

CITY OF MOUNTAIN VIEW

ENVIRONMENTAL PLANNING COMMISSION
STAFF REPORT
MARCH 19, 2025

5. STUDY SESSION

5.1 Moffett Boulevard Precise Plan Land Use Alternatives

RECOMMENDATION

Review the Moffett Boulevard Precise Plan Land Use Alternatives and provide a recommendation to the City Council on a Preferred Land Use Alternative and streetscape priorities.

PUBLIC NOTIFICATION

The Environmental Planning Commission (EPC) agenda is advertised on Channel 26, and the agenda and this report appear on the City's internet website. All property owners and occupants within the proposed Moffett Boulevard Precise Plan (Precise Plan), including Future Study Areas and surrounding 750' radius; and notification beyond the required 750' radius, including additional properties dependent on utilizing the main arterials in the Precise Plan, were notified of this EPC Study Session and the tentatively scheduled April 22, 2025 City Council Study Session by mailed notices. Other interested stakeholders, including those who signed up on the Precise Plan webpage, were notified electronically. A workshop, advertised through a mailed notice, signage in the neighborhood, and an information booth at the February 23, 2025 Mountain View Farmers Market, was held on March 3, 2025, which included information about this Study Session. A webpage for the Precise Plan is available on the City's website at www.Mountainview.gov/MoffettBldv. This webpage also provides information about this EPC Study Session and will provide information on future meetings and community workshops as well as past workshops and meetings. For more information about the Precise Plan, interested parties are encouraged to sign up for notifications on the project webpage.

BACKGROUND

Project Overview

The Moffett Boulevard Precise Plan will include new zoning regulations and development standards for the Precise Plan area, with limited development standards and no change in land use proposed for Future Study Areas at this time. The Precise Plan will also include a vision, goals and policies, and streetscape standards. This Precise Plan implements three

adopted City plans, including the 2030 General Plan, the Sixth Cycle 2023-2031 Housing Element, and the Fiscal Years 2023-25 City Council Work Plan.

2030 General Plan

The Precise Plan area is identified by the City's General Plan as the Moffett Boulevard Change Area (Change Area). The Change Area has a General Plan Land Use Designation of "Mixed-Use Corridor" and encompasses approximately 20 acres of properties (see Figure 1).

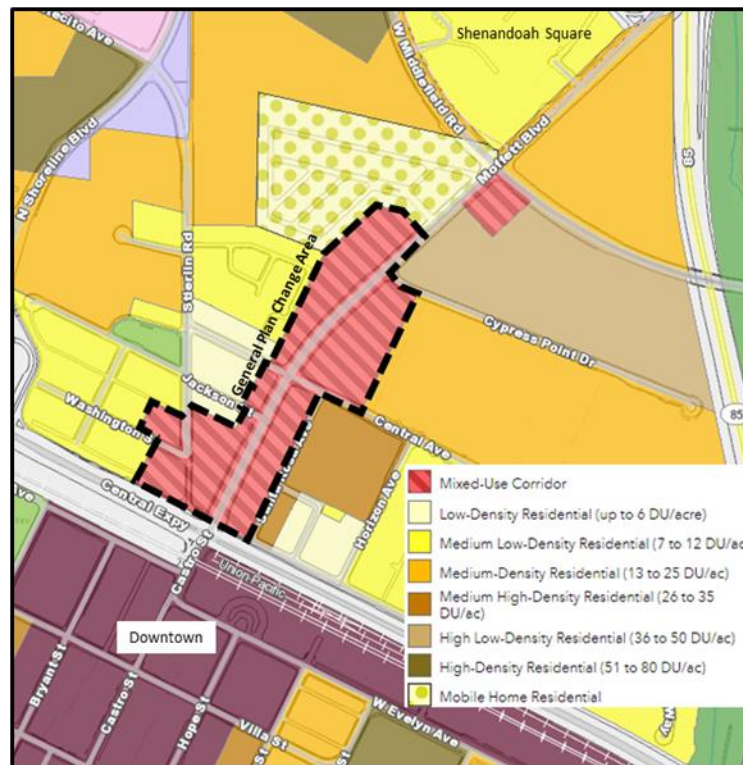


Figure 1: Moffett Boulevard General Plan Change Area Map

The Change Area consists of retail and commercial uses, including restaurants, service uses (e.g., dental offices, law offices, and auto repair), and music and yoga studios; residential uses; the Mountain View Los Altos Adult High School; and the Community Services Agency of Mountain View, Los Altos, and Los Altos Hills. It is surrounded by a mix of one- to three-story apartment buildings, one- and two-story single-family homes, and one-story mobile homes.

The General Plan policies for the Change Area promote its transformation into a revitalized corridor with a mix of land uses and as a gateway to the City's downtown area (see Exhibit 1, General Plan [Moffett Boulevard Change Area Policies](#)). Specific policies also will help

improve Moffett Boulevard into a well-landscaped street with plazas and gathering areas and with safer pedestrian and bicycle access to and from the area.

Sixth Cycle 2023-2031 Housing Element

The City's Sixth Cycle 2023-2031 Housing Element (Housing Element) specifies that Moffett Boulevard will be rezoned to allow new development with at least a 1.85 floor area ratio (FAR), or approximately 72 dwelling units per acre, and identifies sites where neighborhood commercial uses will be required (see Exhibit 2, Housing Element Policy 1.1(g)(c)). The Housing Element includes a deadline of December 31, 2025 to adopt this policy.

Fiscal Years 2023-25 City Council Work Plan

On [June 13, 2023](#), the City Council adopted its Fiscal Years 2023-25 City Council Work Plan (Work Plan) (see Exhibit 3). The Work Plan identifies the preparation of a Moffett Boulevard Precise Plan as a Priority A (highest-priority) project.

