

Mountain View 2030 General Plan



Mountain View 2030 General Plan

Adopted: July 10, 2012

Amendments

Amended Date	Resolution Number	Type	Summary
November 12, 2013	17815	Map	<u>1984 West El Camino Real</u> : A portion of the site from Medium-High-Density Residential to Mixed-Use Corridor.
November 19, 2013	17817	Map	<u>1951 Colony Street</u> : From General Industrial to Medium-Density Residential.
June 17, 2014	17869	Map	<u>827 North Rengstorff Avenue</u> : From General Industrial to Medium-Density Residential.
November 12, 2014	17909	Map	<u>1101 West El Camino Real</u> : A portion of the site from Medium-Low-Density Residential to Mixed-Use Corridor.
November 25, 2014	17916	Map	<u>North Bayshore Precise Plan</u> : Expansions of the Mixed-Use Center and North Bayshore Mixed-Use areas, consistent with the Gateway and Core areas of the North Bayshore Precise Plan.
December 2, 2014	17922	Map	<u>West Side of San Antonio Road</u> : From General Mixed-Use to Mixed-Use Corridor, consistent with the San Antonio Precise Plan.
June 16, 2015	17969	Text & Map	<u>North Bayshore Residential Uses</u> : Policy and Land Use Designation amendments to allow residential along North Shoreline Boulevard and Plymouth Street.
March 1, 2016	18033	Map	<u>779 East Evelyn Avenue</u> : From General Industrial to High-Density Residential.
October 18, 2016	18097	Map	<u>750 Moffett Boulevard</u> : A portion of the site from undesignated Caltrans right-of-way to Mixed-Use Corridor.
December 12, 2017	18187	Text & Map	<u>North Bayshore Precise Plan Update</u> : Policy and Land Use Designation amendments consistent with the 2017 North Bayshore Precise Plan Update.
April 30, 2019	18315	Map	<u>525-769 East Evelyn Avenue</u> : From General Industrial and Medium-Density Residential to High-Density Residential.
May 21, 2019	18328	Map	<u>777 West Middlefield Road</u> : From Medium-Density Residential to High-Density Residential.

Amended Date	Resolution Number	Type	Summary
June 4, 2019	18341	Map	<u>1696-1758 Villa Street</u> : From Medium-Density Residential and Low-Density Residential to High-Density Residential.
November 5, 2019	18396	Text & Map	<u>East Whisman Precise Plan</u> : Policy and Land Use Designation amendments consistent with the East Whisman Precise Plan.
January 14, 2020	18417	Map	<u>51-853 Sierra Vista Avenue</u> : From General Industrial to Medium-Density Residential.
June 30, 2020	18486	Text & Map	<u>1001 North Shoreline Boulevard</u> : From General Industrial to Mixed-Use Center and amendment to Mixed-Use Center designation.
April 13, 2021	18549	Text & Map	<u>Minor Amendments</u> : Clarifying language related to densities and intensities; updates to street typologies; and Map amendments at 1141 West El Camino Real and 173-175 Santa Clara Avenue to be consistent with the Zoning Map, and 2254 Wyandotte Street to recognize a new park.
February 8, 2022	18644	Map	<u>1873 Latham Street</u> : From Medium-Density Residential to Mixed-Use Corridor.
January 24, 2023	18756	Text & Map	<p><u>67/87 East Evelyn Avenue</u>: From High-Intensity Office to High-Density Residential.</p> <p><u>1110 Terra Bella Avenue/1112 Linda Vista Avenue</u>: From General Industrial to High-Density Residential.</p> <p><u>Minor Amendments</u>: Clarifying language related to neighborhood commercial FAR exemptions.</p>

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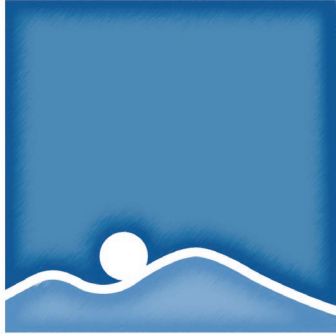
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Mountain View 2030 General Plan

prepared by
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July 10, 2012



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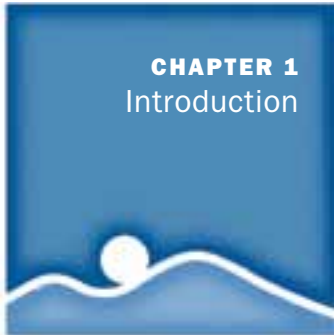
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CHAPTER 1

Introduction



What is a General Plan?

A general plan is a city's road map for the future. It describes a community's aspirations and identifies strategies for managing preservation and change. The State of California requires every city and county to have a general plan to guide growth. General plans typically include goals, policies, implementing actions and supporting graphics. These components work together to convey a long-term vision and guide local decision making to achieve that vision. The general plan also plays an important role in regulating land use. Its policies and maps form the foundation for City ordinances, guidelines and plans.

This comprehensive update of the City's 1992 General Plan provides goals and policies that reflect present-day community values and priorities and compliance with current state laws and local ordinances.

Mountain View's General Plan Vision

Mountain View's General Plan vision was developed by the community in 2008 as part of the General Plan Visioning Process. This core vision represents the community's ideal future:

In 2030, the City of Mountain View embraces sustainable living and provides for the needs of all residents. It is a place that values its diversity, balances preservation with innovation and provides quality education. The community supports a lively Downtown, vibrant neighborhoods and a healthy economy.



During the Visioning Process, the community articulated important values and planning principles, identified assets and opportunities, and outlined key areas for change and preservation. These components built the foundation for development of the General Plan goals, policies and actions.

Where We've Been and Who We Are

Located in the heart of Silicon Valley, Mountain View is a community defined by distinctive neighborhoods, diverse residents, a rich natural environment and a desirable quality of life. The city has evolved from its agricultural roots into one of the country's foremost centers of industry and innovation.

Evolution of the City

Mountain View began as an agricultural community with a compact Downtown core surrounded by farms and orchards. The City was incorporated in 1902 and retained its agricultural character until the 1950s, while gradually adding population and new development. After World War II, the population increased from approximately 6,500 in 1950 to almost 55,000 in 1970. This rapid growth transformed Mountain View into a city with complete services and new neighborhoods, parks and commercial and industrial districts. As expansion took place, different areas of the city began to take shape, each with a unique character. These included quiet family-oriented ranch-style neighborhoods, auto-oriented commercial uses along El Camino Real and large industrial areas.

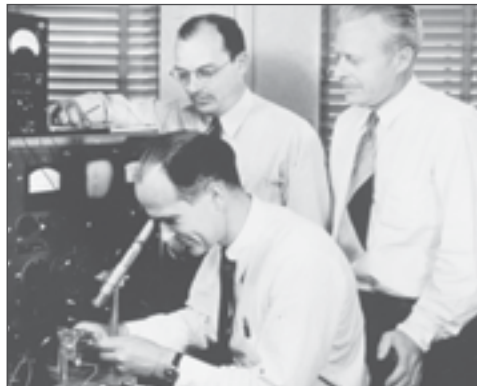
Growth continued over the next several decades. New single-family developments expanded north of Central Expressway and south of El Camino Real. New multi-family residential developments were built throughout the city. Regional shopping centers such as Mayfield Mall and San Antonio Center opened, offering residents new local shopping opportunities while attracting customers from around the region.

The past few decades have brought more change to Mountain View. The rebirth of Downtown in the 1990s injected new life into the heart of the city. Castro Street was redesigned as an attractive, pedestrian-friendly street connecting to new light rail service and Mountain View's Transit Center. Community vision, commitment and investment helped to spur new private development, creating a thriving Downtown district of shops and restaurants. The North Bayshore area also began its remarkable transformation. Once defined by its landfill, hog farms and wrecking yards, the area became an economic hub of technology offices and industries. North Bayshore's rich natural habitat was complemented by new recreational opportunities along the multi-use bayfront at Shoreline at Mountain View Regional Park. East Whisman has also experienced significant growth in employment, including technology headquarters, while new residential developments oriented to transit were built near the Whisman Light Rail Station. In addition, some residential neighborhoods and corridors such as El Camino Real have seen moderate amounts of infill development in recent years.

From Shockley to Start-ups

Mountain View has long been a hub of innovation. In 1955, William Shockley established his pioneering silicon-device manufacturing and research laboratory on San Antonio Road. Shockley co-invented the transistor, which revolutionized computer technology and led to the rapid development of the computer and electronics industries in the area. In the 1960s, many of the first electronics industries and integrated-chip manufacturers settled in the Ellis-Middlefield industrial area.

Mountain View continues to attract technology industries and start-up businesses, making the city a major regional employment center and home to some of the world's most prestigious and forward-thinking companies. While business parks house many larger companies, numerous start-up firms and other thriving enterprises have located Downtown, where they benefit from the vibrant pedestrian-oriented character and access to the Mountain View Transit Center.



The NASA Ames Research Center at Moffett Field was established in the late 1930s as one of the country's preeminent intellectual and technological centers. It continues its vital work today, focusing on space exploration, scientific discovery and aeronautics research. Owned and operated by the federal government, NASA Ames plays an important economic and educational role in the community and region.

Mountain View's Quality of Life

Mountain View's rich and diverse natural environment offers its residents an excellent quality of life. The nearby San Francisco Bay and Stevens and Permanente creeks present abundant opportunities for outdoor recreation. Natural areas and urban forests

also support valuable habitat for a number of diverse species. Views of the surrounding mountains inspired the city's name and contribute to its distinct sense of place.

Mountain View prides itself on a tradition of building high-quality parks, trails and public facilities. Shoreline Golf Links and Rengstorff, Eagle and Cuesta parks are examples of outstanding facilities with a variety of features including fields, courts, playgrounds, pools and recreational programs serving the broad needs of residents. The City's vision and leadership were instrumental in developing the Stevens Creek, Permanente Creek and Hetch Hetchy trails. Today, these trails provide expanded citywide pedestrian and bicycle access and attractive places for exercising and socializing.

The City partners with local schools to create shared open space and recreational facilities, as well as to maximize access to recreational resources for students and the larger community. The Public Library, Civic Center and the Mountain View Center for Performing Arts anchor Downtown and benefit residents with educational, governmental and cultural opportunities and services. The Senior Center, Teen Center and the Whisman and Mountain View sports centers present civic and recreational opportunities and services. The historic Rengstorff House and the Adobe Building offer unique meeting and special event spaces and are strong visual reminders of the community's heritage.

Mountain View's long-standing local organizations contribute to community vitality. El Camino Hospital has played an important role in the city since the

1950s. Kaiser Permanente and Palo Alto Medical Foundation also supply community health care services. The Community School for Music and Arts has enriched the community with art and music education for more than 50 years. The El Camino YMCA has offered recreational facilities and programs to local families for decades. The Computer History Museum is home to one of the world's largest international collections of computing artifacts including hardware, photos and software. It is a popular destination for both residents and visitors.

The business community helps maintain Mountain View's superior quality of life by supplying local jobs and a substantial tax base. The city's several large world-class technology corporations, along with its many start-up companies, contribute to Mountain View's identity as a generator of cutting-edge products and innovations. Many small businesses offer daily goods and services for these companies and their employees, as well as for surrounding neighborhoods. Service businesses are primarily concentrated Downtown, along El Camino Real, in industrial areas and in neighborhood shopping centers.

The Mountain View Community

Mountain View is proud of its rich history of cultural diversity and community activism. The community was defined by large groups of early settlers from Latin America, Asia and Europe. This diversity is still evident today through residents' varied backgrounds and histories. The community values these broad perspectives. These perspectives help shape the city and are expressed daily in schools, community groups, businesses and government.



Mountain View highly values and supports its school system. Well-regarded academics and facilities and strong community involvement make local schools a desirable choice for families. The City actively supports the school system through a range of partnerships and programs.

Mountain View is home to a variety of distinctive residential neighborhoods, including single-family ranch-style homes south of El Camino Real; eclectic and architecturally rich homes in the Downtown area; single-story Eichler subdivisions; and other diverse neighborhoods throughout the City. Many of these areas have strong neighborhood associations actively involved in both neighborhood and broader City initiatives. The City supports its neighborhoods in many ways, including sponsoring local meetings, distributing grants for community activities and projects, and providing a volunteer mediation program for residents.

Mountain View has been characterized by many as the “start-up” community of Silicon Valley. This entrepreneurial culture is reflected in the number and diversity of technology companies that have located here over many years.

The 1992 General Plan Legacy

Mountain View's 1992 General Plan—the fifth such plan since the city's inception—positioned it for much of the change and improvement that has occurred over the past 20 years.

Mountain View became widely recognized as a pioneer of sustainable growth in the 1990s by focusing development along its transit corridors. The City approved construction of several new residential and commercial projects close to new light and heavy rail stations. Noteworthy transit-oriented developments include The Crossings neighborhood near the San Antonio Caltrain Station, the Whisman Station neighborhood and Downtown developments. The Ellis-Middlefield industrial area was also revitalized with new transit-oriented office developments along the light rail corridor.

Downtown revitalization incorporated major streetscape improvements, new civic buildings, and the new Mountain View Transit Center. North Bayshore continued its prominence as a center of innovation with more than 2.5 million square feet of new office developments. Improvements included Shoreline at Mountain View Regional Park upgrades, a new recycled water system and enhanced wildlife habitat and wetlands.

Since the 1992 General Plan, the City adopted many implementation plans such as the Parks and Open Space Plan and precise plans to guide further public and private projects. New public facilities were designed and constructed including a senior center, child-care center and several neighborhood parks. Approximately nine miles of new trails were built throughout the

city. Mountain View's strong emphasis on urban design continued with new residential development guidelines. Several affordable housing projects were built in recent years, including the San Antonio Place efficiency studios and Paulson Place senior housing.

2030 General Plan Foundation

The Mountain View 2030 General Plan update began in 2008 with a comprehensive Visioning Process, which included a series of community forums and meetings.

Dozens of volunteers collected input from neighborhood groups. This led to two citywide community visioning workshops, during which more than 400 community members discussed their aspirations for Mountain View's future and developed a community vision statement and planning principles. The Visioning Process set the foundation for the General Plan by identifying neighborhoods that should be preserved and enhanced and areas in the city that could support future change.

Following this initial phase, more than 1,400 community stakeholders participated in over 70 meetings and public hearings to further shape the General Plan. The City also targeted outreach to neighborhoods, property owners, youth groups, seniors, business groups and local organizations to address topics such as sustainability, transportation and housing. Multi-lingual outreach was an important part of the process with involvement from Spanish, Chinese and Russian speaking groups.



The City Council and the General Plan Project Advisory Committee (PAC), composed of Environmental Planning commissioners and three City Council members, reviewed the substantial community input at milestones in the planning process. Over the course of the General Plan's development, the Council, PAC, Environmental Planning Commission and community members reviewed preliminary Plan materials and provided further input and recommendations. Each of the City's boards, commissions and committees also reviewed draft materials and provided comments on the Plan. The General Plan builds on a number of City plans and policies including the Environmental Sustainability Task Force Final Report, Parks and Open Space Plan, Water Master Plan and Economic Development Strategy and Action Plan.

Looking to the Future

The goals and policies of the Mountain View 2030 General Plan provide vital direction for the future. They set forth the City's commitment to make appropriate decisions and allocate necessary resources to support that direction. Implementing actions are the specific to-do steps required to carry out the Plan's goals and policies. These actions are included in a companion Action Plan that will help carry out the broader goals and policies.

The General Plan provides a framework for anticipating future trends through its vision, goals and policies. However, it may need to be amended at times to address new issues and information. The Action Plan will be reviewed regularly by the City and community to ensure the General Plan is achieving its goals. Based on this review, General Plan actions may be amended, added or deleted.

General Plan Themes

General Plan goals, policies and actions direct how Mountain View will achieve its vision for 2030. The following section describes major General Plan themes and overarching strategies that support the community's preferred future. As the City carries out its General Plan, these themes and strategies should ground decision making and ensure that overall planning direction remains on course. More details related to each of the overarching strategies can be found within specific General Plan Elements, as noted in parentheses.

QUALITY OF LIFE

The Mountain View community enjoys an excellent quality of life with its strong and diverse neighborhoods, vibrant Downtown, excellent schools, well-maintained community facilities and infrastructure and many open space and recreational opportunities. The General Plan seeks to maintain this high-quality environment by preserving the land uses within most neighborhoods and establishing policies to help enhance and support their distinct characters. Most of the General Plan change in the city is focused in the North Bayshore area and along transit corridors in the East Whisman, El Camino Real and San Antonio areas.

Overarching strategies to support Mountain View's quality of life include:

- Preserving neighborhood character and increasing City revenues to help fund community facilities and other improvements. (Land Use and Design)
- Continuing the unique partnership and cooperation between the City and the Mountain View Whisman School District to meet shared open space, recreational and educational needs. (Parks, Open Space and Community Facilities)
- Expanding parks and open space to support population growth. (Parks, Open Space and Community Facilities)
- Supporting non-automotive transportation measures. (Mobility)
- Identifying new funding sources to ensure the continued maintenance and improvement of the city's infrastructure. (Infrastructure and Conservation)

SUSTAINABILITY

A sustainable community is one that meets current needs without compromising the ability to meet the needs of future generations. Sustainability is an important underlying value identified by the Mountain View community. Greenhouse gas reduction and global climate change are especially critical challenges. This General Plan includes a comprehensive set of goals and policies to achieve a more sustainable future for Mountain View while contributing to regional and global sustainability initiatives.

