1	29
20502320	E EVELYN AVE							8	1	5	0	10	0	0	0	1	1	1	1	28
20502308	S WHISMAN RD					Yes		10	1	5	0	10	0	0	0	1	1	1	1	30
20503060	SOUTH DR							4	5	5	0	0	0	0	10	1	1	1	1	28
1000738773	SB US 101 FROM NB SHORELINE RAMP	Mountain View	Shoreline Boulevard Interim Bus Lane and Utility Improvements	Terra Bella Visioning			Shoreline Boulevard Interim Bus Lane and Utility Improvements	4	1	5	0	10	0	5	0	1	1	1	1	29
1000061538	WYANDOTTE ST	Mountain View	Wyandotte Park			Yes		6	1	5	0	6	0	5	0	1	1	1	1	27
20501756	ELLIS ST							10	1	4	0	10	0	0	0	1	1	1	1	29
20501757	ELLIS ST							10	1	5	0	10	0	0	0	1	1	1	1	30
20500189	E CHARLESTON RD	Palo Alto	East Charleston Road Green Street			Yes		10	1	5	0	6	0	5	0	1	1	1	1	31
20500239	EB CHARLESTON TO SB RENGSTORFF RAMP					Yes		8	1	5	0	10	0	0	0	1	1	1	1	28
20500447	S RENGSTORFF AVE							10	1	4	0	10	0	0	0	1	1	1	5	33
20501594	OLD MIDDLEFIELD WAY					Yes		10	1	5	0	10	0	0	0	1	1	1	1	30
20500381	N RENGSTORFF AVE							10	1	4	0	10	0	0	0	1	1	1	1	29
20500327	N RENGSTORFF AVE							8	1	4	0	10	0	0	0	1	1	1	1	27
20500048	LEGHORN ST					Yes		10	1	4	0	10	0	0	0	1	1	1	1	29
20500069	NB US 101 TO SB ELLIS STREET RAMP							8	1	5	0	10	0	0	0	1	1	1	1	28
20503303	E CHARLESTON RD	Palo Alto	East Charleston Road Green Street			Yes		8	1	5	0	10	0	5	0	1	1	1	1	33
20500277	TERRA BELLA AVE	Mountain View	Shoreline Boulevard Interim Bus Lane and Utility Improvements	Terra Bella Visioning		Yes	Shoreline Boulevard Interim Bus Lane and Utility Improvements	8	1	5	0	10	0	5	0	1	1	1	1	33
20500047	N RENGSTORFF AVE					Yes		8	1	5	0	10	0	0	0	1	1	1	1	28
20500246	N SHORELINE BLVD	Mountain View	Shoreline Boulevard Interim Bus Lane and Utility Improvements	Terra Bella Visioning		Yes	Shoreline Boulevard Interim Bus Lane and Utility Improvements	8	1	5	0	10	0	5	0	1	1	1	1	33
20502265	WHISMAN TO DANA RAMP					Yes		8	1	4	0	10	0	0	0	1	1	1	1	27
20501695	E CHARLESTON RD	Palo Alto	East Charleston Road Green Street			Yes		8	1	5	0	10	0	5	0	1	1	1	1	33
20502490	PRESTON DR							4	5	4	0	0	0	0	10	1	1	1	1	27
1000624903	E EVELYN AVE	Sunnyvale	Bernardo Avenue Bicycle Undercrossing			Yes		8	1	5	0	10	0	5	0	1	1	1	1	33
20502599	APRICOT LN							4	5	4	0	0	0	0	10	1	1	1	1	27
1000562940	NB US 101 TO NB ELLIS STREET RAMP							10	1	5	0	10	0	0	0	1	1	1	1	30
20500567	LEGHORN ST					Yes		8	1	4	0	10	0	0	0	1	1	1	1	27
1000605310	PRESTON DR							4	5	4	0	0	0	0	10	1	1	1	1	27

Prioritization Results: Potential Green Street GSI Project Opportunities

Project Characteristics				City Prioritization Criteria				SWRP Project Scoring												