Prior City Meetings

City Council Meetings Prior to November 2024

The City Council held a Study Session on [November 14, 2023](#) (see Exhibit 4) and directed staff to prepare the Precise Plan. Council directed that the Precise Plan area include the General Plan Change Area as well as the property at Moffett Boulevard and Middlefield Road (Valero gas station). Additionally, Council directed staff to study the inclusion of the properties at 500 West Middlefield Road (Willow Park homeowners association (HOA) residential condominiums), 555 West Middlefield Road (AvalonBay residential apartment community), and 500 Moffett Boulevard (Shenandoah Square, a federally owned property controlled by the U.S. Army) into the Precise Plan boundaries.

On April 23, 2024, the City Council approved the selection of Moore Iacofano Goltsman, Inc. (MIG), as the planning consultant to assist the City in the preparation of the Precise Plan and approved the scope of work and budget.

City Council Study Session—November 19, 2024 (see Exhibit 5)

On [November 19, 2024](#), the City Council reviewed the Moffett Boulevard Precise Plan Visioning Framework (Framework) and also provided direction on the project area boundaries. The Framework was developed based on public input received from an August 2024 public workshop and two stakeholder meetings. A summary of public input received is included in [Attachment 3](#) of the November 19, 2024 City Council report.

This Framework includes several vision themes for the area and potential strategies to implement those themes as well as Precise Plan area boundaries. The EPC provided a recommendation to the City Council on these materials at a Study Session on [October 16, 2024](#) (see Exhibit 6).

A majority of the City Council indicated support for the draft visioning Framework with the following feedback:

- A. Under the draft vision for “A thriving hub of economic activity...,” including the following changes:
 - Replace the potential strategy from “Streamlining Development Requirements and Regulations” to “Clear Development Standards and Regulations.”
 - Retain “Property Assembly Strategy” as a potential strategy.
- B. Under the draft Vision for “A unique identity and destination...,” make the following changes:
 - Replace the word “destination” with “community.”
 - Potential strategies for “identity” should rely on building design and streetscape improvements and not through signage and wayfinding.
- C. Emphasize and incorporate the following potential strategies into the draft Vision and Precise Plan process:
 - Retain existing small businesses (e.g., grocery store, yoga studios).
 - Stress the value and importance of the streetscape, including improving landscaping and providing tree canopy, and make Moffett Boulevard more walkable and bikeable.
 - Preserve historic resources and provide for historic markers/plaques.
 - Consider options for increased FAR above 1.85.
 - Promote potential strategies that can implement the vision (e.g., community benefit tools).
 - Call out the need for outdoor community gathering areas.

- Study ways to ensure commercial can be provided and retained along Moffett Boulevard in addition to housing.
- Create a comprehensive vision that is not constrained by the Housing Element deadline.

A majority of the City Council expressed the following feedback regarding the Precise Plan boundary:

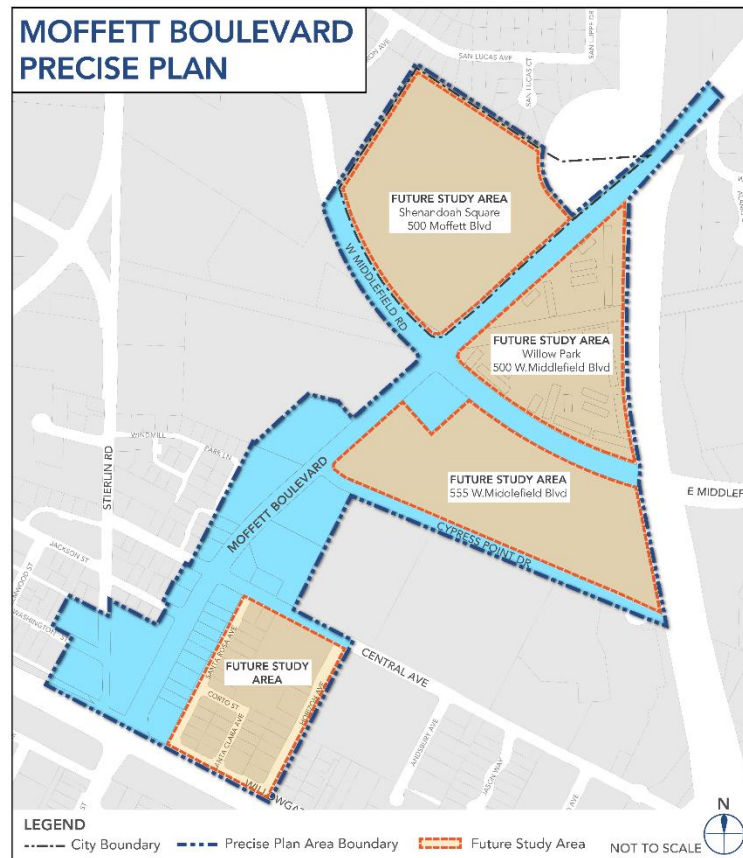
- A. Include 500 and 555 West Middlefield Road and 500 Moffett Boulevard into the Precise Plan as Future Study Areas. The new Precise Plan streetscape standards should be extended along the frontages of these sites.
- B. Extend the streetscape to the Stevens Creek Trail entry point along Moffett Boulevard.
- C. Consider further analyzing the “triggers” needed for the Future Study Areas to ensure the triggers do not miss an opportunity to regulate major new projects in the area.
- D. Include the rectangular area encompassing the Santa Rosa-Willowgate-Horizon-Central Avenue block in the Precise Plan, tentatively termed as a Future Study Area.