The City's Greenhouse Gas Reduction Program, developed concurrently with the General Plan, includes incremental measures the community can undertake to address its emissions over time. The North Bayshore area, next to San Francisco Bay, is particularly vulnerable to future rise in sea level. The General Plan calls for adapting to this future change through further targeted studies and by coordinating with regional agencies on flood-prevention strategies.

Overarching strategies to support Mountain View's sustainability include:

- Focusing future growth around major transportation corridors to increase transit ridership. (Land Use and Design)
- Creating flexible mixed-use land use designations to support "village centers," which are neighborhood mixed-use and commercial centers within walking distance of neighborhoods. (Land Use and Design)
- Developing building, water and energy conservation measures. (Land Use and Design; Infrastructure and Conservation)
- Encouraging more bicycling and walking through improved connections and facilities. (Mobility)

DIVERSITY

Mountain View is a place that embraces and celebrates its diversity including its mix of cultures, range of ages and incomes and broad spectrum of groups with special needs. The city's population is expected to become more diverse in the future, with an increased senior population and further changes in its cultural and ethnic makeup. Increased diversity shapes how and where change in the community should be focused. It also influences how City services and programs are planned and delivered to address a range of needs.

Overarching strategies to support Mountain View's diversity include:

- Involving all community stakeholders in planning processes. (Land Use and Design)
- Providing a broad range of recreational and cultural programs and services to meet various community needs. (Parks, Open Space and Community Facilities)
- Identifying locations for a range of housing supported by public transportation options. (Housing; Land Use and Design)
- Continuing innovative housing approaches for lower-income populations. (Housing)

HEALTH AND WELLNESS

Mountain View residents generally enjoy good health, particularly related to neighborhood quality and access to healthy foods and health care. However, there are opportunities for improvement, especially for certain groups with specific health needs or impairments, such as the elderly or those with chronic diseases. Rates of obesity, diabetes, asthma and other conditions show the need for positive change in the environment.

Overarching strategies to support Mountain View's health and wellness include:

- Reducing risk factors for conditions such as obesity by improving bicycle and pedestrian infrastructure to encourage active, non-automotive transportation options. (Mobility)
- Creating a land use pattern that improves access to healthy foods, services and community spaces. (Land Use and Design)
- Maintaining and expanding open space and recreational opportunities for residents to enjoy physical and social activities in a natural environment. (Parks, Open Space and Community Facilities)
- Continuing to monitor and improve the community's air, soil and water quality. (Infrastructure and Conservation)
- Implementing policies to create a safer community. (Public Safety)
- Enhancing safe and affordable housing. (Housing)

ECONOMIC PROSPERITY

Mountain View has long been home to research facilities and forward-thinking companies. This supports economic growth with significant new local jobs, a diversified tax base and worldwide recognition as a hub of technology and innovation. A strong and diverse economy is vital in helping the City continue to generate the revenue required to provide high-quality services and programs.

Overarching strategies to support Mountain View's economy include:

- Supporting business needs through increased land use intensities and highly sustainable, well-designed business districts. (Land Use and Design)
- Improving the overall economic base and diversity of businesses and increasing the City's future revenues. (Land Use and Design)
- Improving transportation services between North Bayshore and the Mountain View Transit Center. (Land Use and Design)

General Plan Organization

Following this introduction, the General Plan begins with a Planning Area chapter that frames geographic planning areas in the city. It describes current conditions and a preferred future for each area. Then, the core of the General Plan includes the topical elements that make up the remainder of the document. These include:

- Land Use and Design (page 35)
- Mobility (page 93)
- Infrastructure and Conservation (page 117)
- Parks, Open Space and Community Facilities (page 139)
- Noise (page 155)
- Public Safety (page 169)
- Housing (under separate cover)

Each General Plan Element is organized into sections describing context and key topics, planning strategies and goals and policies. The Land Use and Design Element also includes goals and policies for key change areas—areas where the most significant change is planned in the North Bayshore, East Whisman, San Antonio, El Camino Real and Moffett parts of the city.

Legal Requirements

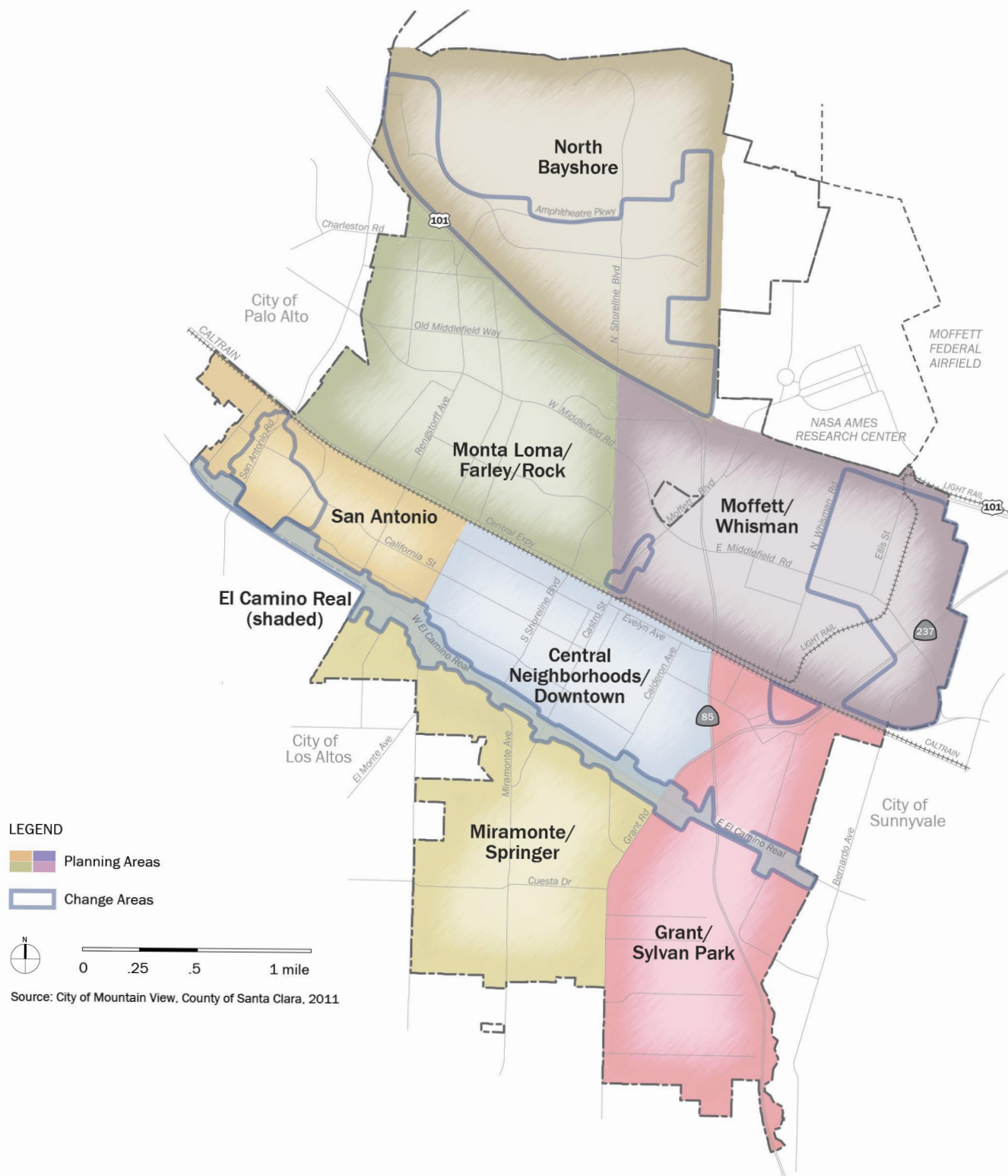
State law requires cities and counties to prepare and adopt a comprehensive and long-range general plan for its physical development according to California Government Code Section 65300.

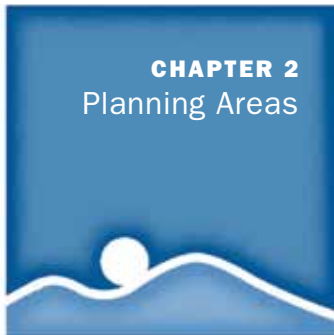
State law also requires that general plans address seven topics or elements including land use, circulation, open space, conservation, safety, noise and housing according to California Government Code Section 65302. Each element is required to include specific statutory requirements. Mountain View's General Plan incorporates these required elements.

CHAPTER 2

Planning Areas

Figure 2.1: Planning Areas





The City of Mountain View is organized into several geographic areas called planning areas. During General Plan outreach meetings, residents and stakeholders discussed the assets, opportunities, challenges and overall vision for the areas. This input helped guide the development of policy, planning and design approaches for these areas of the city (Figure 2.1).

Different planning areas have conditions that may make it necessary to adjust how the General Plan is carried out in each area. While most of Mountain View's land uses and character will be preserved, some of the planning areas include community-identified change areas where land use change is targeted out to 2030.

This chapter presents a snapshot of the land use and character of each of the planning areas, including the major policy direction envisioned for each area. The Land Use and Design Element covers detailed policy direction to guide development citywide and specific information about each of the change areas.

The chapter is organized by area as follows:

- San Antonio (page 18)
- Moffett/Whisman (page 20)
- Central Neighborhoods/Downtown (page 22)
- Monta Loma/Farley/Rock (page 24)
- Miramonte/Springer (page 26)
- Grant/Sylvan Park (page 28)
- North Bayshore (page 30)
- El Camino Real (page 32)

San Antonio

Context

Located along Mountain View's western edge, the San Antonio Planning Area (Figure 2.2) is defined by its diverse mix of commercial and residential uses. Nearly half the overall area is composed of multi-family units, including transit-oriented development around the San Antonio Caltrain Station. Valley Transportation Authority (VTA) buses offer frequent transit service and connect to the area by California Street, Showers Drive and El Camino Real. The city's largest regional commercial shopping center, San Antonio Center, is centrally located within the planning area and is surrounded by small and medium-sized retail and commercial uses (Figure 2.3).

Looking Forward

The community envisions the San Antonio Planning Area as a transit-oriented, highly accessible and cohesive mixed-use district. Revitalization of the San Antonio Center will be an important step toward achieving this community vision by helping to establish a more sustainable development pattern at this prime location for residents and visitors.

Key policy direction for this area includes:

- *Expand community space.* Attractive open areas and landscaped paths will improve gathering spaces for residents and visitors and enhance ways of getting around without driving. The Hetch Hetchy right-of-way presents an opportunity to address open space and circulation needs.
 - *Revitalize San Antonio Center.* New development, refurbished buildings and other site improvements will revitalize the center with updated structures and site design features to achieve an improved mixed-use destination.
 - *Enhance the mix of uses.* New residential and commercial uses will help meet the needs of residents and visitors and support greater pedestrian activity. Housing in San Antonio Center and an enhanced mix of uses throughout the area will increase the economic and social vitality of this diverse area.
-
- *Improve accessibility.* A key improvement will be the creation of a more easily navigated and attractive transportation network. This network will support improved pedestrian safety and convenience, transit accessibility, bicycle amenities and community gathering spaces.

Figure 2.2: San Antonio Planning Area, 2009

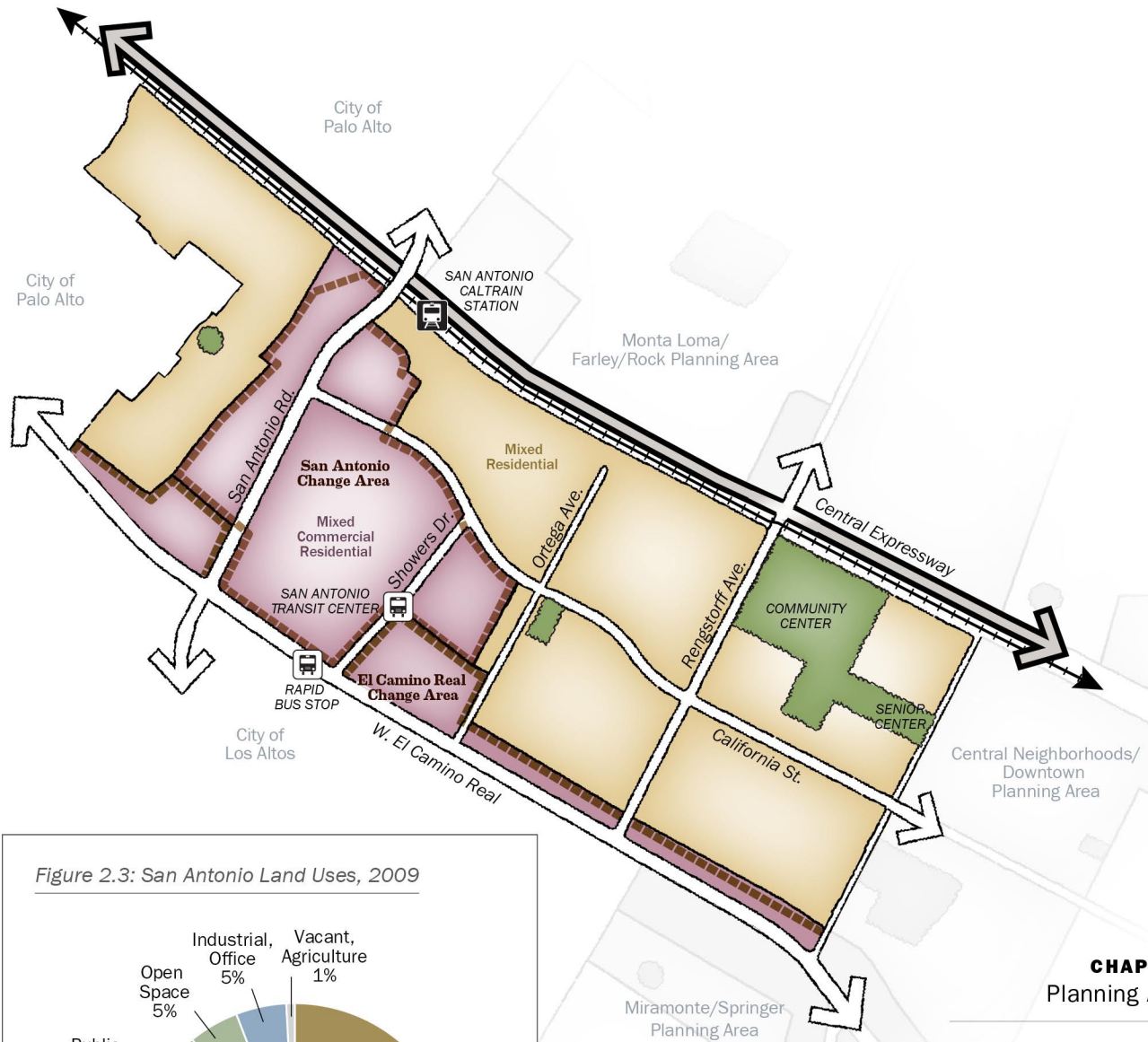
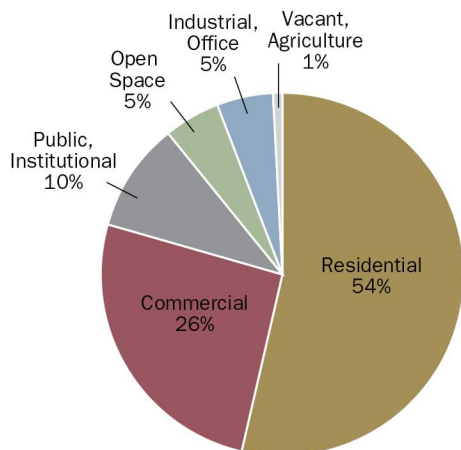


Figure 2.3: San Antonio Land Uses, 2009



Moffett/Whisman

Context

Located on the east side of Mountain View, the Moffett/Whisman Planning Area (Figure 2.4) is bounded and bisected by major roadways such as North Whisman Road, Highway 85 and North Shoreline Boulevard. Middlefield Road is a prominent east-west corridor through the area. The planning area contains a mix of general industrial, commercial and residential uses (Figure 2.5).

The planning area has several residential areas, including more recently developed or planned neighborhoods around the Whisman Light Rail Station. A sizable residential neighborhood is located immediately west of the East Whisman Change Area. Moffett/Whisman residential areas include a variety of housing intensities, parks, trails and neighborhood commercial uses.

The East Whisman Change Area includes a range of transit-oriented office and light industrial uses. It surrounds the VTA light rail corridor and is an important employment center with growth potential.

The Moffett Boulevard corridor includes a mix of neighborhood commercial, service and residential uses. The corridor extends to Highway 101 and includes a large, federally owned parcel at Moffett Boulevard and West Middlefield Road. The Moffett Boulevard Change Area, next to Downtown, features primarily commercial uses.

Looking Forward

New mixed-use and transit-oriented development will feature high-quality design and preserve adjacent residential character. Enhanced commercial and open space amenities will address the needs of residents and workers.

Key policy direction for this area includes:

- *Achieve sustainable development.* Area planning efforts and new development will achieve a mix of uses, incorporate sustainable features and create attractive, functional and accessible living and working environments.
- *Enhance mobility.* Mobility improvements will be coordinated with new development and other programs to support greater pedestrian, bicycle and transit use, particularly in transit-oriented locations. Streetscape improvements and pathways such as the Hetch Hetchy and Light Rail trails will enhance the pedestrian environment.
- *Develop community amenities.* Pedestrian-accessible retail services, workplace amenities and community facilities will support a diverse population of residents and workers. Open space resources will include trails as well as gathering places, such as community gardens, parks and plazas, to help create more complete neighborhoods.
- *Preserve neighborhood character.* Development will provide appropriate transitions to surrounding, lower-intensity residential areas.
- *Capitalize on location.* The East Whisman Change Area will leverage its proximity to transit to provide commercial and industrial growth in this important employment center. Redevelopment opportunities will also occur along Moffett Boulevard to extend the pedestrian character and mix of uses from Downtown into this gateway corridor.