APN	Street Name	SWRP Project Sponsor	SWRP Project Name	Long Range Planning Area	PDA	Old Industrial Area	CIP Project	Impervious Score	Soil Group Score	Slope Score	Flood-prone Catchment Score	PCB Area Score	Priority Development Area Score	Co-located Project Score	Augments Water Supply Score	WQ Source Control Score	Reestablishes Natural Hydrology Score	Enhances Habitat Score	Community Enhancement Score	TOTAL SCORE
20501985	GRANT RD							4	5	4	0	0	0	0	10	1	1	1	1	27
20501126	INDEPENDENCE AVE	Mountain View	Wyandotte Park			Yes		8	1	4	0	10	0	5	0	1	1	1	1	32
1000616788	S BERNARDO AVE	Sunnyvale	Bernardo Avenue Bicycle Undercrossing					10	1	5	0	10	0	5	0	1	1	1	1	35
20502319	E EVELYN AVE							8	1	5	0	10	0	0	0	1	1	1	1	28
20500568	REINERT RD	Mountain View	Wyandotte Park			Yes		8	1	4	0	6	0	5	0	1	1	1	1	28
20500070	NB ELLIS STREET TO NB US 101 RAMP							10	1	2	0	10	0	0	0	1	1	1	1	27
20503259	S RENGSTORFF AVE					Yes		4	1	4	0	10	0	0	0	1	1	1	5	27
20502862	GRANT RD							4	5	5	0	0	0	0	10	1	1	1	1	28
20500214	SB ELLIS STREET TO NB US 101 RAMP					Yes		10	1	4	0	10	0	0	0	1	1	1	1	29
20502667	N WHISMAN RD					Yes		8	1	4	0	10	0	0	0	1	1	1	1	27
20502885	SOLACE PL							6	5	4	0	0	0	0	10	1	1	1	1	29
20501409	N SHORELINE BLVD	Mountain View	Shoreline Boulevard Interim Bus Lane and Utility Improvements	Terra Bella Visioning		Yes	Shoreline Boulevard Interim Bus Lane and Utility Improvements	6	1	3	0	10	0	5	0	1	1	1	1	29
20503061	SOUTH DR							6	5	5	0	0	0	0	10	1	1	1	1	30
20500811	N SHORELINE BLVD	Mountain View	Shoreline Boulevard Interim Bus Lane and Utility Improvements			Yes	Shoreline Boulevard Interim Bus Lane and Utility Improvements	6	1	5	0	6	0	5	0	1	1	1	1	27
20500722	E CHARLESTON RD	Palo Alto	East Charleston Road Green Street			Yes		8	1	5	0	6	0	5	0	1	1	1	1	29
20502408	E DANA ST					Yes		8	5	5	0	10	0	0	0	1	1	1	1	32
20502266	S WHISMAN RD					Yes		10	1	5	0	10	0	0	0	1	1	1	1	30
20502707	S WHISMAN RD					Yes		10	1	4	0	10	0	0	0	1	1	1	1	29
20500053	TERRA BELLA AVE			Terra Bella Visioning		Yes		8	1	5	0	10	0	0	0	1	1	1	1	28
20500987	N RENGSTORFF AVE							8	1	3	0	10	0	0	0	1	1	1	5	30
20500049	LEGHORN ST					Yes		8	1	4	0	10	0	0	0	1	1	1	1	27
20502313	KITTYHAWK WAY							10	1	4	0	10	0	0	0	1	1	1	1	29
20500708	INDEPENDENCE AVE	Mountain View	Wyandotte Park			Yes		8	1	4	0	10	0	5	0	1	1	1	1	32
20503221	MAUDE AVE			East Whisman		Yes		8	1	4	0	10	0	0	0	1	1	1	1	27
20502760	SLADKY AVE							2	1	5	5	0	0	0	10	1	1	1	1	27
20500383	LINDA VISTA AVE			Terra Bella Visioning		Yes		8	1	4	0	10	0	0	0	1	1	1	1	27
20502165	PIONEER WAY					Yes		8	1	4	0	10	0	0	0	1	1	1	1	27
1000580219	WHISMAN TO WB SR 237 RAMP					Yes		8	1	4	0	10	0	0	0	1	1	1	1	27