ANALYSIS

Following the November 19, 2024 City Council meeting, the project team revised the Framework materials to include the updated Precise Plan boundary, vision themes, and strategies, created three land use alternatives (excluding the Future Study Areas), and identified key streetscape elements described below. The purpose of these concepts is to help inform the selection of a preferred land use alternative for the project by evaluating options for how land uses in the Precise Plan area might change over time. More information about these concepts can be found in Exhibit 7, Land Use Alternatives Summary.

Revised Plan Area Boundary

The blue parcels shown in Figure 2 below comprise the “core” Moffett Boulevard Precise Plan area (Moffett area) based on the City’s General Plan and will include new land uses, densities, policies, and development standards.



**Figure 2: Moffett Boulevard Precise Plan Area
(including Future Study Areas)**

Additionally, the streets shown in blue will be studied for potential improvements to create a more comprehensive and connected mobility network for all travel modes, including connections to the Stevens Creek Trail.

The Precise Plan boundary also includes several “Future Study Areas” based on City Council direction as shown in Figure 2. These areas were identified because of their proximity to the Moffett Boulevard corridor and/or Downtown Transit Center, and for their potential to contribute to future changes or policy goals for the area.

The Future Study Area designation means that there will be no changes to allowed land uses or densities within these areas as part of the current Precise Plan process (Future Study Area). However, the Precise Plan may consider minor changes in development standards and new public improvements (such as wider sidewalks or bicycle lanes) within or adjacent to these Future Study Areas. The intent of including these minor changes in development standards is to ensure any incremental changes to these Future Study Areas that do not

trigger additional planning will still result in public realm and other improvements that align with the Precise Plan’s overall goals and intent.

Additionally, the Precise Plan will study potential policies or “triggers” to initiate a future Precise Plan amendment process regarding Future Study Areas. For example, if ownership of the Shenandoah Square site changed from federal to nonfederal ownership, this could trigger a study for how the area could be best included within the Precise Plan. This study could then, for example, determine appropriate land uses, building heights, and other regulations so development at Shenandoah would be compatible with Precise Plan goals, policies, and standards.

Updated Vision Themes and Potential Strategies

The vision themes and potential strategies were updated based on City Council comments. Exhibit 7 in the Land Use Alternatives Summary also includes images to illustrate each theme and strategy.



Figure 3: Vision Theme 1 and Theme 2



Figure 4: Vision Theme 3 and Theme 4



Figure 5: Vision Theme 5

Existing Context

The existing Moffett Boulevard Precise Plan area includes a range of retail, commercial, office, hotel, and residential uses. Buildings vary in age, with some currently under construction and others dating back nearly a century (Historic Adobe Building). These buildings and uses are supported by an existing network of streets and pathways that connect the core of the Moffett Boulevard Precise Plan area to community amenities and destinations, including neighborhoods, parks, open spaces, trails, and historic resources. There are also a mix of different block sizes and shapes, generally ranging from 750' to 800' long.

The City's Housing Element has identified several housing opportunity sites within the Precise Plan area, and the City's policy direction is to support residential development on these sites. The City has also received recent development proposals for projects located within the area.

Key Existing Context Features

- Housing Density (based on current City zoning): 43 dwelling units per acre

- Existing Residential Units: 184 units
- Existing Nonresidential Uses (total available): 165,000 square feet
- Existing Nonresidential Uses (currently leased): 120,000 square feet (73% occupancy rate)
- Current Building Heights: between one- to four-stories

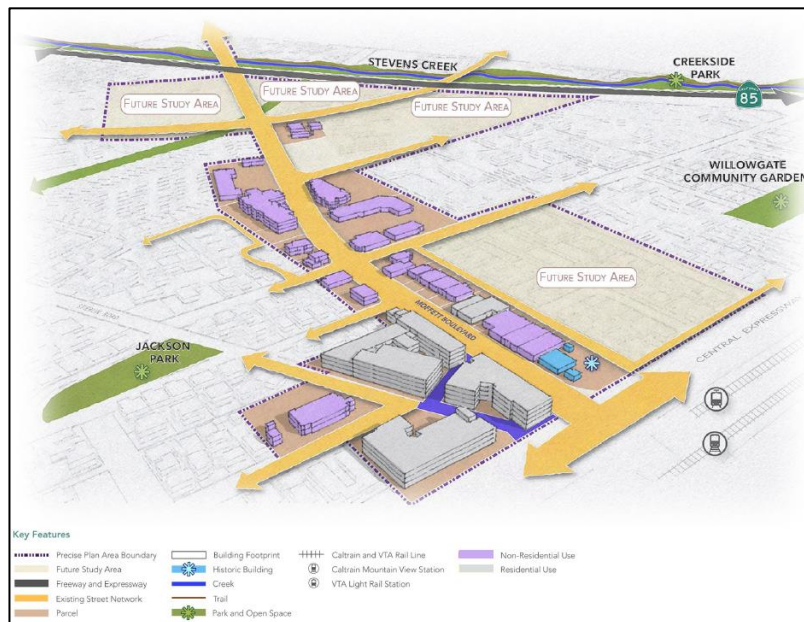


Figure 6: Existing Moffett Boulevard Precise Plan Area

Land Use Alternatives

The Land Use Alternatives (see Exhibit 7) present ideas and options regarding future development in the Precise Plan area, excluding the Future Study Areas. They were informed by previous comments from the City Council. They were also informed by the minimum density indicated in the Housing Element and General Plan, but also reflect the potential for a range of higher densities and intensities and various strategies for where to locate commercial uses, including whether to require them.