Figure 2.4: Moffett/Whisman Planning Area, 2009

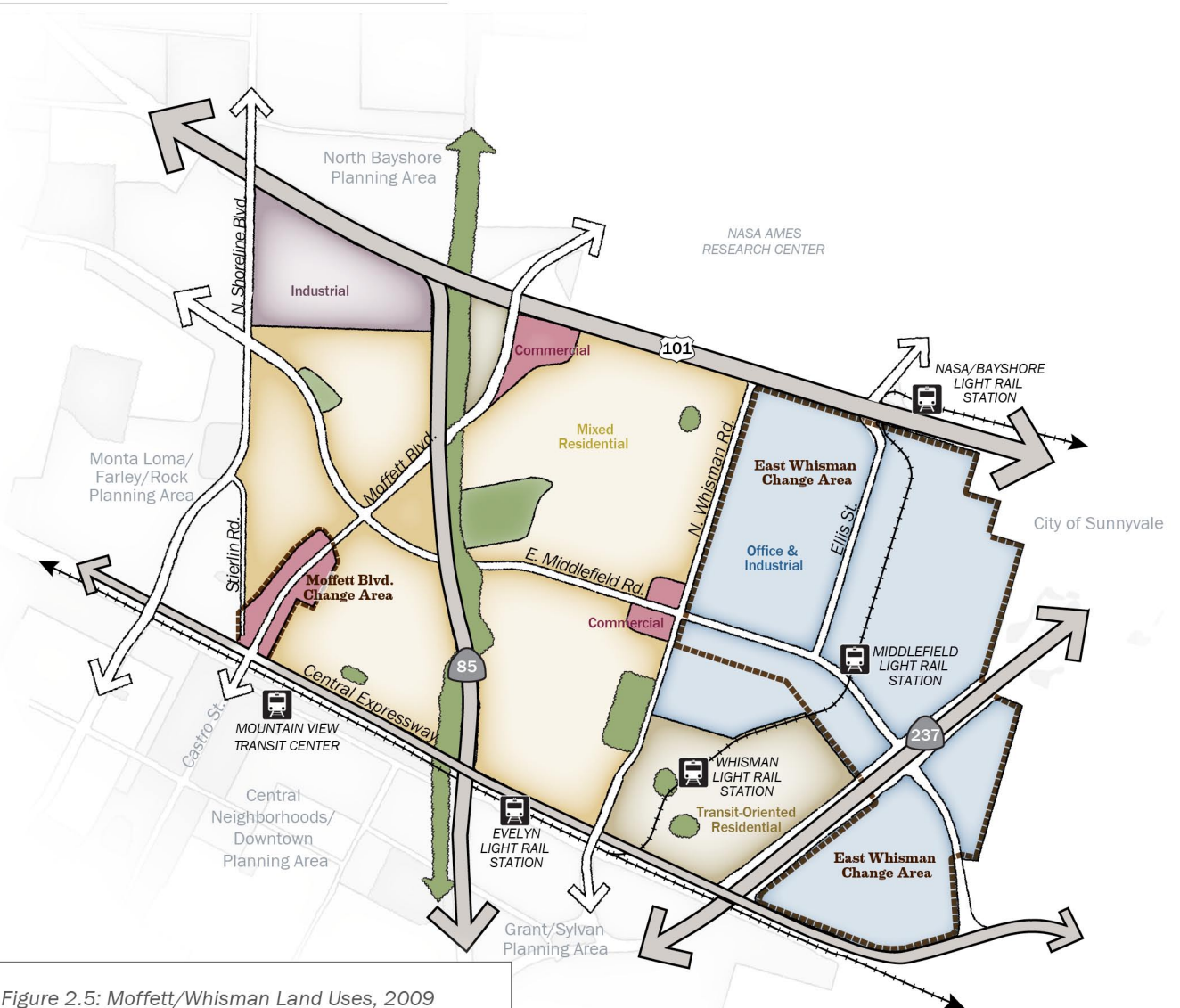
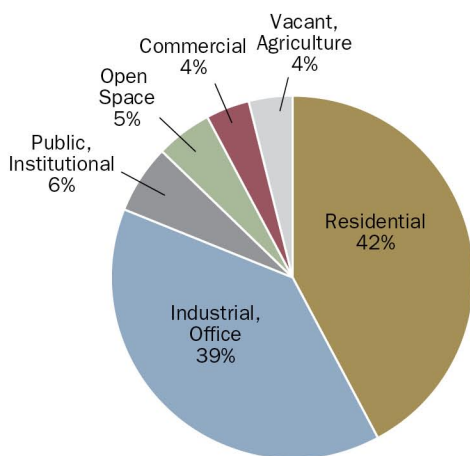


Figure 2.5: Moffett/Whisman Land Uses, 2009



Central Neighborhoods/ Downtown

Context

The Central Neighborhoods/Downtown Planning Area, called the Central Planning Area, surrounds Downtown and is the heart of Mountain View (Figure 2.6). Downtown contains a wide range of low- to high-intensity commercial and residential development in the blocks surrounding Castro Street, the city's "Main Street." This includes a variety of retail, commercial, cultural and civic services for residents, visitors and workers. Many of these uses also extend along West Evelyn Avenue and Villa Street, paralleling the commuter rail corridor. Low- and medium-intensity residential neighborhoods surround the Downtown core (Figure 2.7).

The Central Planning Area is bounded and served by several major roadways and transit corridors. Its residential land uses include some of Mountain View's oldest neighborhoods. A key feature of the area is the Mountain View Transit Center, which provides Caltrain and light rail commuter rail, bus and private shuttle services.

Looking Forward

With its lively, walkable, transit-oriented, mixed-use character, the Central Planning Area, particularly Downtown, reflects many of the community values embedded within General Plan strategies. The small-town feel of the surrounding neighborhoods is an enduring quality that will be preserved.

The Downtown will continue to attract a mix of uses that provides important goods and services. It will also remain an attractive location to live and work.

Land uses and their intensities are already established by the Downtown Precise Plan and surrounding zoning standards. Well-designed open space, diverse architecture, pedestrian-oriented streets and sites and major cultural and civic amenities will continue to sustain a vital, mixed-use district for residents, workers and visitors.

Key policy direction for this area includes:

- *Enhance small-town character.* New commercial and residential uses and development will enhance amenities while respecting the scale of surrounding lower-density residential neighborhoods. Streetscape design will play an important role in creating a comfortable and attractive pedestrian experience.
- *Connect the community.* The area is well served by transit services and major roadways. However, these features also act as barriers to pedestrians and bicyclists. Strategies will support transit access and improve connectivity, particularly through pedestrian and bicycle enhancements.
- *Develop around transit.* New development will be designed around existing and planned transit facilities. Development near El Camino Real will become more transit-oriented as transit service is enhanced and redevelopment occurs along this corridor.

Figure 2.6: Central Neighborhoods/Downtown Planning Area, 2009

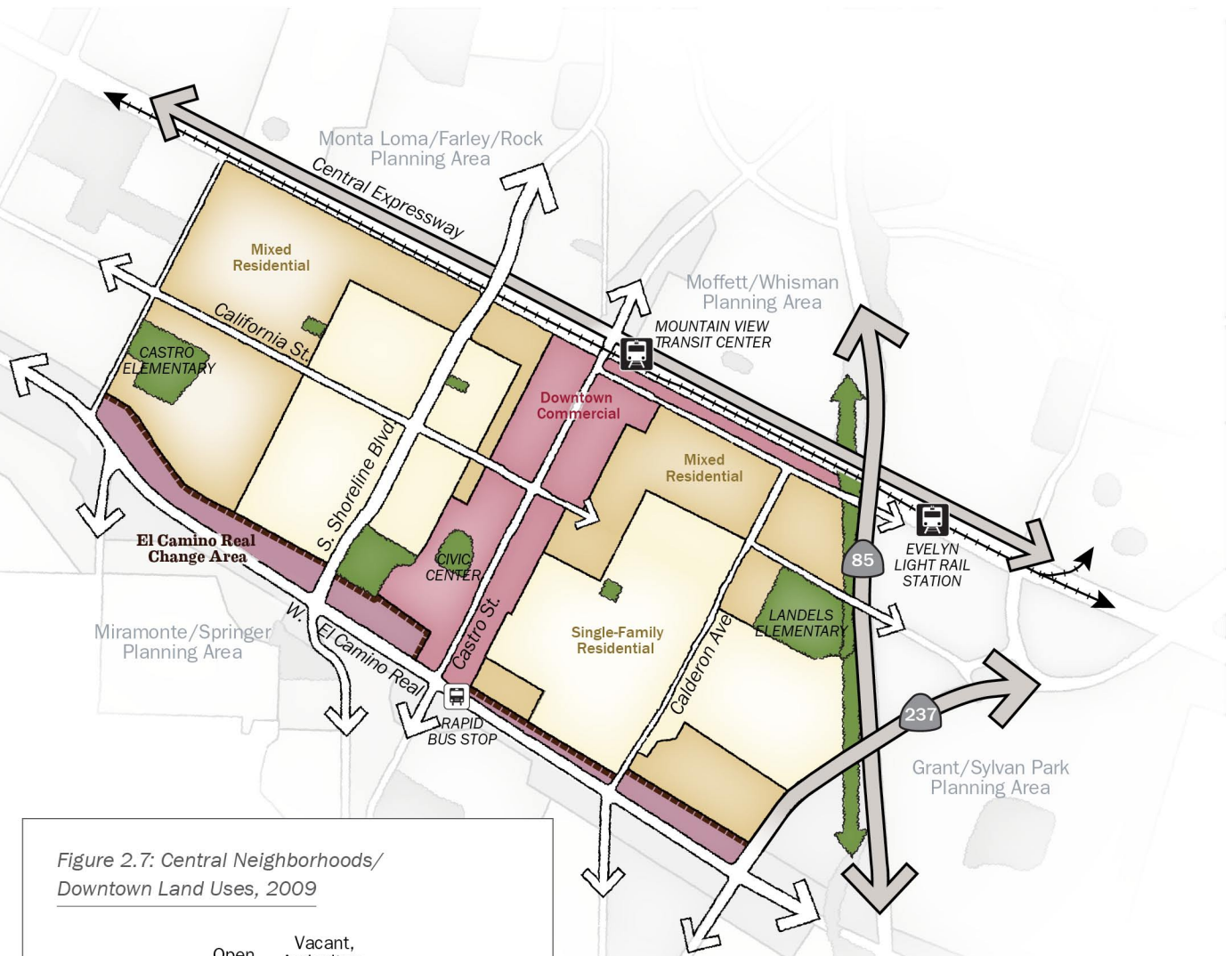
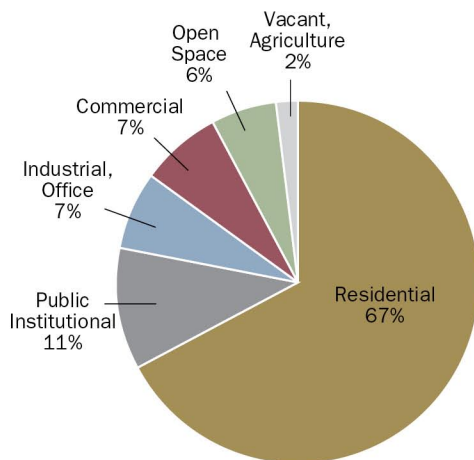


Figure 2.7: Central Neighborhoods/
Downtown Land Uses, 2009



Monta Loma/Farley/Rock

Context

Located north and east of the San Antonio Planning Area, the Monta Loma/Farley/Rock Planning Area, called the Monta Loma Planning Area, is composed of a mix of different land uses including commercial, single-family and multi-family residential, industrial, office, public facilities and parks (Figure 2.8). Old Middlefield Way is a key location with service commercial uses such as automobile repair and light manufacturing. The planning area features established single-family and multi-family residential neighborhoods, neighborhood shopping centers and commercial corridors along Old Middlefield Way and Charleston Road (Figure 2.9).

Looking Forward

The Monta Loma Planning Area will retain the distinctive character of its residential neighborhoods. At the same time, it will become more complete through revitalization of shopping centers and underused commercial parcels to provide opportunities for new commercial goods and services. A principal strategy is to provide a wider range of retail and commercial services in mixed-use and commercial centers accessible to the neighborhood.

Key policy direction for this area includes:

- *Encourage new service uses.* The area will support enhanced services within neighborhood shopping centers and other retail areas. It will also include new commercial uses on underused sites.
- *Protect the service commercial zone.* The Old Middlefield Way corridor is one of the few locations remaining in the city for service commercial uses such as auto repair and light manufacturing. The General Plan calls for protecting these important service commercial uses.
- *Connect the neighborhood.* Improved pedestrian and bicycle connections will knit together new and existing development to create a more cohesive neighborhood with safe and attractive connections to parks, open space and commercial uses. Streetscape improvements will occur along key corridors on public and private property through new development and public improvements.

Figure 2.8: Monta Loma/Farley/Rock Planning Area, 2009

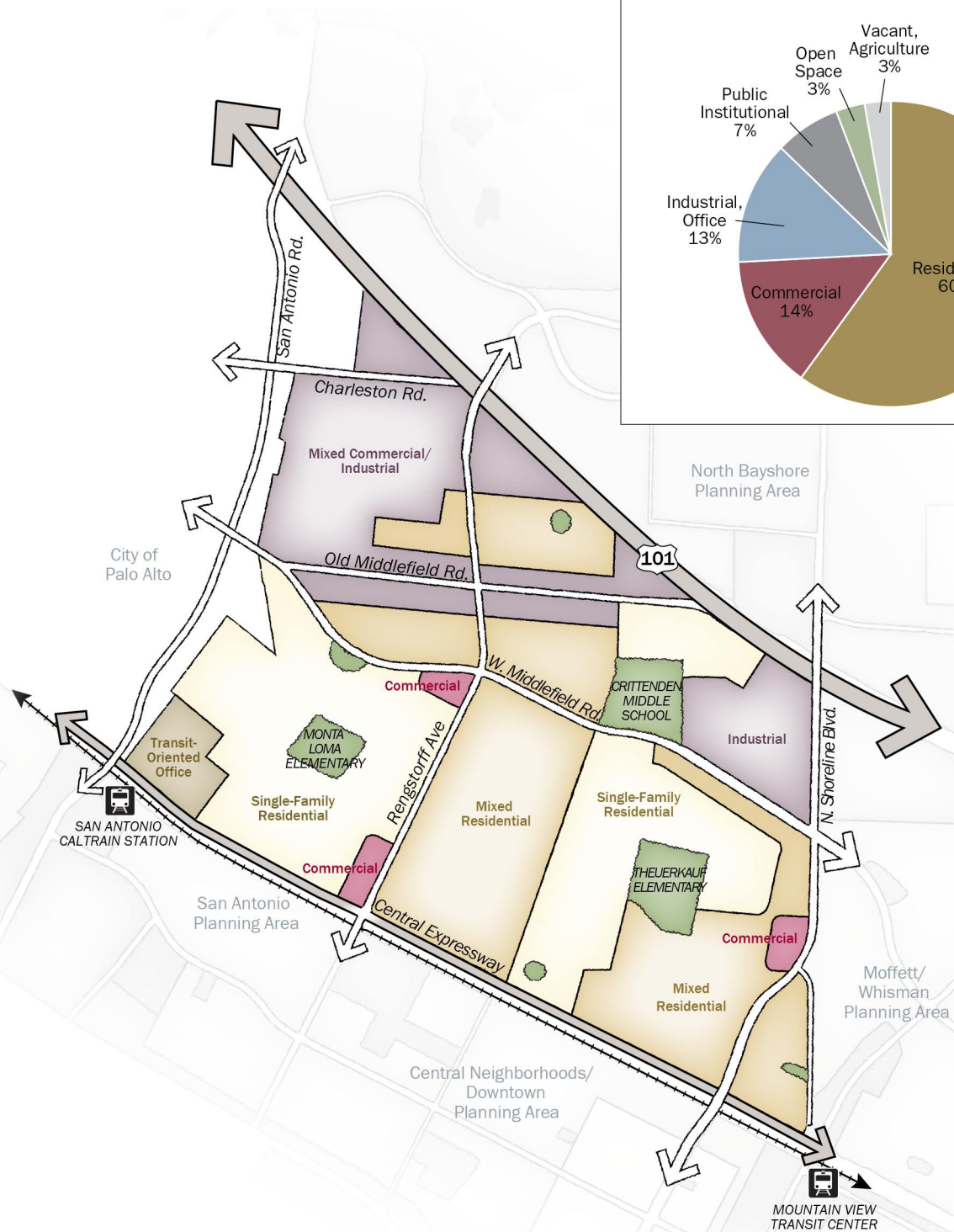
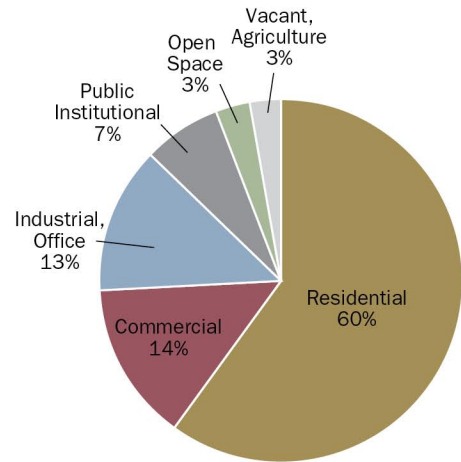


Figure 2.9: Monta Loma/Farley/Rock Land Uses, 2009



Miramonte/Springer

Context

The city's southwest corner, the Miramonte/Springer Planning Area (Figure 2.10), is predominantly composed of single-family housing. The area also includes neighborhood and regional commercial shopping centers as well as medium-density residential land uses clustered on the north side. Higher-intensity residential uses border the mixed-use corridor along the south side of El Camino Real. El Camino Hospital as well as several parks and schools are located here (Figure 2.11).