20500249	N RENGSTORFF AVE							10	1	4	0	10	0	0	0	1	1	1	1	29
20502834	HOSPITAL DR							4	5	4	0	0	0	0	10	1	1	1	1	27
1000605300	LA SALLE DR							4	5	4	0	0	0	0	10	1	1	1	1	27
20502693	PIONEER WAY					Yes		8	5	4	0	10	0	0	0	1	1	1	1	31
20503046	SLADKY AVE							2	1	5	5	0	0	0	10	1	1	1	1	27
20500283	MOFFETT BLVD							8	1	5	0	10	0	0	0	1	1	1	1	28
20500448	S RENGSTORFF AVE							4	1	5	0	10	0	0	0	1	1	1	5	28

Prioritization Results: Potential Green Street GSI Project Opportunities

Project Characteristics				City Prioritization Criteria				SWRP Project Scoring													
APN	Street Name	SWRP Project Sponsor	SWRP Project Name	Long Range Planning Area	PDA	Old Industrial Area	CIP Project	Impervious Score	Soil Group Score	Slope Score	Flood-prone Catchment Score	PCB Area Score	Priority Development Area Score	Co-located Project Score	Augments Water Supply Score	WQ Source Control Score	Reestablishes Natural Hydrology Score	Enhances Habitat Score	Community Enhancement Score	TOTAL SCORE
1000541233	N SHORELINE BLVD	Mountain View	Shoreline Boulevard Interim Bus Lane and Utility Improvements	Terra Bella Visioning			Shoreline Boulevard Interim Bus Lane and Utility Improvements	4	1	4	0	10	0	5	0	1	1	1	1	28
20500275	TERRA BELLA AVE	Mountain View	Shoreline Boulevard Interim Bus Lane and Utility Improvements	Terra Bella Visioning		Yes	Shoreline Boulevard Interim Bus Lane and Utility Improvements	8	1	5	0	10	0	5	0	1	1	1	1	33
20500309	N SHORELINE BLVD	Mountain View	Shoreline Boulevard Interim Bus Lane and Utility Improvements				Shoreline Boulevard Interim Bus Lane and Utility Improvements	6	1	5	0	6	0	5	0	1	1	1	1	27
20502541	THATCHER DR							4	5	4	0	0	0	0	10	1	1	1	1	27
20501408	N SHORELINE BLVD	Mountain View	Shoreline Boulevard Interim Bus Lane and Utility Improvements	Terra Bella Visioning		Yes	Shoreline Boulevard Interim Bus Lane and Utility Improvements	10	1	5	0	10	0	5	0	1	1	1	1	35
20501767	LOGUE AVE			East Whisman		Yes		8	1	4	0	10	0	0	0	1	1	1	1	27
20500721	E CHARLESTON RD	Palo Alto	East Charleston Road Green Street			Yes		10	1	5	0	10	0	5	0	1	1	1	1	35
20501755	ELLIS ST							10	1	5	0	10	0	0	0	1	1	1	1	30
20502886	SOUTH DR							6	5	4	0	0	0	0	10	1	1	1	1	29
20501986	GRANT RD							6	5	4	0	0	0	0	10	1	1	1	1	29
20500725	MOFFETT BLVD							10	1	5	0	10	0	0	0	1	1	1	1	30
1000586291	E CHARLESTON RD					Yes		8	1	5	0	10	0	0	0	1	1	1	1	28
20501825	CRISANTO AVE							4	1	5	0	10	0	0	0	1	1	1	5	28
20502267	S WHISMAN RD					Yes		8	1	5	0	10	0	0	0	1	1	1	1	28
1000541232	N SHORELINE BLVD	Mountain View	Shoreline Boulevard Interim Bus Lane and Utility Improvements	Terra Bella Visioning			Shoreline Boulevard Interim Bus Lane and Utility Improvements	6	1	5	0	10	0	5	0	1	1	1	1	31