Each alternative describes the potential redevelopment of different parcels in terms of varying building heights and land uses. They are intended to invite discussion about how the area might change over time and what that change might look like. This information is meant to illustrate the character and variation between the alternatives.

Staff notes that each alternative is not an “all-or-nothing” approach. In other words, parts of one alternative can be combined with parts of another alternative. For example, the EPC might support one alternative’s approach to building heights or one particular block along Moffett Boulevard and another alternative’s approach to commercial uses. The EPC may wish to consider to what extent each alternative, or alternative elements, best reflects the desired vision for the area consistent with the Council-approved vision and Framework.

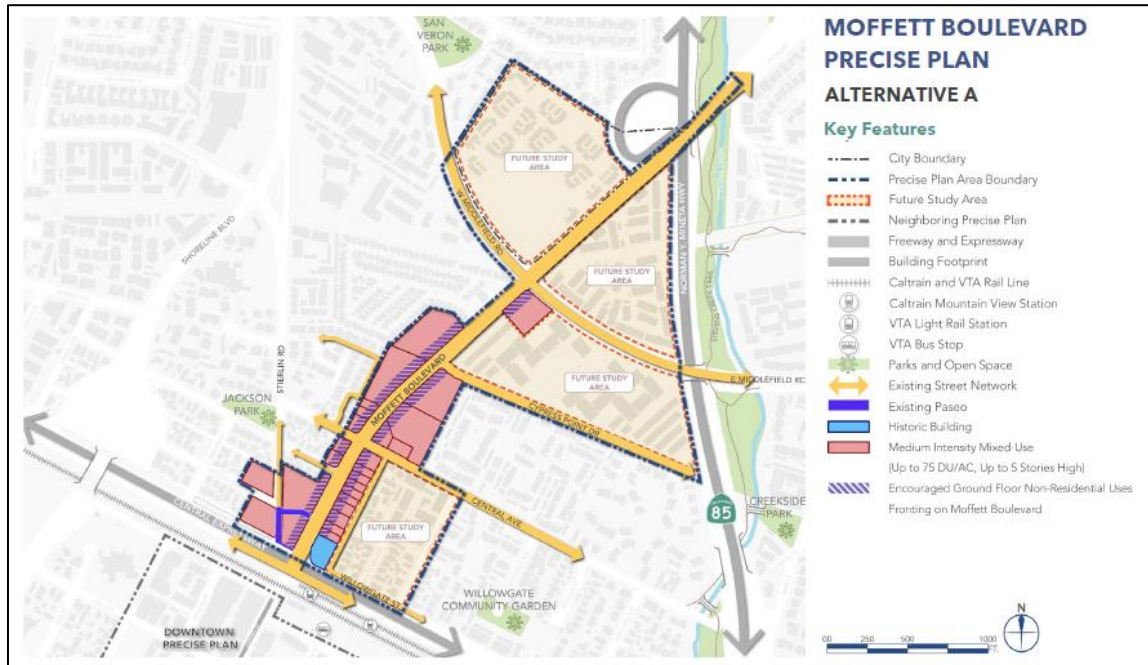


Figure 7: Alternative A: Medium Intensity Mixed-Use

Alternative A applies a new “Medium-Intensity Mixed-Use” designation throughout the Moffett Boulevard Precise Plan area. This designation is largely based on the City’s adopted Housing Element policies, which allows new development up to 1.85 FAR or approximately 75 dwelling units per acre.

This alternative assumes that new nonresidential uses (e.g., commercial, retail, dining, services, community centers, education, etc.) would be on the ground floor of new buildings to create a more active pedestrian street character. Because there is currently limited-market demand for nonresidential uses in higher-cost, newly constructed spaces and because residential projects at these densities may be less economically feasible with commercial space, new mixed-use projects would be encouraged¹ (but not required) to

¹ These encouragement tools have not yet been developed but could include policy language in the Precise Plan, reduced standards, and public improvements that support commercial activities.

include nonresidential uses fronting Moffett Boulevard. This is shown on the Alternative A graphic as the purple-dashed area.

Key Features of Alternative A

- Housing Density: up to 75 dwelling units per acre
- New Residential Units: 550 to 650 units
- Nonresidential Uses: 50,000 to 74,000 square feet
- Building Heights: four to five stories