Looking Forward

The lower-intensity residential character will continue to be a defining attribute for the area. The Miramonte/Springer Planning Area and the greater Mountain View community have embraced the concept of village centers. These are envisioned as mixed-use commercial centers within walking distance of residences, and with improved pedestrian and bicycle connectivity to the rest of the city.

Key policy direction for this area includes:

- *Preserve neighborhood character.* While significant land area is devoted to commercial services, schools, parks and El Camino Hospital, the defining uses of the area are its lower-intensity residential neighborhoods and its tree-lined, landscaped character. The General Plan supports preservation of this character.
- *Enhance village centers.* One key opportunity for change in the area will be improving pedestrian and bicycle accessibility to village centers and commercial services. Centers such as Grant Road Plaza may also feature higher-intensity mixed-use development.
- *Improve connections.* Roads will be enhanced to improve bicycle and pedestrian connections. These types of connections to neighborhood commercial goods and services, schools, open space and to other neighborhoods are particularly important. Improvements will make it safer to walk or ride a bicycle and will add traffic-calming benefits.

Figure 2.10: Miramonte/Springer Planning Area, 2009

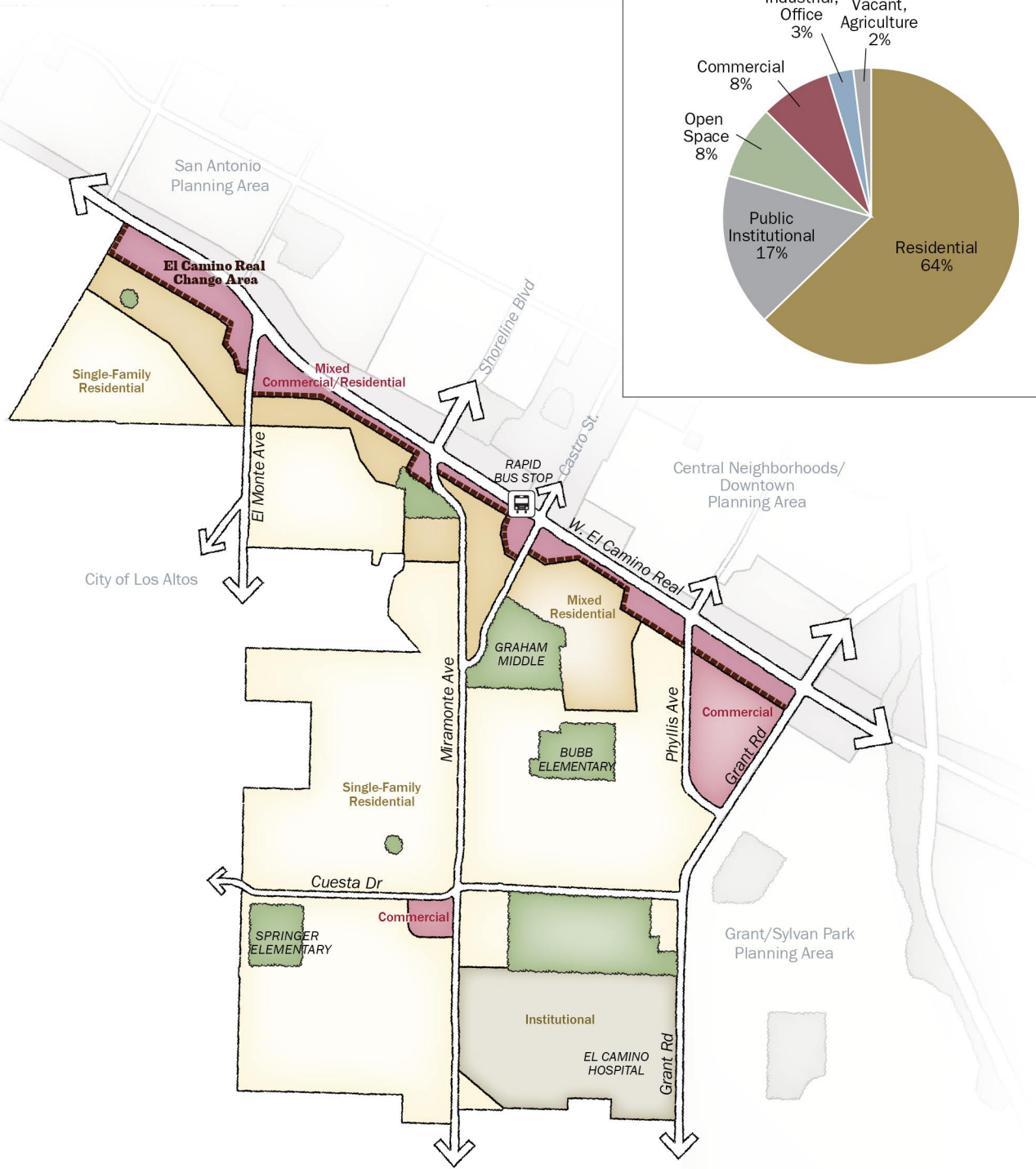
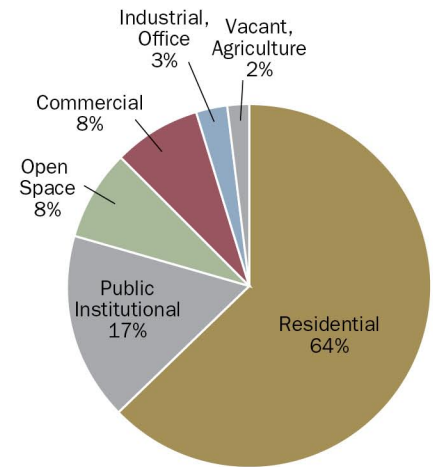


Figure 2.11: Miramonte/Springer Land Uses, 2009



Grant/Sylvan Park

Context

Located in Mountain View's southeast corner, the Grant/Sylvan Park Planning Area (Figure 2.12) is predominantly composed of single-family residences. Higher-intensity residential land uses are primarily located to the east and north ends of the area. The areas around El Camino Real include a mix of retail and service commercial, light industrial, office and mobile home park uses. There are also parks and schools as well as open space along Stevens Creek (Figure 2.13).

Looking Forward

The Grant/Sylvan Park Planning Area will continue to be primarily defined by its suburban low-density residential character, with special focus on improving connectivity to services and community amenities.

Key policy direction for this area includes:

- *Preserve neighborhood character.* The character of this area will remain largely lower-intensity residential. The most significant change will include enhanced commercial uses, community gathering spaces and residential uses with pedestrian and bicycling improvements.
- *Improve access and services.* Commercial locations within and next to this area will offer a wide range of uses to accommodate residents' needs, including higher-intensity mixed-use development in some nearby neighborhoods. Roadway improvements will include safe and convenient bicycle and pedestrian connections, particularly for access to commercial services, schools, open space, transit and trails.

Figure 2.12: Grant/Sylvan Park Planning Area, 2009

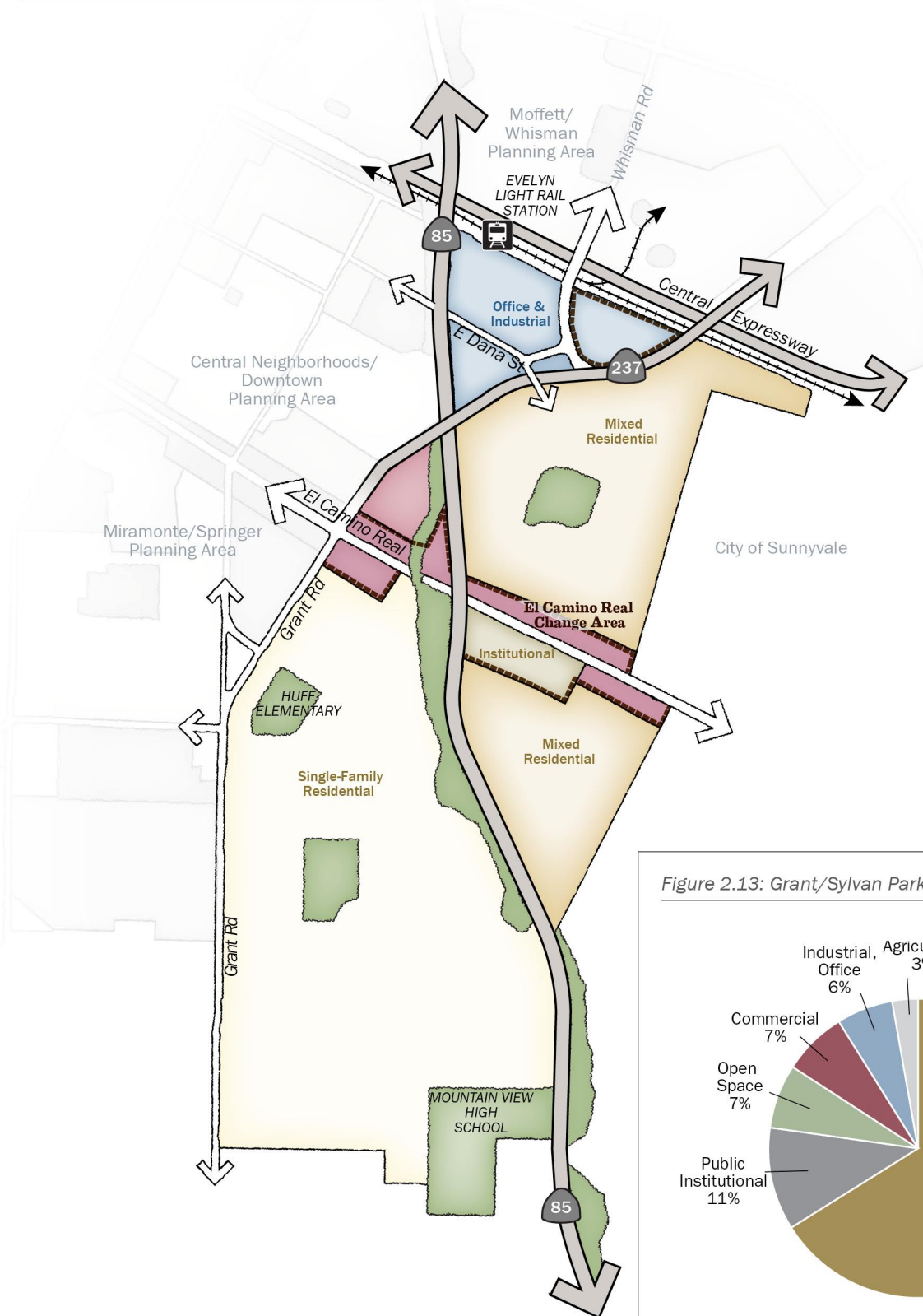
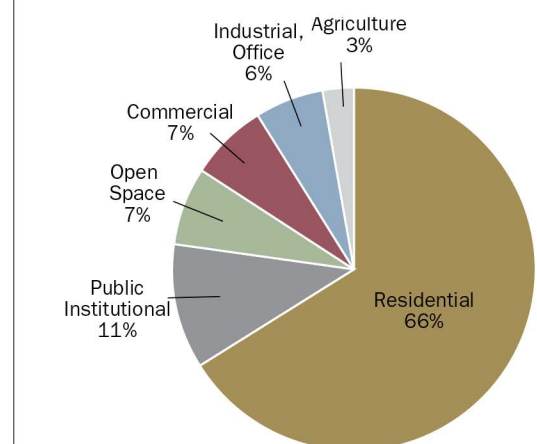


Figure 2.13: Grant/Sylvan Park Land Uses, 2009



North Bayshore

Context

At the city's northern boundary between Highway 101 and San Francisco Bay, the North Bayshore Planning Area (Figure 2.14) is largely defined by its open space resources, high-technology office campuses and suburban-style office parks. The major freeway barrier separates it from the rest of the city. The area is an important employment center for the city and the region. Parks and open spaces, including Shoreline at Mountain View Regional Park, make the area uniquely attractive to visitors and businesses. Some commercial uses, including cafes and restaurants, are located in this area and provide services for nearby workers. The Shoreline Amphitheatre and the movie theater are entertainment destinations for residents, visitors and workers. There is limited residential use, including a large mobile home park and several single-family residences (Figure 2.15).

Looking Forward

The North Bayshore Planning Area is envisioned to become a model for a highly sustainable mixed-use campus environment with a focus on improved transportation options.

The North Bayshore Planning Area boundaries are very similar to the North Bayshore Change Area boundaries. Refer to the North Bayshore Change Area section within the Land Use and Design Element for more detailed vision and policy direction for this area.

Figure 2.14: North Bayshore Planning Area, 2009

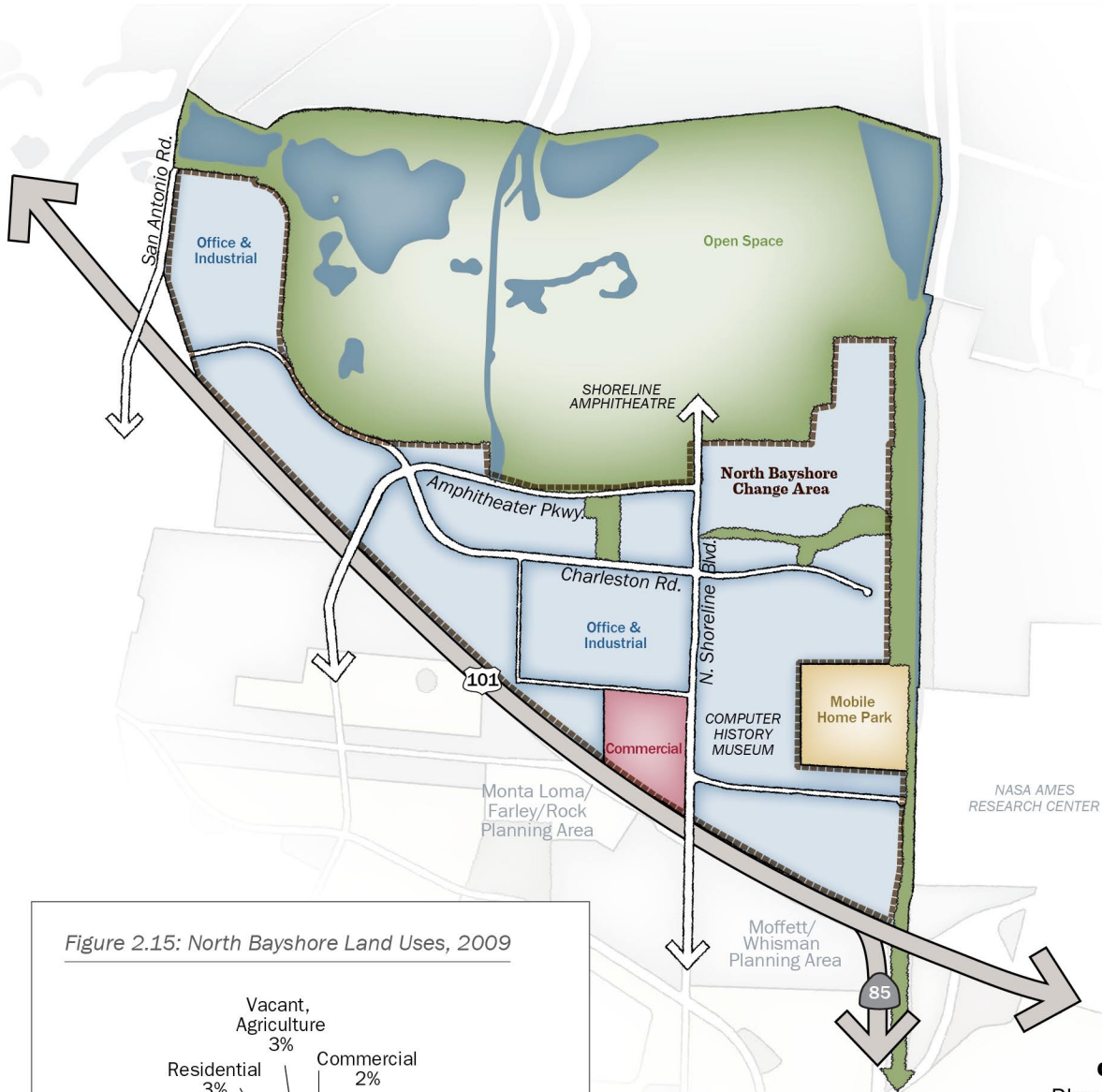
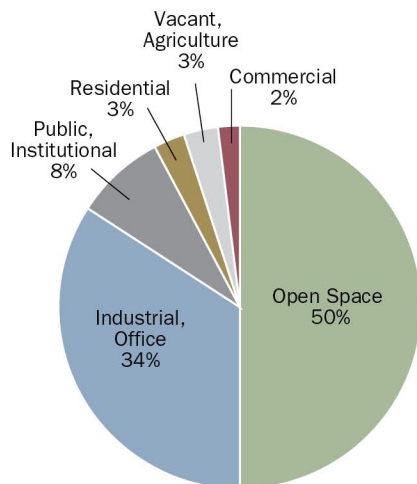