20501091	BRYANT ST				Downtown	Yes		6	1	5	0	10	5	0	0	1	1	1	1	31
20501258	ELLIS ST	Mountain View	Ellis Street to Light Rail Trail	East Whisman		Yes		6	1	5	0	6	5	5	0	1	1	1	1	32
20503248	SHOWERS DR							8	1	4	0	10	5	0	0	1	1	1	1	32
20501073	SAN ANTONIO RD	Mountain View	Fayette Park	San Antonio	San Antonio			8	1	4	0	0	5	5	0	1	1	1	1	27
1000541249	NB US 101 FROM LA AVENIDA RAMP	Mountain View	Shoreline Boulevard Interim Bus Lane and Utility Improvements	North Bayshore	North Bayshore		Shoreline Boulevard Interim Bus Lane and Utility Improvements	2	1	4	0	10	5	5	0	1	1	1	1	31
1000735874	INFINITY WAY	Mountain View	South Whisman Area Park, Design and Construction		Whisman Station			10	1	2	0	0	5	5	0	1	1	1	1	27
20503218	FERGUSON DR				Whisman Station			10	1	3	0	10	5	0	0	1	1	1	1	33
20503176	W EVELYN AVE				Downtown	Yes		6	1	4	0	10	5	0	0	1	1	1	1	30
20501523	MOFFETT BLVD				Downtown			8	1	4	0	6	5	0	0	1	1	1	1	28
20501024	CYPRESS POINT DR				Downtown			8	1	4	0	6	5	0	0	1	1	1	1	28
20500665	W EVELYN AVE				Downtown			6	1	4	0	10	5	0	0	1	1	1	1	30
20502216	CHURCH ST					Yes		8	1	4	0	10	5	0	0	1	1	1	1	32
20502245	CHURCH ST					Yes		6	1	3	0	10	5	0	0	1	1	1	1	29
1000609780	FRANKLIN ST				Downtown	Yes		6	1	4	0	10	5	0	0	1	1	1	1	30
1000014023	SAN ANTONIO CIR			San Antonio	San Antonio	Yes		8	1	4	0	6	5	0	0	1	1	1	1	28
20501412	N SHORELINE BLVD	Mountain View	Shoreline Boulevard Interim Bus Lane and Utility Improvements	North Bayshore	North Bayshore		Shoreline Boulevard Interim Bus Lane and Utility Improvements	6	1	4	0	10	5	5	0	1	1	1	1	35
20500086	N SHORELINE BLVD			North Bayshore	North Bayshore	Yes		6	1	5	0	10	5	0	0	1	1	1	1	31

Prioritization Results: Potential Green Street GSI Project Opportunities

Project Characteristics				City Prioritization Criteria				SWRP Project Scoring													
APN	Street Name	SWRP Project Sponsor	SWRP Project Name	Long Range Planning Area	PDA	Old Industrial Area	CIP Project	Impervious Score	Soil Group Score	Slope Score	Flood-prone Catchment Score	PCB Area Score	Priority Development Area Score	Co-located Project Score	Augments Water Supply Score	WQ Source Control Score	Reestablishes Natural Hydrology Score	Enhances Habitat Score	Community Enhancement Score	TOTAL SCORE
20501072	FAIR OAKS ST	Mountain View	Rengstorff park					4	1	4	0	10	5	5	0	1	1	1	1	33
20501089	W EVELYN AVE				Downtown	Yes		10	1	4	0	10	5	0	0	1	1	1	1	34
20500660	W EVELYN AVE				Downtown	Yes		6	1	4	0	10	5	0	0	1	1	1	1	30