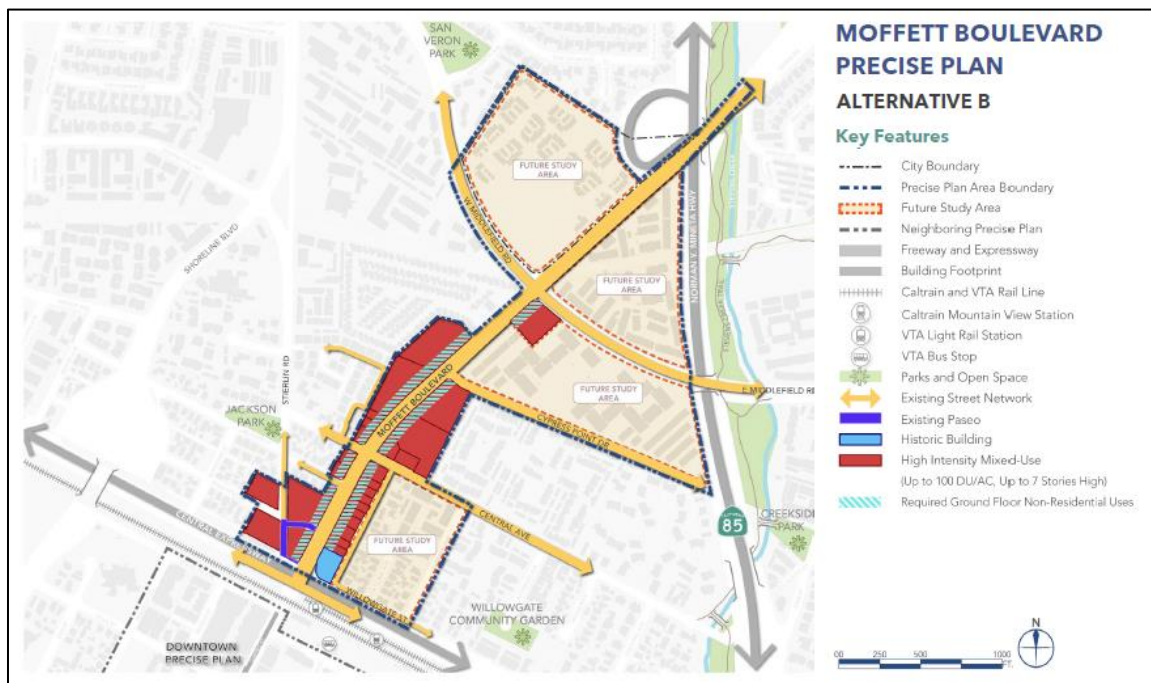


Figure 8: Alternative B: Higher-Intensity Mixed-Use

Alternative B applies a new “Higher-Intensity Mixed-Use” designation throughout the Moffett Boulevard Precise Plan area. This designation allows increased residential densities to help support public transit use given the Moffett Boulevard Precise Plan area’s proximity to the Mountain View Transit Center. The increased densities would allow for a greater range of housing types and affordability levels.

This alternative assumes that new nonresidential uses (e.g., commercial, retail, dining, services, community centers, education, etc.) would be required on the ground floor of new buildings to create a more active pedestrian street character. This requirement is more

feasible based on the additional residential capacity created from the higher intensity. The development projects would be more feasible since the residential could help subsidize the additional costs to develop commercial space, and more demand may be generated to support the viability of those uses. This is shown on the Alternative B graphic as the green-dashed area.

Key Features of Alternative B

- Housing Density: Up to 100 dwelling units per acre
- New Residential Units: 650 to 950 units
- Nonresidential Uses: 66,000 to 95,000 square feet
- Building Heights: five to seven stories

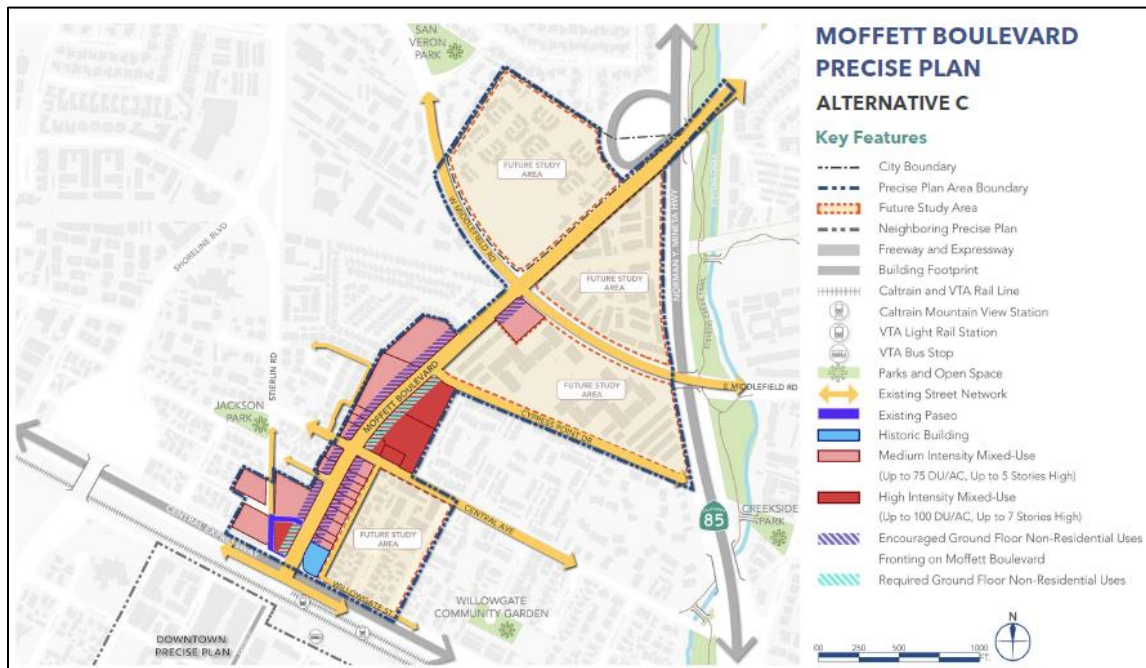


Figure 9: Alternative C: Focused Mixed-Use

Alternative C is a combination of the Alternatives A and B and focuses higher-density development in key “nodes” in the Moffett Boulevard Precise Plan area. The first node would be near the intersection of Moffett Boulevard and Central Expressway (near the Mountain View Transit Center). The second node would be on the large block on the east side of Moffett Boulevard, between Central Avenue and Cypress Point Drive. This area could support a larger project incorporating a range of nonresidential space and community uses (given the larger parcel sizes). Under this alternative, Higher-Intensity Mixed-Use is focused in the two nodes and all other areas would have Medium-Intensity Mixed-Use.

Key Features of Alternative C

- Housing Density: up to 75 dwelling units per acre in most areas with up to 100 dwelling units per acre in key nodes;
- New Residential Units: 650 to 850 units;
- Nonresidential Uses: 50,000 to 80,000 square feet; and
- Building Heights: four to five stories in most areas, with up to seven stories in key nodes.