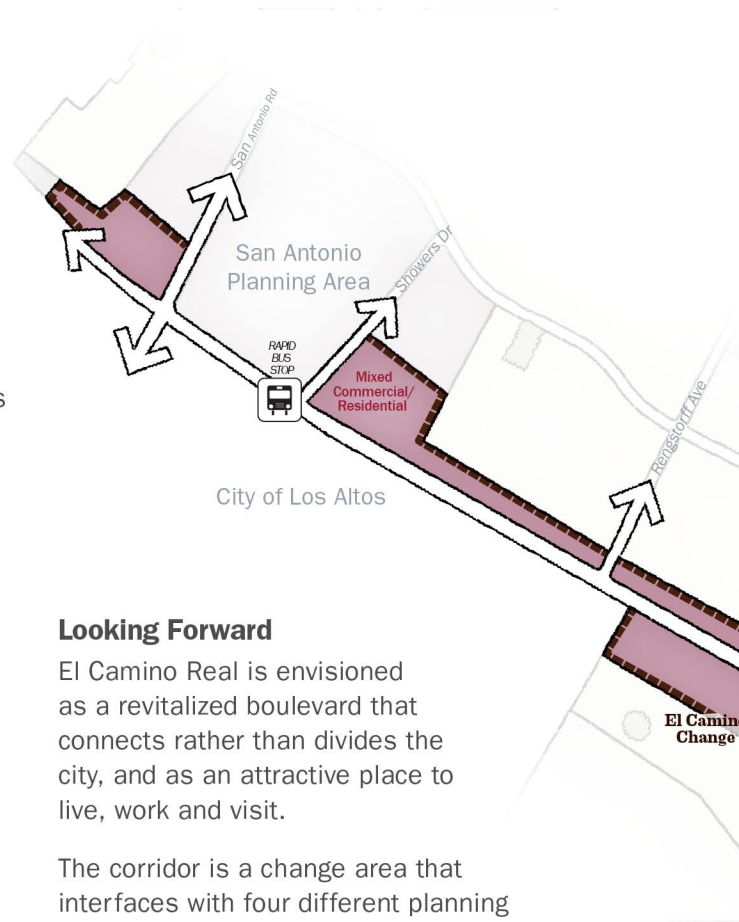
Figure 2.15: North Bayshore Land Uses, 2009



El Camino Real

Context

El Camino Real carves an east-west path through the middle of Mountain View. Its character (Figure 2.16) is heavily influenced by its historic use as a major automotive arterial. The area includes low-intensity and medium-intensity retail and commercial uses with some multi-family residential uses, including a mobile home park. Strip shopping centers and medical services are also located throughout the corridor, along with hotels and motels. There are many underused and vacant properties, although there is newer development in some limited locations. Several sections of the corridor are next to lower-intensity residential areas (Figure 2.17). El Camino Real is an asset as an arterial for vehicles and transit, but its multiple lanes and heavy traffic are a barrier to improving connections between neighborhoods.



Looking Forward

El Camino Real is envisioned as a revitalized boulevard that connects rather than divides the city, and as an attractive place to live, work and visit.

The corridor is a change area that interfaces with four different planning areas. While it is connected to adjacent neighborhoods, El Camino Real has its own distinct characteristics that make it essential to plan it primarily as a corridor. Refer to the El Camino Real Change Area section within the Land Use and Design Element for more detailed vision and policy direction for this area.

Figure 2.16: El Camino Real Planning Area, 2009

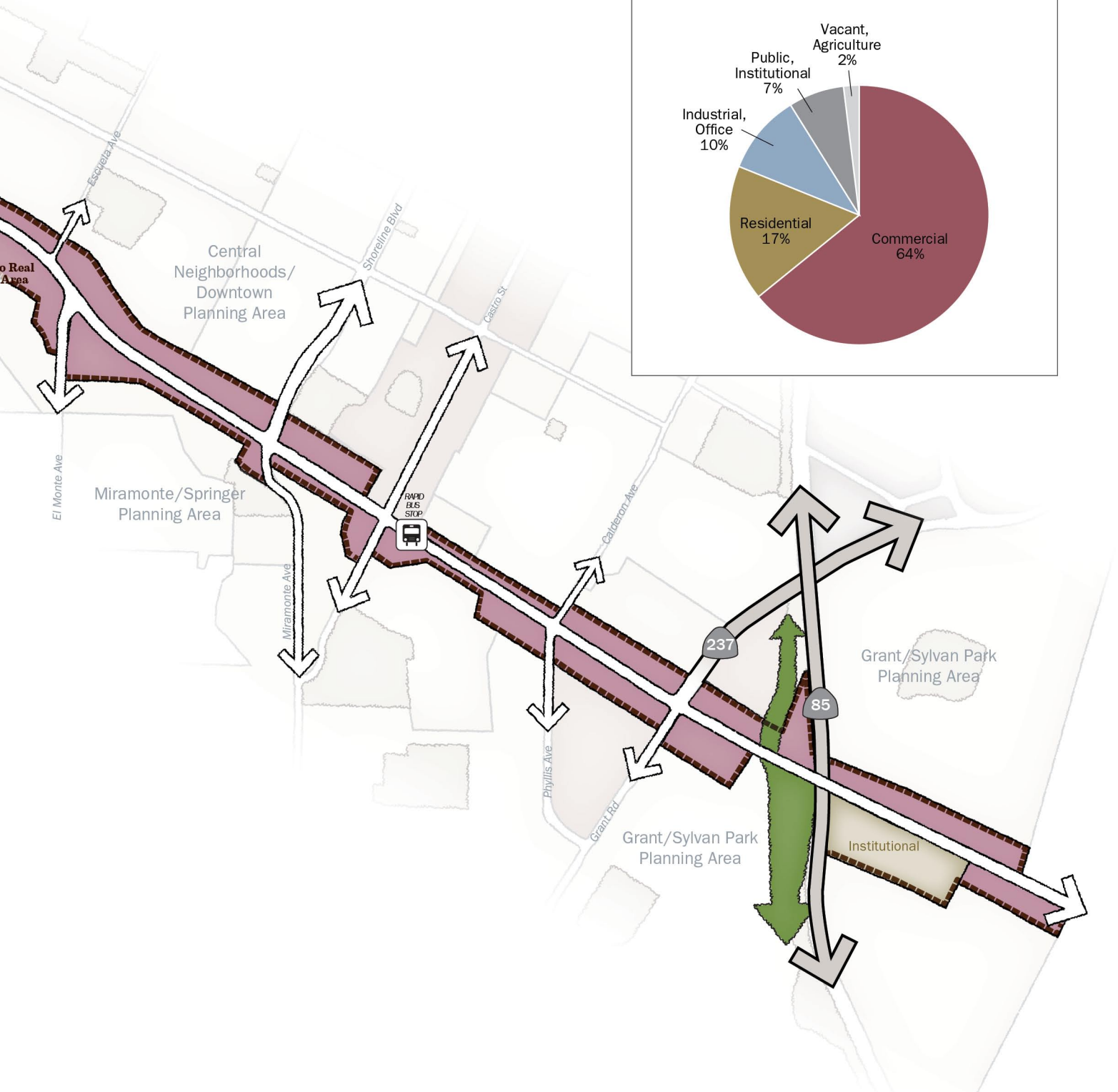
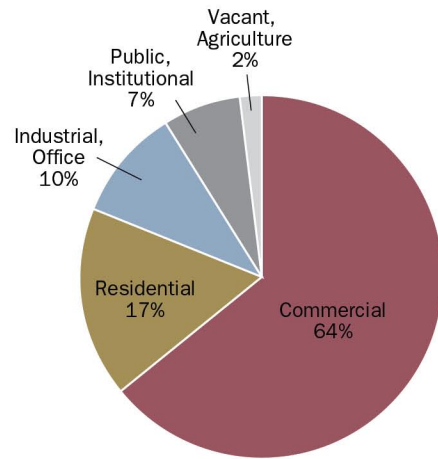
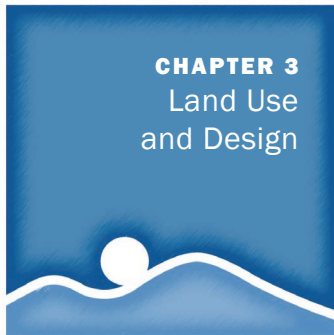


Figure 2.17: El Camino Real Land Uses, 2009



CHAPTER 3

Land Use and Design



Mountain View boasts an impressive variety of land uses. They include the vibrant Downtown mixed-use core, the distinct neighborhoods and commercial corridors, the notable industrial areas and the many high-quality parks, open spaces and public facilities.

As Mountain View carries out the General Plan, it aims to keep its distinct character and grow an even more vibrant community with inviting streets and public spaces, preserved and walkable neighborhoods, exceptional parks and a dynamic economy.

This Element shows how land is used now, discusses forward-thinking land use principles that will shape future planning decisions and outlines allowable uses and intensity of development for each parcel of land.

At the heart of this Element are goals and policies, both citywide and for specific change areas, where major growth and development are expected to occur until 2030, the Plan's horizon. Together, these goals and policies make up a strategic approach to help the City leverage its many strengths and actively manage its critical resources—land use, transportation, housing, economics and natural environments—in a more sustainable manner.

The Element begins with a Context section, followed by a section that outlines Mountain View's Land Use Principles (page 46). Then, a Looking Forward section (page 46) highlights opportunities, challenges and key strategies, followed by a set of specific Goals and Policies (page 48) for each topic area. Change Areas (page 56), General Plan Land Use Designations (page 80) and General Plan Land Use Maps (page 87) sections illustrate the major physical planning concepts for Mountain View.

Context

This section describes current conditions in Mountain View including the planning practices, the physical area of the General Plan, land uses and projections for growth and change. These conditions are the basis for the goals and policies within the Plan.

The Context Section includes:

- Local and Regional Land Use Planning (page 38)
- Mountain View's General Plan Area (page 38)
- Current Land Uses (page 39)
- Growth and Change (page 39)
- Mountain View's Leadership in Sustainable Planning (page 42)
- Land Use Designations (page 44)

Local and Regional Land Use Planning

The Plan's land uses and policies are central to documents such as the Zoning Ordinance, precise plans and design guidelines used to carry out land use decisions.

The planning process is transparent and collaborative. It invites participation from property owners, neighborhoods, business groups and other interested stakeholders.

Land use decisions include review by the Development Review Committee, the Zoning Administrator, the Environmental Planning Commission and the City Council, depending on the scope of the project.

Decisions on how land is used in Mountain View are primarily a local concern, but regional planning issues such as housing, transportation and climate change are and will continue

to be crucial influences (Figure 3.1). Mountain View will continue its collaboration on these key issues with regional agencies such as the Association of Bay Area Governments.

The City is active in the Grand Boulevard Initiative, which guides change along El Camino Real, and the Sustainable Communities Strategies, a regional collaboration to reduce the Bay Area's greenhouse gas emissions through coordinated land use, housing and transportation planning.

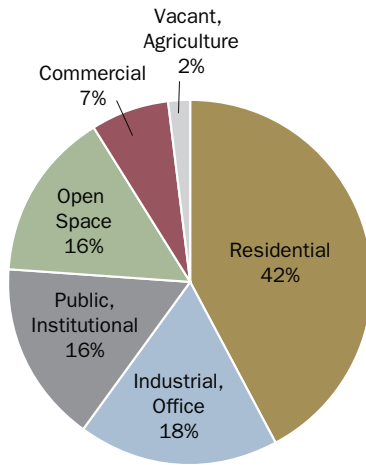
Mountain View's General Plan Area

Mountain View has 6,434 acres of land, not including roads and other rights-of-way (Figure 3.3). Another 2,649 unincorporated acres fall within the City's sphere of influence. The Local Agency Formation Commission defines these boundaries, which are the ultimate limits of the city. NASA Ames Research Center is partially within city limits and partially in the unincorporated area, as is the

Figure 3.1: Regional Context



Figure 3.2: Citywide Existing Land Uses, 2009



federally owned site at Middlefield Road and Moffett Boulevard. Unincorporated lands have General Plan use designations in case they are annexed in the future.

Current Land Uses

Mountain View's diverse mix of land uses includes neighborhoods with single-family and multi-family residences, a vibrant Downtown, commercial streets and shopping districts as well as industrial districts. Most of the land in Mountain View is occupied by residential, public, institutional and open space uses. There are smaller areas of commercial use and vacant land. Current land uses will serve as a benchmark to evaluate land use change over time.

Growth and Change

The City anticipates change by projecting the growth of population, housing and jobs through 2030 (Table 3.1). It bases projections on General Plan land uses and intensities and economic assumptions. These assumptions include expected

Figure 3.3: General Plan Area

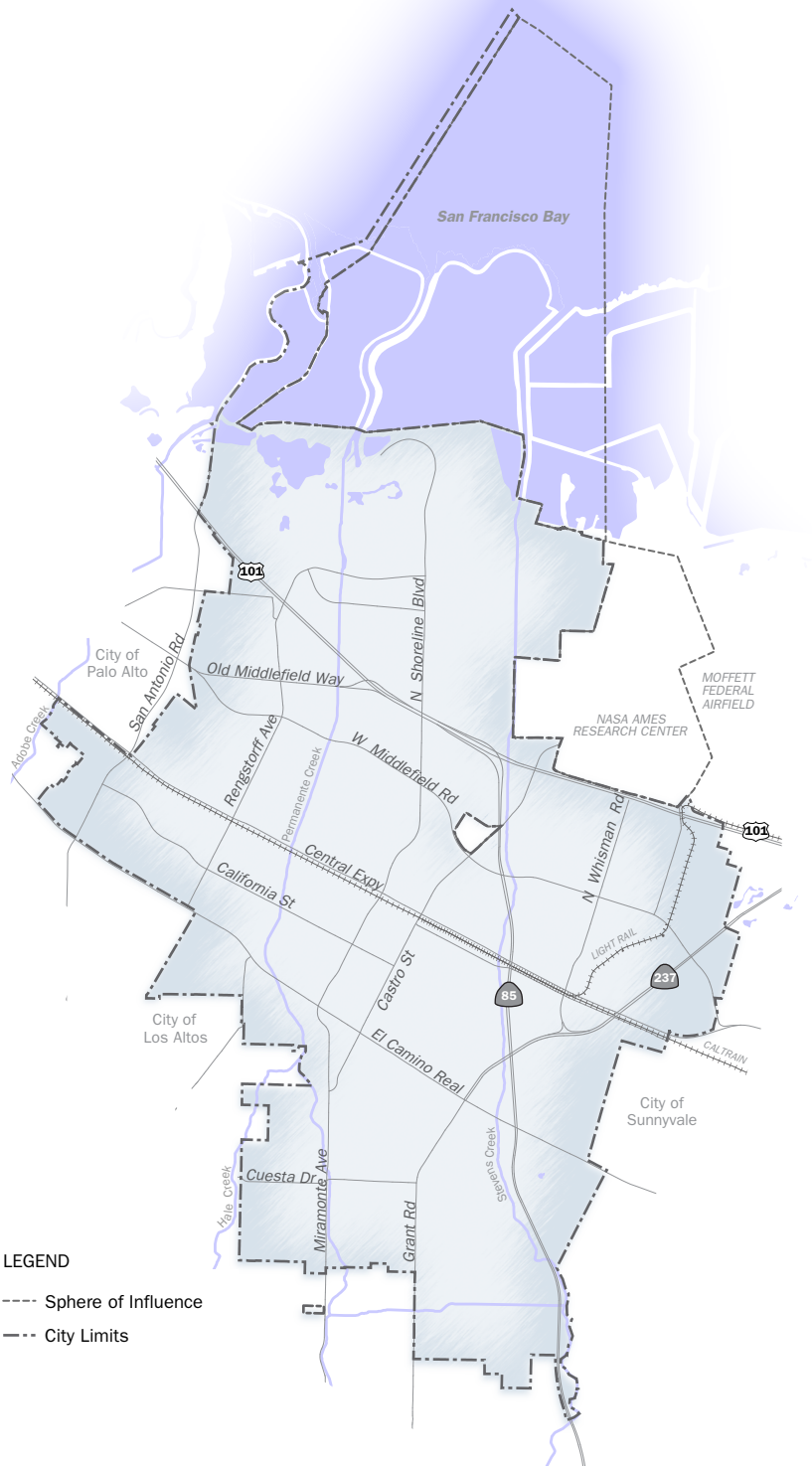


Table 3.1 Population and Jobs, 2009 and 2030 Projection

Planning Area	Population		Jobs	
	2009	2030	2009	2030
San Antonio	12,320	16,130	2,680	3,780
Moffett/Whisman	13,740	27,310	13,860	29,360
Central Neighborhoods/Downtown	11,400	12,440	6,510	7,400
Monta Loma/Farley/Rock	13,790	15,060	6,920	7,670
Miramonte/Springer	9,540	10,250	4,830	4,900
Grant/Sylvan Park	10,610	10,820	2,470	3,250
North Bayshore	760	17,998	17,480	38,910
El Camino Real	1,700	4,350	5,710	6,550

Table 3.2 Languages Spoken at Home

	1990	2009
Households that speak only English	75%	57%
Households that speak other languages	25%	43%
<i>Source: U.S. Census, 1990 and American Community Survey, 2009</i>		

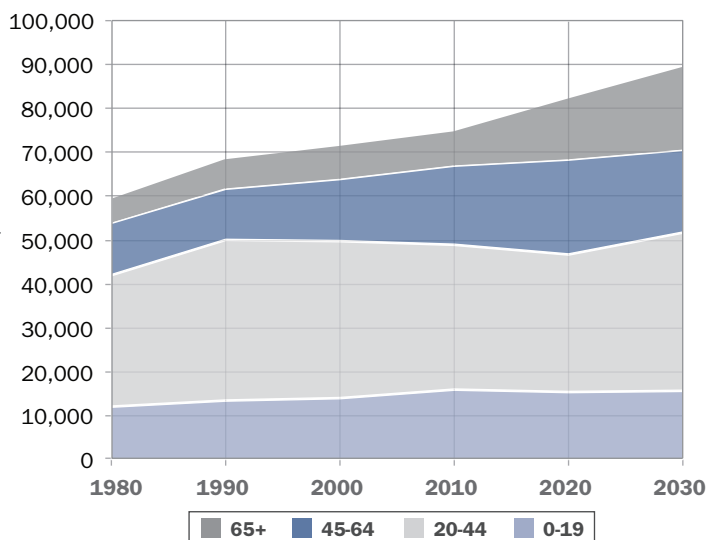
types of buildings and future demand for housing and commercial uses.