1000541248	N SHORELINE BLVD	Mountain View	Shoreline Boulevard Interim Bus Lane and Utility Improvements	North Bayshore	North Bayshore	Yes	Shoreline Boulevard Interim Bus Lane and Utility Improvements	6	1	4	0	10	5	5	0	1	1	1	1	35
20503219	ADA AVE				Downtown			6	1	4	0	10	5	0	0	1	1	1	1	30
20500450	LELAND AVE							4	1	4	0	10	5	0	0	1	1	1	1	28
20501519	MOFFETT BLVD				Downtown			10	1	5	0	10	5	0	0	1	1	1	1	35
20501704	THOMPSON AVE	Mountain View	Mora/Ortega Park, Design and Construction					8	1	4	0	10	5	5	0	1	1	1	1	37
20500340	WRIGHT AVE				Downtown	Yes		8	1	5	0	6	5	0	0	1	1	1	1	29
20500651	W EVELYN AVE				Downtown	Yes		10	1	4	0	10	5	0	0	1	1	1	1	34
20501520	MOFFETT BLVD				Downtown			10	1	4	0	10	5	0	0	1	1	1	1	34
20501377	CYPRESS POINT DR				Downtown			8	1	5	0	6	5	0	0	1	1	1	1	29
20501515	MOFFETT BLVD				Downtown			8	1	5	0	6	5	0	0	1	1	1	1	29
20500464	PETTIS AVE				Downtown			4	1	4	0	10	5	0	0	1	1	1	1	28
20500454	PACIFIC AVE				Downtown			4	1	4	0	10	5	0	0	1	1	1	1	28
1000541241	NB US 101 FROM SHORELINE RAMP			North Bayshore	North Bayshore	Yes		8	1	3	0	10	5	0	0	1	1	1	1	31
1000541234	NB US 101 FROM SB SHORELINE RAMP	Mountain View	Shoreline Boulevard Interim Bus Lane and Utility Improvements	North Bayshore	North Bayshore	Yes	Shoreline Boulevard Interim Bus Lane and Utility Improvements	6	1	4	0	10	5	5	0	1	1	1	1	35
20501077	VIEW ST				Downtown			6	1	4	0	10	5	0	0	1	1	1	1	30
20501415	N SHORELINE BLVD			North Bayshore	North Bayshore	Yes		8	1	3	0	6	5	0	0	1	1	1	1	27
20500587	W EVELYN AVE				Downtown	Yes		10	1	5	0	10	5	0	0	1	1	1	1	35
20502918	EL CAMINO REAL			El Camino Real	El Camino Real			10	1	4	0	10	5	0	0	1	1	1	1	34
20500492	FAYETTE DR	Mountain View	Fayette Park	San Antonio	San Antonio			10	1	5	0	0	5	5	0	1	1	1	1	30
20500449	LELAND AVE							4	1	4	0	10	5	0	0	1	1	1	1	28
20502717	DRIVEWAY				Downtown			8	1	4	0	10	5	0	0	1	1	1	1	32
20502847	E EL CAMINO REAL			El Camino Real	El Camino Real			6	1	2	0	10	5	0	0	1	1	1	1	28
20501397	MORA DR	Mountain View	Mora/Ortega Park, Design and Construction			Yes		8	1	5	0	0	5	5	0	1	1	1	1	28
20501518	MOFFETT BLVD				Downtown			10	1	5	0	10	5	0	0	1	1	1	1	35
20501425	N SHORELINE BLVD			North Bayshore	North Bayshore	Yes		8	1	4	0	6	5	0	0	1	1	1	1	28
20500664	BUSH ST				Downtown			6	1	4	0	10	5	0	0	1	1	1	1	30
20502321	E EVELYN AVE				Downtown	Yes		8	1	4	0	10	5	0	0	1	1	1	1	32
20500771	BAYSHORE PKWY			North Bayshore	North Bayshore			8	1	5	0	10	5	0	0	1	1	1	1	33
20502721	LOGUE AVE			East Whisman		Yes		6	1	4	0	10	5	0	0	1	1	1	1	30
20501402	MOFFETT BLVD				Downtown	Yes		10	1	5	0	10	5	0	0	1	1	1	1	35
20500099	E MIDDLEFIELD RD	Mountain View	Ellis Street to Light Rail Trail	East Whisman	Whisman Station	Yes		8	1	4	0	6	5	5	0	1	1	1	1	33