Alternatives Comparison

Each of the land use alternatives implement the key themes and emerging strategies from the vision Framework, but in slightly different ways. This is because there are policy choices and trade-offs that the community and City will need to discuss and evaluate as part of the Precise Plan process. The tables below articulate some of the key differences and policy choices between the alternatives.

The new residential units and commercial floor area in Table 1 below are an estimate of possible development with a range of characteristics across the developable properties in the area.

Table 1: Land Use Alternatives Comparison

	Existing	Alternative A:	Alternative B:	Alternative C:
Density	Up to 43 units/acre	Up to 75 units/acre	Up to 100 units/acre	Up to 100 units/acre, focused in key nodes
Units	184	Potential of 550–650	Potential of 650–950	Potential of 650–850
Nonresidential Square Feet	165,000	Potential of 50,000–74,000	Potential of 66,000 –95,000	Potential of 50,000 - 80,000
Heights	1–4 stories	4–5 stories	5–7 stories	4–7 stories, tallest focused in key nodes

	Existing	Alternative A:	Alternative B:	Alternative C:
Ground-Floor Uses	Existing mix of nonresidential and residential	Encouraged	Required	Encouraged in most areas, required in key nodes

Exhibit 7 includes an alternatives comparison table that evaluates the alternatives across several initial Precise Plan objectives for the area identified during the previous engagement process (housing, active ground-floor uses, outdoor community spaces, and sustainability). The table in Exhibit 7 shows a general, qualitative comparison of how each alternative either maintains the status quo, moves in the right direction, or meets/exceeds the objective.

In addition, the EPC may also wish to consider the following during their consideration of the alternatives.

- **General Plan.** Each alternative is broadly consistent with the General Plan’s vision, goals, and policies for the area as a revitalized corridor with a flexible mix of land uses. The General Plan’s Land Use Designation for this area, Mixed-Use Corridor, includes building height guidelines of four stories. A General Plan text amendment will be required for any alternative that includes building heights above four stories.
- **Housing Element.** Each alternative meets or exceeds the City’s Housing Element requirements for rezoning the area to at least 1.85 FAR (approximately 72 units/acre). Each conceptual diagram also shows redevelopment of parcels identified as housing sites in the Housing Element.
- **Outcomes.** Each alternative may emphasize different Precise Plan area outcomes to varying degrees. The EPC may want to consider the relative importance of the following outcome(s) as they consider their land use alternative preference. Staff notes that some of these outcomes will be further addressed and developed into specific policies and strategies brought back to the EPC during review of the Draft Precise Plan. Potential outcomes may include:
 - New housing and mixed-use development;
 - New neighborhood commercial uses and/or retention of existing neighborhood businesses;
 - Supporting public transit;
 - More active ground-floor uses;

- New development (bulk, mass, and height of buildings) and neighborhood character; and
 - New development fees and contributions that can bring about public improvements.
- **Regional Planning Context.** The Metropolitan Transportation Commission (MTC) has a Transit-Oriented Communities (TOC) Policy which applies to areas within one-half mile of a BART, Caltrain, light rail, or bus rapid transit station. The TOC policy would apply to the Moffett area which is adjacent to the Downtown Transit Center. Compliance with TOC policies is voluntary, but by complying with TOC policies cities would become eligible for transportation funding through the One Bay Area Grant (OBAG) program.

The TOC policy is intended to help support the region's transportation investments by increasing residential densities and commercial intensities within one-half-mile radius. For the Moffett area, the required average minimum and maximum residential densities are 50 units per acre and 75 units per acre, respectively. For commercial office uses, the required average minimum and maximum intensities are 2.0 FAR and 4.0 FAR, respectively.

The City's compliance with TOC policy has yet to be determined. Strict compliance would require all parcels within one-half-mile radius of the Downtown Transit Center (i.e., both sides of Central Expressway) to meet the average density and intensity standards (with some exceptions based on existing uses). This is not reasonable to expect from the Moffett Boulevard Precise Plan alone since it is a relatively small part of the overall area.

Based on the City's Housing Element policy direction to allow 1.85 Residential FAR for this area, the Moffett Boulevard Precise Plan area would comply with the TOC Policy for residential maximum densities, but higher densities would create a buffer that may help the City meet the standard across the whole one-half-mile radius area. The alternatives do not contemplate minimum densities, but they could be included as part of the Precise Plan process. Based on recent MTC administrative guidance, the minimum and maximum commercial office intensities could be met with equivalent residential or mixed-use intensities (2.0 FAR minimum and 4.0 FAR maximum) in mixed-use zones.

It is unclear at this time how much OBAG funding would be available to the City and how much could be secured through full or partial compliance with MTC-TOC policies. Note that the policy also mandates maximum parking of one stall per unit and

2.5 stalls per 1,000 square feet of commercial as well as various affordable housing, commercial stabilization, and station access policies. For more information, see Exhibit 8, MTC TOC Policy.

Streetscape

A major focus of the community input has been to create a more walkable, bikeable corridor, as reflected in Vision Theme 4. This is consistent with a General Plan action item to improve the Moffett Boulevard streetscape. The City is also in the process of implementing streetscape improvements in the area through several capital improvement projects. These improvements include roadway resurfacing as well as several localized bicycle and pedestrian improvements.