The Plan uses a broad range of policies, programs and services to meet the needs of the City's future population. The Plan will regularly evaluate these to make sure they serve unique and changing community needs.

Demographics

Mountain View's population has become more diverse over the last few decades. Residents speak more languages and have grown older. These trends are expected to continue over the life of the General Plan (Table 3.2 and Figure 3.4).

Policies and programs will help meet these changing community needs. For example, older people will need different types of housing. Key strategies to address these needs are outlined in this Element and in the Housing Element's Policies and Programs section.

Figure 3.4: Age Groups

Source: U.S. Census, Association of Bay Area Governments

Housing

Mountain View had 33,881 housing units in 2010, according to the U.S. Census. Most were apartments, duplexes and condominiums, all serving diverse groups (Table 3.3). Future housing will be primarily multi-family buildings, which supports the community's vision for change in key areas. This will help the City address future housing needs by offering a wide range of housing options.

The Plan covers the major strategies for future housing by defining where it is located and how intensely the land is used. Housing growth will focus in the North Bayshore, El Camino Real, and San Antonio Change Areas. These areas offer housing opportunities near jobs, services and public transportation. In many cases, new housing will be useful for the city's increasingly older residents who do not drive, but need to shop and take advantage of other services. Other groups with their own needs would also benefit from being near strong public transportation services.

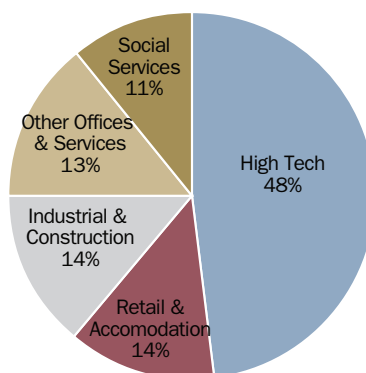
Jobs

Mountain View expects future jobs to be concentrated in the information, professional, scientific and technical services categories (Figure 3.5). The Plan's land use designations promote higher-intensity office uses, particularly in the North Bayshore and East Whisman Change Areas. These locations are key areas that will support these types of jobs.

For many years, Mountain View has been a center of innovation that supports new start-up companies and expanding companies in the technology, software and life science industries. These industries will continue to grow and

Table 3.3 Housing Units, 2010	
Multi-Family	55%
Single Family	41%
Mobile Homes	4%
Source: US Census, American Community Survey, 2010	

Figure 3.5: Job Sectors, 2008



Source: U.S. Census, Zip Code Business Patterns, 2008

provide more jobs in these areas. The City expects more modest growth in service and retail jobs.

Economics

Mountain View is strategically located in the heart of Silicon Valley, and includes many technology, software and life sciences companies. Its wide range of commercial and industrial uses contributes to the city's overall economic strength through property, sales and use taxes. The Plan includes higher-intensity office and commercial land use designations to support business growth and a robust tax base.

The city also has several concentrated centers of stores and services. They include Downtown and shopping centers

Land Use and Transit Ridership

One of several Bay Area studies that analyzed the relationship between land use and public transportation ridership found that people who live within a half-mile of rail stops are four times as likely to use transit, three times as likely to ride a bicycle and twice as likely to walk than those who live farther away. In Mountain View, the census tract areas with the highest rate of public transit users are along the Caltrain and light rail lines and along El Camino Real.

along El Camino Real, San Antonio Road, Grant Road and Charleston Road. Their local and regional customers contribute to the City's tax base.

Building on Mountain View's economic success, the General Plan includes greater land use intensities to support continued growth, particularly in the North Bayshore, East Whisman and San Antonio Change Areas and in key neighborhoods throughout the city.

Mountain View's Leadership in Sustainable Planning

Mountain View has long been a leader in sustainable land use and transportation planning. The city has many higher-intensity land uses planned and built around public transportation infrastructure, including commuter rail service from Caltrain and light rail and bus service from the Santa Clara Valley Transportation Authority.

The General Plan advances sustainability through the following broad strategies.

Greenhouse Gas Reduction Program and Mobility

The Greenhouse Gas Reduction Program is based on the General Plan's projected growth. It identifies steps to reduce overall greenhouse gas emissions in Mountain View. It also expands options for people to bicycle, walk and take transit to reduce their use of automobiles. Citywide pedestrian improvements identified in the City's Pedestrian Master Plan also support sustainable planning.

Sustainable Development

Advancing citywide sustainability is a key community value. It is especially important in the North Bayshore and East Whisman Change Areas where commercial growth is envisioned. The Plan establishes new sustainability policies and increases land use intensities in these areas to achieve highly sustainable development.



Tradition of Great Urban Design

The design of buildings, sidewalks, streets, parks and other public spaces plays a vital role in shaping Mountain View's unique character and identity. Block length, parcel size and the relationship of buildings to streets, sidewalks and parking all influence how people experience a place.

Mountain View has long valued high-quality urban design through its previous General Plans and other City plans and guidelines. This Plan continues the tradition of great urban design through its design-oriented policies and strong form and character guidance. Urban design is carried out through precise plans, zoning, design guidelines, capital improvement projects and the City's development review process.



Village Centers

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

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

The General Plan strategically locates land for homes and businesses to

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

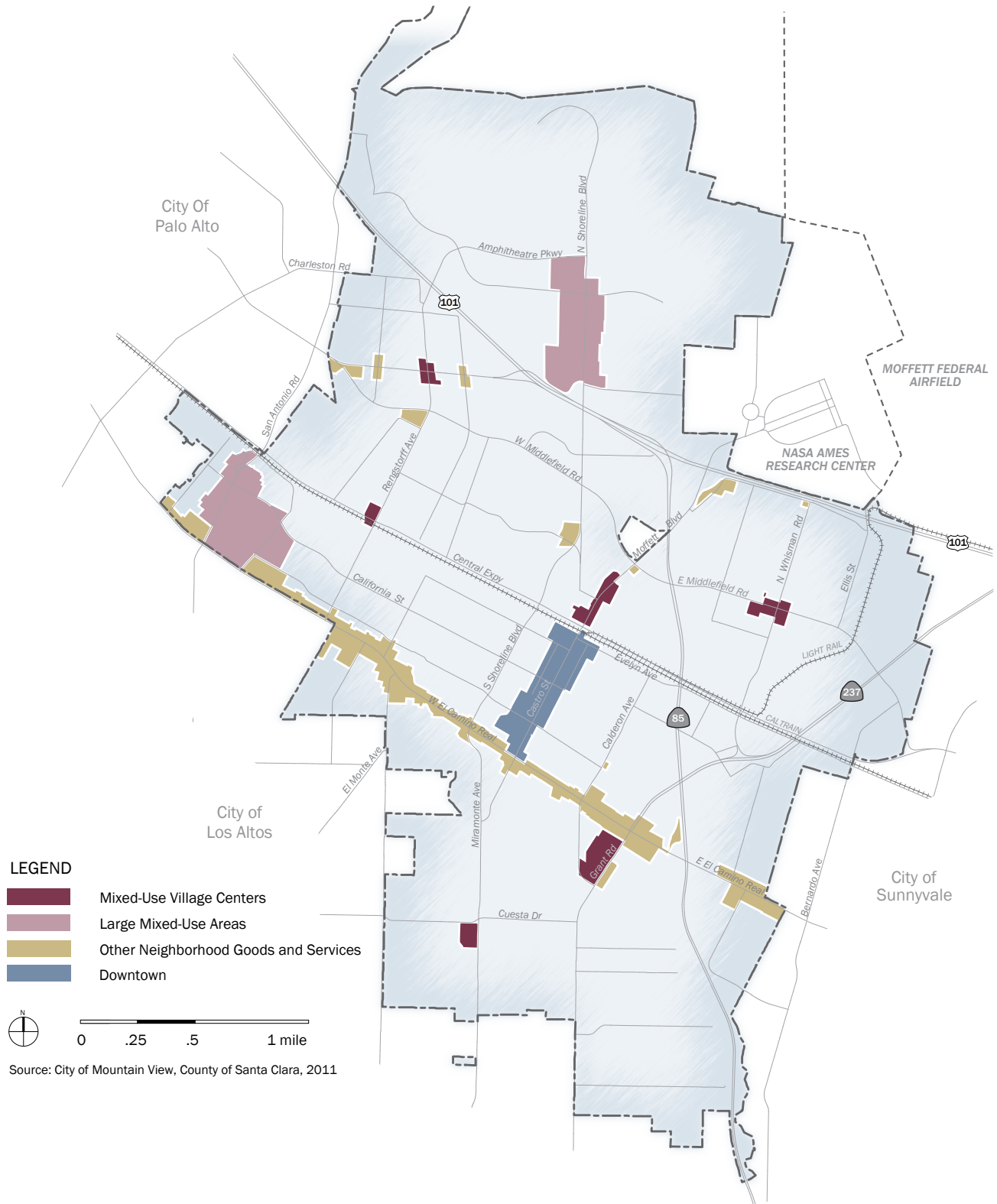
Land Use Designations

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

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



Figure 3.7: Village Center Strategy



Mountain View's Land Use Principles

Mountain View's General Plan employs a forward-thinking approach to land use planning. The approach aligns with community values and the overarching themes outlined in the Introduction. These values are quality of life, sustainability, diversity, health and wellness and economic prosperity.

The City and community are dedicated to inspiring preservation and change through progressive planning to enhance sustainability, embrace the city's diversity and nurture human health into the future. This Element introduces a range of strategies to support this change and to sustain and improve quality of life.

Here are the five principles that guide land use planning in Mountain View.

1. Expanded Land use Mix and Flexibility – A flexible mix of commercial and residential land uses responds to opportunities in key areas throughout the city. Broadened mixed-use designations support community sustainability, health and economics.

2. Sustainable Land Use and Transportation – Focused and intensified growth and change next to public transportation corridors helps increase ridership, reduce vehicle miles traveled and greenhouse gas emissions and optimizes opportunities for highly sustainable development.

3. Vibrant Community Health – Public facilities, parks, plazas and trails offer exercise and socializing opportunities. Convenient access to healthy food

choices and daily goods and services benefit the community.

4. Strong and Diverse Economy – A greater mix of land uses and increased intensities in change areas create incentives for commercial land use redevelopment and support a larger, more diversified tax base.

5. Great Urban Design – High-quality design contributes to memorable, vibrant places where people enjoy spending time. Engaging buildings and public spaces include pedestrian-friendly walkways and entries, open spaces, attractive streets and efficient parking.

Looking Forward

The following are some distinct opportunities and challenges Mountain View is likely to face over the life of the General Plan, and key strategies for addressing them. These should be top priorities as the City carries out this Element's goals and policies, which are described in the next section.

Local and regional land use planning collaboration. Collaborative planning processes addressing regional challenges such as housing, transportation and reduction of greenhouse gas emissions are critical to effective land use planning. This Plan supports continued collaboration and information sharing between the City, regional planning agencies and surrounding cities.

Focused land use preservation and change. The community aims to maintain the land use density and character of much of Mountain View through policies

to preserve and enhance neighborhoods. The General Plan focuses new growth and development in change areas and includes policies to ensure that new development successfully integrates into the environment.

Planning for changing demographics.

Increased densities in key areas will help accommodate population growth. Land use designations allow a variety of housing types and densities in addition to commercial uses. They support “aging in place” housing options for seniors and other options for special populations in areas close to stores, services and public transportation.

Increased mix of uses. New land use designations such as Neighborhood Mixed-Use and Mixed-Use Center support a range and mix of commercial and residential land uses. This mix offers more opportunities for residents to access goods and services through walking, bicycling and public transportation. This supports sustainability and healthy living. Creating higher-intensity, mixed-use designations allows more flexibility in accommodating future uses.

Sustainable land use planning.

Mountain View aims to improve upon past sustainable planning efforts by further increasing land use intensities along major transportation corridors, updating bicycling and pedestrian goals and policies, expanding sustainable transportation options for residents and workers through strategies such as an enhanced North Bayshore shuttle system and other strategies outlined in the Greenhouse Gas Reduction Program,

Pedestrian Master Plan and Green Building Ordinance.

Land use and health and wellness. The General Plan sets an important path for improving conditions to enhance the health of its residents. These steps include a transportation and land use pattern that encourages physical activity and new land use designations to support housing near stores and services. The new designations will offer more opportunities for walking and bicycling to take advantage of services and more policies to promote safe and healthy living conditions.

Land use and economics. Land use can play a significant role in supporting a larger and more diversified tax base. This Plan allows a more flexible mix of uses including high-intensity office and commercial land use. Plan policies also support attracting and keeping Mountain View’s signature technology, software, and science businesses.

Emphasis on urban design, form and character. Mountain View seeks to maintain its tradition of high-quality development and to achieve desired physical characteristics in change areas. The continued importance of high-quality urban design is reflected in the General Plan through citywide and change area goals and policies, form and character guidance, and Mobility Element policies.

Citywide Goals and Policies

Land Use and Design (LUD) goals are broad statements describing the city's future. Policies are more specific direction to achieve each goal. Actions for implementing these goals and policies are detailed separately in the General Plan's Action Plan.

Planning Process

Planning process policies aim to create an open, inclusive and collaborative decision-making process.

Goal LUD-1: Open and inclusive planning processes.

Policies

LUD 1.1: Efficient and effective processes. Regulate development through efficient, effective and transparent review processes.

LUD 1.2: Accessibility. Make public meetings and documents open and accessible to all segments of the population.

LUD 1.3: Community involvement. Encourage the community to be active and engaged in community planning and development processes, and promote collaboration among key stakeholders to provide input during the planning process.

LUD 1.4: Community outreach. Engage the community regularly through outreach activities such as neighborhood meetings and use of the latest technologies.

LUD 1.5: Development review process. Use the City's development review process to ensure well-designed projects.

Regional Coordination

Regional planning policies seek to coordinate and influence regional planning issues with local goals and priorities.

Goal LUD-2: Effective coordination with regional agencies and other local governments on planning issues.

Policies

LUD 2.1: Regional land use decisions. Influence regional decisions on land use, transportation, economic development, sustainability and other topics to improve the quality of life for the Mountain View community.

LUD 2.2: Regional plan considerations. Review appropriate regional planning agency policies, studies and documents when considering land use changes.

LUD 2.3: Local collaboration. Collaborate with neighboring jurisdictions on issues of mutual interest.

LUD 2.4: Moffett Field and NASA Ames collaboration. Collaborate with Moffett Field and NASA Ames on development, economic opportunities and issues of mutual interest.

LUD 2.5: Moffett Federal Airfield. Encourage compatible land uses within the

Airport Influence Area for Moffett Federal Airfield as part of Santa Clara County's Comprehensive Land Use Plan.

Land Use Mix, Distribution and Intensity

Policies for the mix of land uses promote sustainability and economic goals through a diverse and flexible range of land uses.

Goal LUD-3: *A diverse, balanced and flexible mix of land uses that supports a strong economy, complete neighborhoods, transit use and community health.*

Policies

LUD 3.1: Land use and transportation. Focus higher land use intensities and densities within a half-mile of public transit service, and along major commute corridors.

LUD 3.2: Mix of land uses. Encourage a mix of land uses, housing types, retail and public amenities and public neighborhood open spaces accessible to the community.

LUD 3.3: Health. Promote community health through land use and design.

LUD 3.4: Land use conflicts. Minimize conflicts between different land uses.

LUD 3.5: Diversity. Encourage residential developments serving a range of diverse households and incomes.

LUD 3.6: Access to healthy food choices. Ensure all neighborhoods have access to healthy food choices at grocery stores within walking or bicycling distance.

LUD 3.7: Upgraded commercial areas. Encourage the maintenance, enhancement and redevelopment of older commercial districts, shopping centers and corridors.

LUD 3.8: Preserved land use districts. Promote and preserve commercial and industrial districts that support a diversified economic base.

LUD 3.9: Parcel assembly. Support the assembly of smaller parcels to encourage infill development that meets City standards and spurs neighborhood reinvestment.