20500417	ORTEGA AVE	Mountain View	Mora/Ortega Park, Design and Construction					4	1	4	0	10	5	5	0	1	1	1	1	33
20500781	RENGSTORFF TO SB US 101 RAMP					Yes		8	1	4	0	10	5	0	0	1	1	1	1	32
20501514	MOFFETT BLVD				Downtown			8	1	5	0	6	5	0	0	1	1	1	1	29

Prioritization Results: Potential Green Street GSI Project Opportunities

Project Characteristics				City Prioritization Criteria				SWRP Project Scoring												
APN	Street Name	SWRP Project Sponsor	SWRP Project Name	Long Range Planning Area	PDA	Old Industrial Area	CIP Project	Impervious Score	Soil Group Score	Slope Score	Flood-prone Catchment Score	PCB Area Score	Priority Development Area Score	Co-located Project Score	Augments Water Supply Score	WQ Source Control Score	Reestablishes Natural Hydrology Score	Enhances Habitat Score	Community Enhancement Score	TOTAL SCORE
1000541256	NB US 101 TO SHORELINE RAMP			North Bayshore	North Bayshore			8	1	3	0	10	5	0	0	1	1	1	1	31
1000541240	NB US 101 FROM SB SHORELINE RAMP	Mountain View	Shoreline Boulevard Interim Bus Lane and Utility Improvements	North Bayshore	North Bayshore	Yes	Shoreline Boulevard Interim Bus Lane and Utility Improvements	8	1	3	0	10	5	5	0	1	1	1	1	36
1000586272	NB US 101 TO SAN ANTONIO RD RAMP			North Bayshore	North Bayshore			6	1	4	0	10	5	0	0	1	1	1	1	30
20500537	HOPE ST				Downtown	Yes		10	1	5	0	10	5	0	0	1	1	1	1	35
20501709	MAYFIELD AVE							8	1	5	0	6	5	0	0	1	1	1	1	29
20500343	GEMINI AVE				Downtown	Yes		6	1	5	0	6	5	0	0	1	1	1	1	27
20501414	PLYMOUTH ST			North Bayshore	North Bayshore	Yes		8	1	4	0	6	5	0	0	1	1	1	1	28
20501464	MOUNTAIN LAUREL CT				Downtown			6	1	5	0	6	5	0	0	1	1	1	1	27
20500337	WRIGHT AVE				Downtown			6	1	5	0	6	5	0	0	1	1	1	1	27
20500471	SHOWERS DR							8	1	4	0	10	5	0	0	1	1	1	1	32
20502630	E EL CAMINO REAL			El Camino Real	El Camino Real	Yes		8	1	4	0	10	5	0	0	1	1	1	1	32
1000677042	EASY ST				Downtown	Yes		4	1	3	0	10	5	0	0	1	1	1	1	27
1000659399	MADERA WAY				Downtown			10	1	4	0	6	5	0	0	1	1	1	1	30
1000657483	MINARET AVE				Downtown			4	1	3	0	10	5	0	0	1	1	1	1	27
20502206	FERGUSON DR				Whisman Station			10	1	4	0	10	5	0	0	1	1	1	1	34
20500440	SAN ANTONIO RD	Mountain View	Fayette Park	San Antonio	San Antonio			8	1	4	0	0	5	5	0	1	1	1	1	27
20501522	MOFFETT BLVD				Downtown			8	1	5	0	6	5	0	0	1	1	1	1	29
20501403	PACCHETTI WAY							8	1	3	0	10	5	0	0	1	1	1	1	31
20501105	CASTRO ST				Downtown	Yes		10	1	5	0	10	5	0	0	1	1	1	1	35
1000659409	W EVELYN AVE				Downtown			10	1	4	0	10	5	0	0	1	1	1	1	34
20502725	E MIDDLEFIELD RD	Mountain View	Ellis Street to Light Rail Trail	East Whisman	Whisman Station			8	1	4	0	0	5	5	0	1	1	1	1	27