The Moffett Boulevard Precise Plan provides an opportunity to study area street improvements in a comprehensive manner that complements land use changes. This could include new or updated streetscape standards which apply to both Moffett Boulevard and area side streets. These new standards could address the community's and City's stated interests in improving safe and accessible travel for all modes while improving connections within the area and to surrounding areas. For example, potential new standards may address topics such as intersection improvements, bike lanes, bus/shuttle/delivery drop-off areas, and new landscaping, lighting, and signage. Staff notes that further technical analysis regarding the feasibility of potential streetscape improvements to Moffett Boulevard and area side streets will be needed. Further analysis will need to consider the following:

- *Limited Right-of-Way.* As noted, Moffett Boulevard has limited public right-of-way, and includes four vehicle travel lanes, street parking, and a number of buildings abutting the public right-of-way, limiting the City's ability to widen the right-of-way. Modifying this limited right-of-way to accommodate desired streetscape improvements will require trade-offs in terms of what can or cannot fit within this area.
- *Existing Utilities.* The City has two major water and storm drain mains under Moffett Boulevard. This could constrain using the right-of-way for certain types of improvements because the City needs access to these utility lines for future maintenance.
- *Existing Plans.* Within and adjacent to the Precise Plan area are two planned Capital Improvement Program (CIP) projects that will improve the existing streetscape. Moffett Complete Streets (CIP 24-03) will install bike lanes within the existing roadway on Moffett Boulevard from Middlefield Road to RT Jones Road to the north. Construction is planned for early 2027. The second CIP, Middlefield Road Complete

Streets (22-01), will install Class IV bikeways on Middlefield Road between Moffett Boulevard and Bernando Avenue to the south. Construction is planned for fall 2027. Staff will continue to coordinate the work between the CIPs and the Precise Plan.

- *Flexible Approach.* Streetscape improvements to Moffett Boulevard do not necessarily need to include a singular streetscape improvement along the entire corridor. Different sections of Moffett Boulevard could have varying streetscape improvements as long as the different sections align with each other in a safe and coordinated manner.
- *Vehicle Trips.* During the environmental review phase of this project, traffic modeling will take place based on the Precise Plan's projected growth. This modeling will help inform the potential modification of the number and width of any vehicle travel lanes which, in turn, will help inform the design and function of streetscape improvements.
- *Pedestrian and Bike Infrastructure.* More analysis will be needed to ensure any bicycle and pedestrian gaps or improvements are addressed throughout the corridor.
- *Downtown Transit Master Plan.* The Downtown Transit Master Plan has several recommendations for the Moffett Boulevard corridor, including designing for shuttle bus drop-off and access. These recommendations will need to be evaluated during this streetscape analysis.
- *Cost and Funding.* The potential cost of any streetscape improvements will need to be assessed along with funding sources. One potential funding source could be from the MTC, through their MTC TOC Policy.

The following are examples of streetscape improvements that may be suitable for the Moffett Boulevard corridor. At the March 3, 2025 community workshop, participants ranked these improvements in order of participant preference. The results are included below under the Public Input section.

Wider sidewalks with trees and pedestrian amenities



Buffered bicycle lanes (on-street level with pavement markings to separate from traffic)



Protected bicycle lanes (separated from traffic by curbs or landscaping)

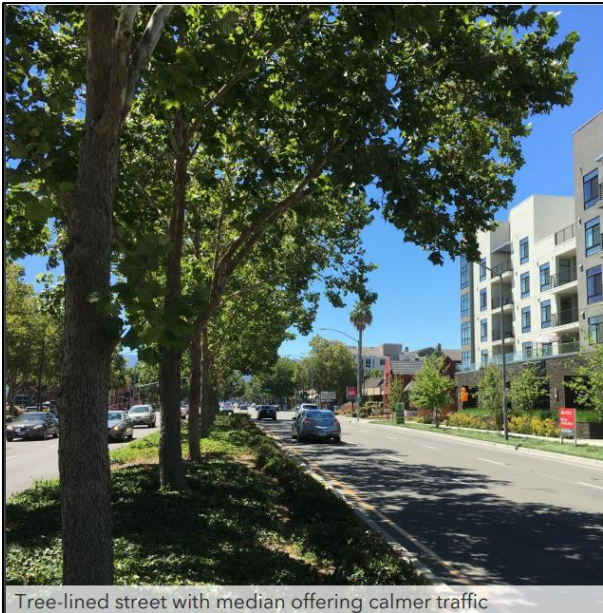


Bicycle pathway that is separated from vehicle traffic

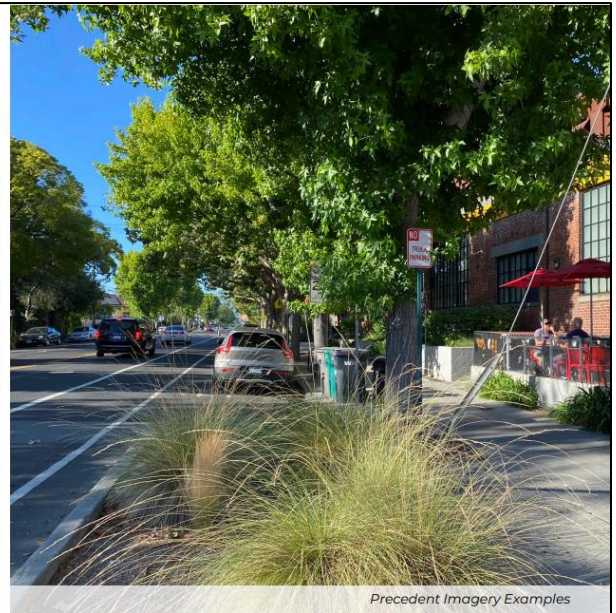


Precedent Imagery Examples

Landscaped boulevard with medians



Tree-lined street with median offering calmer traffic



Precedent Imagery Examples

Four vehicle travel lanes (maintain existing vehicle roadway capacity)



On-street parking



Analysis of future streetscape improvement opportunities will be brought back to the EPC and City Council, including options for inclusion in the Precise Plan, during a later stage in the process after a preferred land use alternative has been selected and guidance on preferred streetscape improvements has been provided by Council.