LUD 3.10: Zoning standards for sensitive uses. Allow sensitive uses such as child care in the North Bayshore and East Whisman Change Areas with measures to protect those uses from hazardous materials used by surrounding businesses.

Land Use and Access to Services

Policies for land use and accessible services coordinate land use with mobility improvements by placing commercial services, village centers and other daily destinations within safe and convenient walking and bicycling distance of housing and jobs.

GOAL LUD-4: *Local retail and services within comfortable walking and bicycling distance of all residents and employees.*

Policies

LUD 4.1: Well-distributed and accessible neighborhood centers. Plan for improved pedestrian accessibility to commercial areas from each neighborhood to increase access to retail, goods and services that serve local residents.

GOAL LUD-5: Pedestrian-accessible village centers that serve surrounding neighborhoods.

Policies

LUD 5.1: Land use and village centers. Encourage and promote centers that people can reach by bicycling or walking with a focus on areas identified in the Village Center Strategy Diagram.

LUD 5.2: Village center uses and character. Encourage a mix of residential, commercial or other neighborhood-serving uses in village centers, with active ground-floor uses and public space to create an inviting pedestrian environment and a center of activity.

LUD 5.3: Community gathering. Encourage community-gathering destinations such as plazas, open space or community facilities within village centers.

LUD 5.4: Connections. Encourage pedestrian, bicycling and public transit connections and amenities between village centers and surrounding neighborhoods.

Neighborhoods

Neighborhood policies help protect and enhance the quality of life in neighborhoods by preserving their character.

Goal LUD-6: Distinctive neighborhoods that preserve and enhance the quality of life for residents.

Policies

LUD 6.1: Neighborhood character. Ensure that new development in or near residential neighborhoods is compatible with neighborhood character.

LUD 6.2: Equitable location of amenities. Pursue equitable distribution of community amenities, public facilities and services within walking distance of residential neighborhoods.

LUD 6.3: Street presence. Encourage building facades and frontages that create a presence at the street and along interior pedestrian paseos or pathways.

LUD 6.4: Neighborhood association development. Support the formation of neighborhood associations and organizations to create neighborhood improvement strategies and to sponsor social and safety events.

LUD 6.5: Pedestrian and bicycling improvements. Support pedestrian and bicycling improvements and connections between neighborhoods.

Downtown

Downtown policies recognize it as a center for social, cultural and business activity while promoting more diverse businesses and high-quality design for new and redeveloped buildings.

Goal LUD-7: A vibrant Downtown that serves as the center for Mountain View social and civic life.

Policies

LUD 7.1: Downtown. Promote Downtown as a daytime and nighttime center for social, entertainment, cultural, business and government activity.

LUD 7.2: Renovation and reuse. Encourage the renovation and reuse of Downtown buildings.

LUD 7.3: Human-scaled building details. Support new and renovated Downtown buildings that include human-scaled details such as transparent windows on the ground floor that face the street, awnings and architectural features to create a comfortable and interesting pedestrian environment.

LUD 7.4: Daily goods and services. Encourage neighborhood businesses that provide daily goods and services Downtown.

LUD 7.5: Compatible uses and design. Ensure compatible uses and building design Downtown along the boundaries between residential and commercial areas.

LUD 7.6: Parking space flexibility. Encourage a portion of Downtown street parking spaces to be removed or reconfigured to accommodate pedestrian and bicycle amenities.

LUD 7.7: California High-Speed Rail. Participate with the California High-Speed Rail Authority in planning any high-speed rail service to address urban design, traffic and circulation, historic resources and economic impacts Downtown.

Streetscapes and Public Spaces

Streets and public space policies guide safe and sustainable street and public space improvements that support everyone who uses the streets.

GOAL LUD-8: A network of pedestrian-oriented, sustainable and public spaces.

Policies

LUD 8.1: City gateways. Emphasize city gateways that create a distinct and positive impression.

LUD 8.2: Streets friendly to bicyclists and pedestrians. Encourage a network of streets friendly to bicyclists and pedestrians that create a safe and comfortable environment and include convenient amenities and features.

LUD 8.3: Enhanced publicly-accessible bicycle and pedestrian connections. Encourage new and existing developments to enhance publicly-accessible bicycle, pedestrian and transit connections.

LUD 8.4: Pedestrian-oriented civic and public spaces. Create and encourage new pedestrian-oriented civic and public spaces throughout the city.

LUD 8.5: Pedestrian and bicycle amenities. Encourage attractive pedestrian and bicycle amenities in new and existing developments, and ensure that roadway improvements address the needs of pedestrians and bicyclists.

LUD 8.6: Traffic-calming measures. Carry out traffic-calming measures through the City's Neighborhood Traffic Management Program.

LUD 8.7: Sustainable streets. Encourage sustainable streets that include drought-tolerant landscaping, natural stormwater treatment areas and other sustainable features.

Integrating Buildings into the Community

Policies for integrating buildings into the community focus on how buildings relate to public streets and surrounding neighborhoods through design strategies and pedestrian improvements.

GOAL LUD-9: Buildings that enhance the public realm and integrate with the surrounding neighborhood.

Policies

LUD 9.1: Height and setback transitions. Ensure that new development includes sensitive height and setback transitions to adjacent structures and surrounding neighborhoods.

LUD 9.2: Compatible transit-oriented development. Encourage transit-oriented development that is compatible with surrounding uses and accessible to transit stations.

LUD 9.3: Enhanced public space. Ensure that development enhances public spaces through these measures:

- Encourage strong pedestrian-oriented design with visible, accessible entrances and pathways from the street.
- Encourage pedestrian-scaled design elements such as stoops, canopies and porches.
- Encourage connections to pedestrian and bicycle facilities.
- Locate buildings near the edge of the sidewalk.
- Encourage design compatibility with surrounding uses.
- Locate parking lots to the rear or side of buildings.
- Encourage building articulation and use of special materials to provide visual interest.
- Promote and regulate high-quality sign materials, colors and design that are compatible with site and building design.
- Encourage attractive water-efficient landscaping on the ground level.

LUD 9.4: Enhanced pedestrian activity. Ensure commercial development enhances pedestrian activity through these strategies:

- Encourage the first level of the building to occupy a majority of the lot's frontage, with exceptions for vehicle and pedestrian access.
- Allow for the development of plazas and dining areas.
- Encourage the majority of a building's ground floor frontage to provide visibility into the building by incorporating windows and doors.
- Require that ground floor uses be primarily pedestrian-oriented.
- Ensure pedestrian safety and access when designing parking areas and drive-through operations.
- Minimize driveways.

LUD 9.5: View preservation. Preserve significant views throughout the community.

LUD 9.6: Light and glare. Minimize light and glare from new development.

Sustainable Building Design and Development

Policies for sustainable building design and development support development that conserves resources and creates healthful living environments.

Goal LUD-10: High-quality, sustainable and healthful building design and development.

Policies

LUD 10.1: Sustainable design and materials. Encourage high-quality and sustainable design and materials.

LUD 10.2: Low-impact development. Encourage development to minimize or avoid disturbing natural resources and ecologically significant land features.

LUD 10.3: Flexible building design. Encourage flexible building design to enable re-use of buildings.

LUD 10.4: Building retrofitting. Encourage retrofits of existing buildings, where cost-effective, to meet community sustainability goals.

LUD 10.5: Building energy efficiency. Incorporate energy-efficient design features and materials into new and remodeled buildings.

LUD 10.6: On-site energy technologies. Support on-site renewable energy technologies that help reduce community energy demand.

LUD 10.7: Beneficial landscaping options. Promote landscaping options that conserve water, support the natural environment and provide shade and food.

LUD 10.8: Access to healthful food. Increase access to healthful local food by encouraging development to include water-efficient gardens, fruit trees and edible landscaping.

LUD 10.9: Sustainable roofs. Encourage sustainable roofs to reduce a building's

energy use, reduce the heat island effect of new and existing development and provide other ecological benefits.

LUD 10.10: Community education. Promote education on sustainable development and building design.

Historic Preservation

Historical preservation policies preserve historic resources and encourage their continued protection and enhancement.

Goal LUD-11: Preserved and protected important historic and cultural resources.

Policies

LUD 11.1: Historical preservation. Support the preservation and restoration of structures and cultural resources listed in the Mountain View Register of Historic Resources, the California Register of Historic Places or National Register of Historic Places.

LUD 11.2: Adaptive re-use. Encourage the adaptive re-use of historic buildings in ways that retain their historical materials and character-defining features.

LUD 11.3: Incentives. Encourage historical preservation through incentives and opportunities.

LUD 11.4: Moffett Field. Support the preservation of historic buildings and hangars at Moffett Field and NASA Ames.

LUD 11.5: Archaeological and paleontological site protection. Require all new development to meet state codes regarding the identification and protection of archaeological and paleontological deposits.

LUD 11.6: Human remains. Require all new development to meet state codes regarding the identification and protection of human remains.

Economic Development and Fiscal Stability

Fiscal Stability

Fiscal stability policies aim for a fiscally sustainable government.

Goal LUD-12: A fiscally sustainable City government that preserves and enhances quality of life.

Policies

LUD 12.1: Fiscal health. Maintain and improve the City's long-term fiscal health.

LUD 12.2: Stable City revenues. Maintain strong and stable sources of City revenues.

LUD 12.3: Land uses and revenue. Encourage land uses that generate City revenue.

LUD 12.4: City-owned land. Maximize revenue from City-owned land and strategically acquire new land to generate revenue.

LUD 12.5: Operational savings. Pursue programs and projects that provide

short-term and long-term operational cost savings, particularly activities oriented to sustainability.

Local Economy

Local economy policies support proactive communication and partnerships between the City and the business community to create a strong local economy.

Goal LUD-13: A strong local economy that retains and attracts a variety of businesses.

Policies

LUD 13.1: Business community. Establish and maintain proactive communication between the business community and the City to support economic development opportunities.

LUD 13.2: Well-designed work environments. Encourage well-designed work environments that promote employee health and wellness.

Goal LUD-14: A city that is a center for innovative technologies, jobs and businesses.

Policies

LUD 14.1: Business community communication. Create ongoing communication and coordination between the business community and the City that promotes and supports innovation.

LUD 14.2: Affordable commercial and industrial space. Promote and support affordable and flexible commercial and industrial building space for new and emerging businesses.

LUD 14.3: Business attraction. Attract innovative and emerging technology businesses to the city.

LUD 14.4: City partnerships. Create partnerships among the City, local businesses and other organizations to develop emerging technology pilot programs and services.

CHANGE AREAS

Extensive community input helped identify where Mountain View could significantly change over the life of the General Plan, and what the change could look like in the built environment, open spaces, natural habitats and community connections. Each change area is part of its own larger planning area.

The General Plan change areas include (Figure 3.8):

- North Bayshore
- East Whisman
- El Camino Real
- San Antonio
- Moffett Boulevard

The General Plan identifies new land uses and intensities for 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 under the 1992 General Plan and new, more intensive mixed-use designations.

After an introduction to form and character, the rest of this section presents a vision, goals and policies and form and character for each change area.

The vision descriptions present a high-level snapshot of how these areas may change over time to help Mountain View achieve its General Plan vision. Citywide General Plan goals and policies also apply to change areas.

Form and Character

This section further describes the principles for design and development in change areas—how they will develop and look. These are not policy mandates. They reinforce General Plan policies, and will guide Zoning Ordinance and precise plan updates, the development review process and capital improvement projects in change areas.

Form and character includes four key topics:

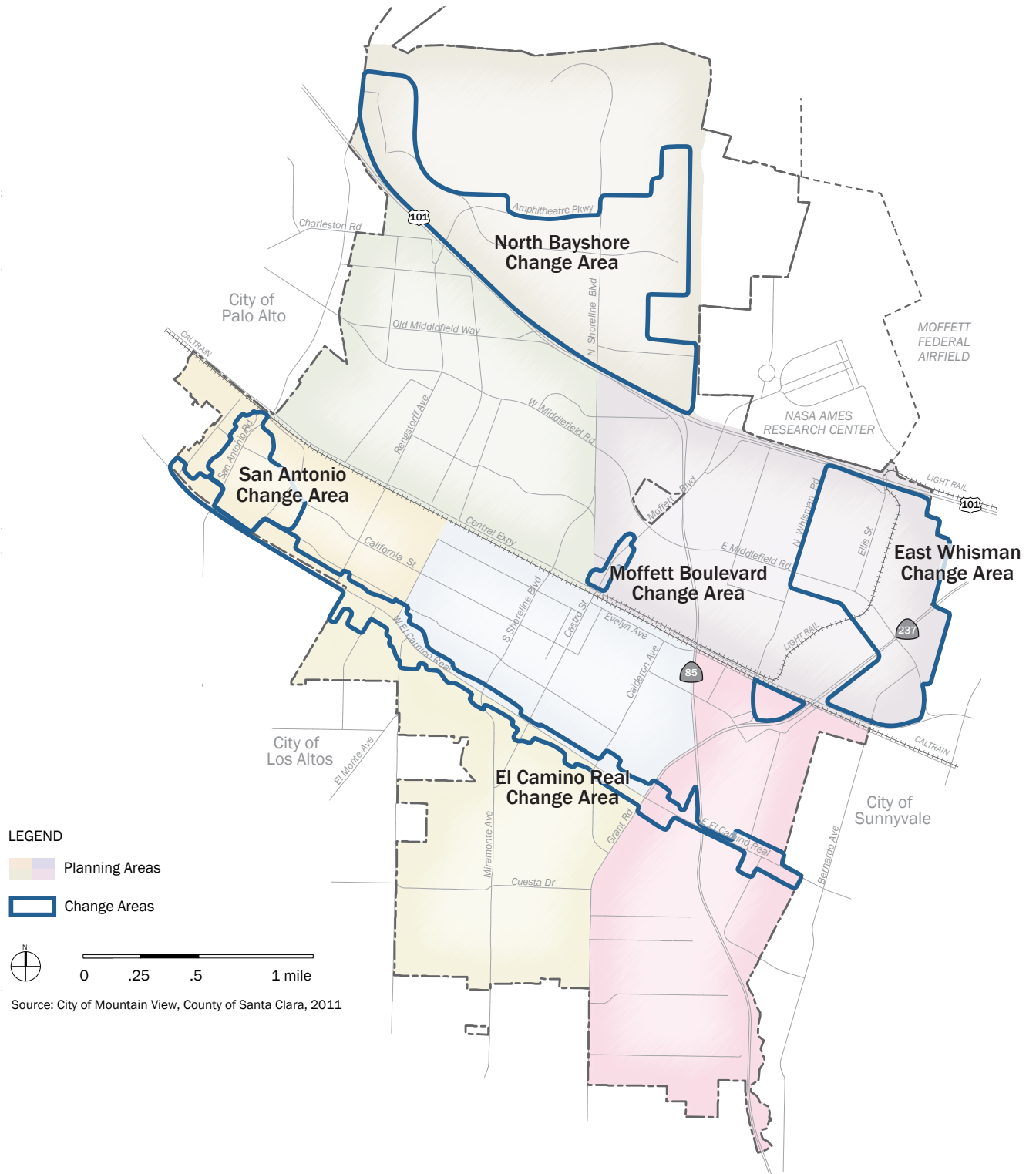
Pedestrian and Bicyclist Environment shows how the network of blocks and streets accommodates pedestrians and bicyclists. Pedestrians, bicyclists and drivers use streets to different degrees, depending on the context.

Site Layout and Design describes how development projects are designed, including buildings, landscaping, parking and access.

Plazas and Shared Space addresses how areas such as plazas, courtyards and trails can be incorporated into change areas.

Building-to-Street Relationship refers to how buildings are designed and positioned in relation to the street.

Figure 3.8: Change Areas



NORTH BAYSHORE CHANGE AREA



VISION

The North Bayshore Change Area continues its role as a major high-technology employment center, and emerges as a model of innovative and sustainable development that protects and stewards biological habitat and open space within the Change Area and North Bayshore as a whole.

In 2030, sensitive species of Shoreline at Mountain View Regional Park remain and thrive. Shoreline at Mountain View, the Stevens and Permanente creeks, Charleston Basin wetlands, and the Stevens Creek Trail remain unique and defining features of the area. Businesses and development respect and enhance the nearby wildlife, wetlands, trees and habitat areas that make the area unique. Workers and visitors enjoy nature and views of open space, the bay and mountains.

A more intensive mix of commercial and residential land uses promotes sustainable growth with additional services for people who live or work nearby. Start-ups and small businesses create an economically diverse area. New development incorporates highly sustainable design features and materials.

Shoreline Boulevard is the spine of North Bayshore, with a mix of office, commercial, and residential land uses and ground-floor pedestrian activity. The North Shoreline Boulevard and Highway 101 area is revitalized as a gateway destination with a mix of stores, services, entertainment and hotels.

North Bayshore's pattern of large blocks has new pedestrian and bicycle connections. These make it easier and more sustainable and efficient for employees to move around in an active campus environment. Improved transportation services connect to the Mountain View Transit Center and other city destinations.

A network of well-distributed plazas, greens and public spaces enhances North Bayshore's vast open space while stewarding the area's sensitive species and habitats. The area uses strategies to adapt to rising sea levels.

GOALS AND POLICIES

Innovation and Sustainability

Innovation and sustainability policies support the area's future as a leader in highly sustainable and innovative development.