20500998	WRIGHT AVE				Downtown			6	1	5	0	6	5	0	0	1	1	1	1	27
20500470	SHOWERS DR							6	1	3	0	10	5	0	0	1	1	1	1	29
20500737	CRITTENDEN LN	Mountain View	Fire Station 5 Training Classroom Design and Replacement	North Bayshore	North Bayshore			8	1	1	0	10	5	5	0	1	1	1	1	34
20500659	W EVELYN AVE				Downtown	Yes		6	1	5	0	10	5	0	0	1	1	1	1	31
20501712	THOMPSON AVE	Mountain View	Mora/Ortega Park, Design and Construction					8	1	3	0	10	5	5	0	1	1	1	1	36
20500493	FAYETTE DR	Mountain View	Fayette Park	San Antonio	San Antonio	Yes		6	1	4	0	6	5	5	0	1	1	1	1	31
20500518	MARINE WAY			North Bayshore	North Bayshore			8	1	5	0	6	5	0	0	1	1	1	1	29
20502413	YUBA DR			El Camino Real	El Camino Real	Yes		6	1	5	0	10	5	0	0	1	1	1	1	31
20500491	SAN ANTONIO RD	Mountain View	Fayette Park	San Antonio	San Antonio			8	1	4	0	0	5	5	0	1	1	1	1	27
20500490	SAN ANTONIO RD	Mountain View	Fayette Park	El Camino Real	El Camino Real			10	1	4	0	0	5	5	0	1	1	1	1	29
20501602	MAYFIELD AVE							8	1	4	0	10	5	0	0	1	1	1	1	32
20500115	E MIDDLEFIELD RD	Mountain View	Ellis Street to Light Rail Trail	East Whisman				8	1	5	0	6	5	5	0	1	1	1	1	34
20500661	W EVELYN AVE				Downtown	Yes		6	1	2	0	10	5	0	0	1	1	1	1	28
20503258	MOFFETT BLVD				Downtown			8	1	4	0	10	5	0	0	1	1	1	1	32
1000541274	SB US 101 TO SB SR 85 RAMP							8	1	3	0	6	5	0	0	1	1	1	1	27

Prioritization Results: Potential Green Street GSI Project Opportunities

Project Characteristics				City Prioritization Criteria				SWRP Project Scoring													
APN	Street Name	SWRP Project Sponsor	SWRP Project Name	Long Range Planning Area	PDA	Old Industrial Area	CIP Project	Impervious Score	Soil Group Score	Slope Score	Flood-prone Catchment Score	PCB Area Score	Priority Development Area Score	Co-located Project Score	Augments Water Supply Score	WQ Source Control Score	Reestablishes Natural Hydrology Score	Enhances Habitat Score	Community Enhancement Score	TOTAL SCORE
1000703194	NB US 101 FROM NB SHORELINE RAMP	Mountain View	Shoreline Boulevard Interim Bus Lane and Utility Improvements	North Bayshore	North Bayshore	Yes	Shoreline Boulevard Interim Bus Lane and Utility Improvements	8	1	1	0	10	5	5	0	1	1	1	1	34
1000541209	PEAR AVE			North Bayshore	North Bayshore	Yes		8	1	4	0	10	5	0	0	1	1	1	1	32
20501213	SPACE PARK WAY	Mountain View	Space Park Way Green Street Project	North Bayshore	North Bayshore	Yes		8	1	4	0	10	5	5	0	1	1	1	1	37
20501106	W EVELYN AVE				Downtown	Yes		10	1	5	0	10	5	0	0	1	1	1	1	35
20502214	CENTRE ST					Yes		8	1	4	0	10	5	0	0	1	1	1	1	32
20502213	CENTRE ST					Yes		6	1	3	0	10	5	0	0	1	1	1	1	29
20502215	YUBA DR					Yes		10	1	4	0	10	5	0	0	1	1	1	1	34