PUBLIC INPUT

The project team presented land use alternative and streetscape concept information at the March 3, 2025 Public Workshop at the German International School, which is summarized below. There were approximately 85 attendees at the event. The workshop included multilingual facilitation in English, Spanish, Russian, and Chinese. A full workshop summary is included as Exhibit 10.

Additional communications are included in Exhibit 9, Public Comments.

The following is a high-level summary of public comments from the workshop.

Land Use Alternatives

During the March 3, 2025, workshop, Land Use Alternatives were presented to the workshop attendees as a group exercise of eight to 10 persons. The group was asked to review the three land use alternatives in relation to two questions:

1. What components of each alternative does the group like?
2. What would the group change or modify to make the Alternative align better with the group's vision for the future of the Moffett area?

The comments below were obtained from comments that were verbally expressed and from participants who provided individual written comments on cards and Post-it notes.

Alternative A: Medium-Intensity Mixed-Use

- Several groups felt the proposed building heights envisioned under this alternative (four to five stories) were too low, uninviting, and did not provide enough opportunities for a diversity of new housing.
- Some groups preferred the building height maximums included under this alternative and felt these heights are in character with the existing Moffett area, given its scale and proximity to surrounding neighborhoods.
- Most groups felt that ground-floor nonresidential uses should be "required" under this alternative as opposed to "encouraged," even if there are lower overall residential densities.

Alternative B: Higher-Intensity Mixed-Use

- Most groups favored the residential densities and building heights proposed under this alternative (five to seven stories). This alternative's ability to provide more housing at a broader range of affordability levels was seen as a positive attribute.
- Some groups were concerned about the potential impacts the proposed building heights could have on surrounding lower-scale neighborhoods (privacy, nighttime light, daytime shadows), specifically, single-family residential neighborhoods along Central Avenue.
- Many groups were concerned about how parking would be addressed for new projects based on the densities proposed under this alternative. Several participants were also concerned about how the City would address increased infrastructure requirements resulting from the increased density.
- Many groups felt that the required ground-floor nonresidential uses included under this alternative created opportunities for new pedestrian improvements, more walkability, and overall community-building.
- Some participants were concerned regarding the feasibility of proposing nonresidential uses (particularly retail) along Moffett Boulevard with many struggling businesses in downtown Mountain View (Castro Street).
- Some participants were concerned around the "consistent" look of the heights and the overall maximum of seven stories and felt that seven stories would specifically be out of context at 100 Moffett Boulevard.

Alternative C: Focused Mixed-Use

- Most groups felt that this alternative would have fewer negative impacts on surrounding lower-intensity neighborhoods relative to Alternative B, particularly areas west of the area.
- Most groups preferred having taller buildings closer to the Mountain View Transit Center and midcorridor (e.g., the two identified "nodes"). Several groups specifically liked the idea of creating a central node that could be a hub of community activity and retail.

Additional Comments and Ideas

- All groups discussed the need for more pedestrian-oriented uses and amenities, particularly along Moffett Boulevard. Groups highlighted specific ideas for the Moffett area, including more safety, improved traffic-calming measures, better lighting, better landscaping, improved bicycle facilities, more green space (paseos, plazas, parks), and fewer driveways.
- Many groups felt that it is essential for new development along Moffett Boulevard to have a unique and interesting architectural character.
- Many groups brought up concerns about current and future parking needs for the Moffett area and whether there is a need for street parking (or, alternatively, could most parking be addressed on parcels).
- One group suggested the area for this project be expanded to include surrounding neighborhoods to better plan future growth and transitions between the core of Moffett Boulevard and surrounding neighborhoods.

Streetscape

Streetscape design concepts were presented as a series of photographs (as shown earlier in the report) and participants were asked to rank each of the concepts based upon four responses of “I Really Like It,” “It’s Worth Considering,” “I Don’t Like It,” and “I’m Not Sure.”

The majority of participants indicated “I Really Like It” in response to streetscape design concepts that included wider sidewalks with trees and pedestrian amenities, improved and safer crosswalks, buffered bicycle lanes, protected bicycle lanes and landscaped boulevard with medians. However, the majority of participants indicated “I Don’t Like It” to the concept of four-vehicle travel lanes (existing) and on-street parking. Then participants were asked to rank these improvements based on the need to prioritize for limited space in the roadway. The following is the ranking from participants at the meeting:

1. Wider sidewalks with trees and pedestrian amenities (highest-ranked choice);
2. Protected bicycle lanes;
3. Buffered bicycle lanes;
4. Landscaped boulevard with medians;
5. On-street parking; and
6. Four-vehicle travel lanes (existing) (lowest-ranked choice).

Participants were also asked to identify a word or phrase to describe what comes to mind when they think about future streetscape design of Moffett Boulevard, and 152 responses

CONCLUSION

In conclusion, staff is requesting EPC recommendation of a preferred land use alternative and streetscape priorities which will be forwarded to the City Council.

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- Exhibits:
1. General Plan [Moffett Boulevard Change Area Policies](#)
 2. Housing Element Policy 1.1(g)(c)
 3. [Fiscal Years 2023-25 City Council Work Plan](#)
 4. City Council Study Session of [November 14, 2023](#)
 5. City Council Study Session of [November 19, 2024](#)
 6. Environmental Planning Commission Study Session of [October 16, 2024](#)
 7. Land Use Alternatives Summary
 8. MTC TOC Policy
 9. Public Comments
 10. Workshop Summary