Goal LUD-15: *An area that is a model of highly sustainable and innovative development, protective of the natural and biological assets of the area.*

Policies

LUD 15.1: A leader in sustainable planning. Create and promote North Bayshore as a leader in innovative and sustainable planning and growth.

LUD 15.2: Sustainable development focus. Require sustainable site planning, building and design strategies.

LUD 15.3: Highly sustainable development. Encourage new or significantly rehabilitated development to include innovative measures for highly sustainable development.

LUD 15.4: Wildlife friendly development. Implement wildlife friendly site planning, building and design strategies.

Land Use and Design

Land use and design policies support an increased diversity and mix of land uses and protected open space resources and habitat.

Goal LUD-16: *A diverse area of complementary land uses and open space resources.*

Policies

LUD 16.1: Protected open space. Protect and enhance open space and habitat in North Bayshore.

LUD 16.2: Mix of uses. Promote the North Bayshore Area as a vibrant mix of residential, commercial, service and entertainment uses through the North Bayshore Precise Plan.

LUD 16.3: Business-class hotel. Encourage the development of a business-class hotel and conference center.

LUD 16.4: Innovative corporate campuses. Encourage innovative corporate campus designs.

LUD 16.5: Protected views. Protect views by including open areas between tall buildings.

LUD 16.6: Open space amenities. Encourage development to include open space amenities, plazas and parks that are accessible to the surrounding transit, bicycle and pedestrian network.

LUD 16.7: Gateway development. Support the creation of a gateway development with a diverse mix of uses near Highway 101 and North Shoreline Boulevard.

NORTH BAYSHORE CHANGE AREA

Mobility

Mobility policies create a sustainable and efficient transportation system that connects to Downtown, improves bicycle and pedestrian circulation, and plans for future connections to surrounding areas.

Goal LUD-17: A sustainable and efficient multi-modal transportation system.

Policies

LUD 17.1: Connectivity. Improve connectivity and integrate transportation services between North Bayshore, Downtown, NASA Ames and other parts of the city.

LUD 17.2: Transportation Demand Management strategies. Require development to include and implement Transportation Demand Management strategies.

LUD 17.3: Bicycle and pedestrian focus. Support bicycle and pedestrian improvements and connections to and throughout North Bayshore.

LUD 17.4: North Shoreline Boulevard and Rengstorff Avenue enhancements. Encourage the enhancement of North Shoreline Boulevard, Rengstorff Avenue and other key streets in North Bayshore through new development and street design standards.

Sea-Level Rise

Sea-level rise policies create a forward-thinking strategy for adapting to this potential future change.

Goal LU-18: A comprehensive strategy for reducing the effects of future sea-level rise.

Policies

LUD 18.1: Collaboration on sea-level rise impacts. Collaborate with regional, state and federal agencies to address the effects of potential rises in sea levels through assessing vulnerabilities and creating adaptation strategies.

LUD 18.2: Flood retention areas. Plan for the development of flood retention areas to address effects from sea-level rise.

FORM AND CHARACTER

Pedestrian and Bicyclist Environment

- An active, cohesive, pedestrian-oriented North Shoreline Boulevard corridor with wide sidewalks and tree wells.
- Smaller blocks, including mid-block pedestrian and bicycle paths.
- Wide sidewalks with planter strips.
- A well-connected bicycle network with on-street bicycle lanes, bicycle-priority streets and bicycle or shared-use paths and trails.
- Pedestrian and bicyclist street improvements such as benches, bicycle parking, directional signs and landscaping.
- Short street-crossing distances and smaller curb radiuses to improve pedestrian safety.



*Wide sidewalks
and active ground-
floor uses along
North Shoreline
Boulevard*

NORTH BAYSHORE CHANGE AREA

Site Layout and Design

- Development includes sustainable features such as passive solar, stormwater retention, heat island reduction, renewable energy production or other types of green infrastructure and technology.
- Buildings located close to and facing the sidewalk.
- Spaces between buildings in the mixed-use area are primarily for plazas, paths and greens.
- Driveways and parking access designed to limit conflicts with pedestrians.
- Parking located in the least visible locations with permeable surfaces, significant landscaping including trees and direct pedestrian paths to building entrances.
- Landscaping supports campus-like outdoor amenity spaces.
- Significant landscaping and visual buffering such as trees or large planting areas within building setbacks.
- Innovative architecture that responds to its unique surroundings.
- Buildings break up massing and avoid long, uninterrupted walls along the street.
- Step-backs of upper building floors where smaller looking buildings are desired, such as along pedestrian routes.
- Parking structures preferred over parking lots, especially in key pedestrian areas.

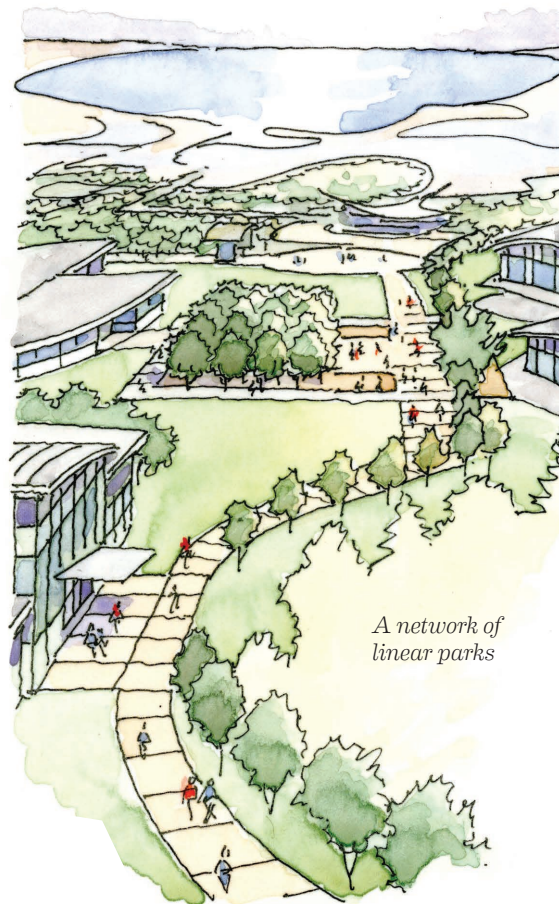
NORTH BAYSHORE CHANGE AREA

Plazas and Shared Space

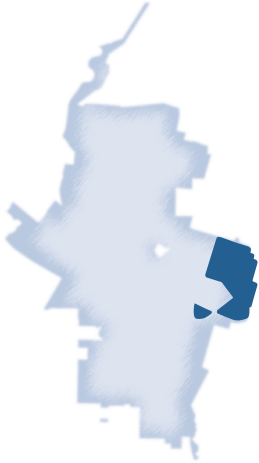
- Paths and trails connecting open spaces, campuses and key destinations.
- Plazas distributed throughout North Bayshore, especially near transit and along mixed-use streets.
- Parks, streets and trails encourage views of Shoreline at Mountain View Regional Park and the mountains.
- Natural, habitat-oriented open space areas encouraged, particularly near Stevens Creek, Permanente Creek, Shoreline at Mountain View Regional Park and bay wetlands.

Building-to-Street Relationship

- Building massing and design create building fronts oriented to pedestrians.
- Building frontages include doors and windows.
- Building entrances face streets, plazas and open areas accessible to the public.
- Mixed-use and commercial buildings include attractive, functional and visible ground-floor features such as awnings, signs and other pedestrian-scaled elements.



EAST WHISMAN CHANGE AREA



VISION

The East Whisman Change Area advances as a sustainable, transit-oriented neighborhood and employment center with an increased diversity of land uses. New housing is harmoniously integrated into the area, creating new opportunities to live near jobs, public transit, neighborhood-serving businesses and parks.

In 2030, East Whisman is anchored by transit-oriented commercial and residential buildings that generate few vehicle trips and include highly sustainable features and materials. It is an active area with pedestrian and bicyclist connections to light rail, services, housing, and employers. Near the light rail stations, higher-intensity buildings foster an active, urban character. In the western part of the area, buildings are designed to respect the scale and character of adjacent residential neighborhoods. East Whisman features stores, services and restaurants for residents, neighbors and workers, who enjoy parks, plazas and open spaces throughout the area.

EAST WHISMAN CHANGE AREA

GOALS AND POLICIES

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

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

Policies

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

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

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

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

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

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

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

LUD 19.8: Residential Development: Allow residential development near the Middlefield Light Rail Station, North Whisman Road and other areas identified in the 2030 General Plan Land Use Map.

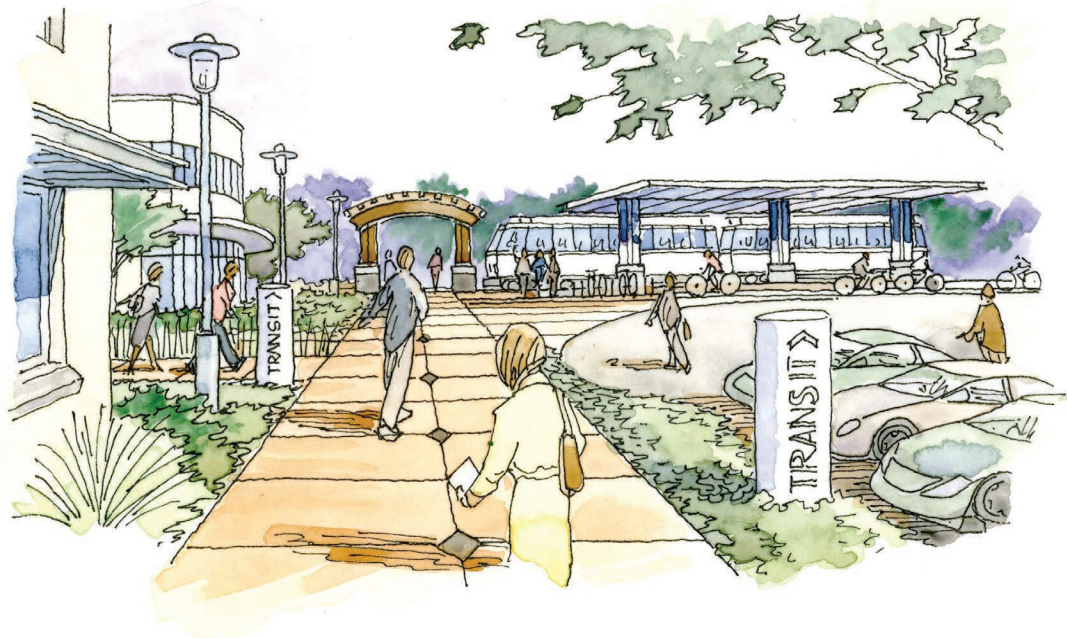
EAST WHISMAN CHANGE AREA

FORM AND CHARACTER

Pedestrian and Bicyclist Environment

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

Pedestrian connections to transit



Site Layout and Design

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

EAST WHISMAN CHANGE AREA

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

Plazas and Shared Space

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

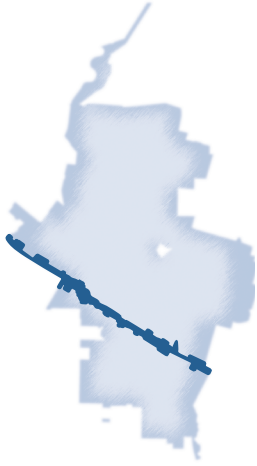
Building-to-Street Relationship

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

Landscaping and building entrances create a comfortable pedestrian experience



EL CAMINO REAL CHANGE AREA



VISION

El Camino Real becomes a revitalized grand boulevard with a diverse mix of commercial and residential uses and public improvements.

In 2030, El Camino Real is a grand boulevard that connects Mountain View with other cities and links diverse neighborhoods. It is a vibrant, landscaped, comfortable and convenient place where people want to be. It is easy to cross El Camino Real by walking or riding a bicycle.

El Camino Real's residential and mixed-use buildings are compact, varied and interesting. They offer a range of places to live and work close to services and transit stops. Buildings and public plazas engage the street and create pedestrian activity. Buildings transition gracefully to residential neighborhoods.

EL CAMINO REAL CHANGE AREA

El Camino Real is a transit corridor anchored by regional and local commercial buildings. Transportation services are safe, efficient and convenient.

GOALS AND POLICIES

El Camino Real policies support future redevelopment and enhancement to create a corridor friendly to transit and pedestrians with a mix of commercial and residential land uses compatible with surrounding neighborhoods.

Goal LUD-20: A vibrant transit and pedestrian corridor with a mix of land uses.

Policies

LUD 20.1: Increased redevelopment. Encourage private properties along El Camino Real to be redeveloped and enhanced.

LUD 20.2: Focused intensive development. Allow more intensive development in key locations based on factors such as lot size, character of surrounding land uses, distance to transit facilities and opportunities to improve a site.

LUD 20.3: Building height variation. Support a variety of building heights along El Camino Real to create a wide-ranging and interesting street.

LUD 20.4: Residential design transitions. Require sensitive design transitions between El Camino Real development and surrounding residential neighborhoods.

LUD 20.5: Landscaped pedestrian amenities. Encourage development to provide landscaped pedestrian amenities and gathering places.

LUD 20.6: Parcel assembly. Support the assembly of parcels that fosters new development projects.

LUD 20.7: New street standards. Support new City street design standards for El Camino Real that improve the safety and accessibility of all ways of travel.

LUD 20.8: Street standards collaboration. Collaborate with surrounding cities on development of street design standards.

LUD 20.9: Regional agency collaboration. Collaborate with the Grand Boulevard

EL CAMINO REAL CHANGE AREA

Initiative, Valley Transportation Authority (VTA), Caltrans and other regional agencies and cities on land use and transportation-improvement strategies.

FORM AND CHARACTER

Pedestrian and Bicyclist Environment

- Street design improvements create a safer and more comfortable pedestrian environment.

A safe and attractive pedestrian environment



- Wide sidewalks, tree wells and pedestrian improvements, especially in retail shopping areas, at major intersections and near transit stations.
- Small curb radiuses and short street-crossing distances.

Site Layout and Design

- Building size and layout respond to surrounding neighborhood character and transit amenities.
- Buildings at or near the sidewalk, with variations in building heights and setbacks for an attractive street.
- Garages, driveways and sidewalk cuts minimized and designed to support a pedestrian-oriented street.
- Driveways and parking primarily oriented to rear or side of sites.
- Landscaping buffers parking areas along streets or next to residential areas.
- Upper stories of tall buildings stepped back to reduce visual bulk, especially along

EL CAMINO REAL CHANGE AREA

pedestrian routes and next to neighborhoods.

- Parking integrated into buildings preferred over parking structures, especially in key pedestrian areas.

Plazas and Shared Space

- Open areas with landscaping along the corridor to promote pedestrian comfort and activity.
- Plazas near key destinations and nodes of activity.
- Plazas and other outdoor areas integrated with active building entrances.

Building-to-Street Relationship

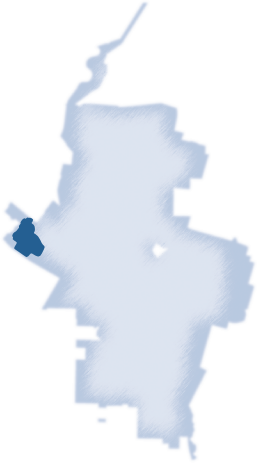
- Building frontages engage the street to provide visual interest and reinforce the pedestrian environment.
- Attractive, human-scaled and visually transparent ground floors activate the street.



CHAPTER 3
Land Use and Design

- First-floor heights support a range of commercial or residential uses.
- Stoops, porches and terraces on side streets.

SAN ANTONIO CHANGE AREA



VISION

The San Antonio Change Area continues to evolve as a diverse regional and community destination with a variety of land uses and mobility improvements.

In 2030, San Antonio is a lively mixture of commercial and residential uses. Bicyclists and pedestrians connect easily to surrounding neighborhoods, Caltrain and VTA transit stations. San Antonio Center, the core of the area, is a regional and local draw with its housing and stores, services and restaurants. Walkable blocks and streets oriented to pedestrians are punctuated by plazas and the Hetch Hetchy right-of-way.

GOALS AND POLICIES

San Antonio policies encourage higher intensities and increased diversity of land uses with improved bicycle and pedestrian circulation and connections to public transportation.

Goal LUD-21: *A gateway neighborhood with diverse land uses, public amenities and strong connections to surrounding areas.*

Policies

LUD 21.1: A mix of land uses. Support a mix of commercial land uses serving the neighborhood and the region.

LUD 21.2: Higher-density residential near transit. Encourage higher-density residential uses near bus and Caltrain stations.

LUD 21.3: Improved connectivity. Promote improved connectivity to adjacent neighborhoods, destinations and Downtown.

LUD 21.4: Improved pedestrian and bicycle circulation. Support improved pedestrian and bicycle circulation and connectivity throughout the area.

LUD 21.5: Hetch Hetchy right-of-way. Promote the use of the Hetch Hetchy right-of-way for open space and mobility improvements in the area.

Goal LUD-22: *A revitalized San Antonio Center with a diverse mix of uses and connections to adjacent neighborhoods.*

Policies

LUD 22.1: San Antonio Center transformation. Support the transformation of San Antonio Center into a regional mixed-use and commercial destination.

LUD 22.2: Residential uses. Support new residential uses within San Antonio Center.

LUD 22.3: Gathering spaces. Encourage new plazas, open space and other gathering spaces in the San Antonio Center.

LUD 22.4: Pedestrian-oriented design elements. Ensure that developments include pedestrian-oriented design elements such as accessible building entrances, visible storefronts and landscaping.

LUD 22.5: Finer street grid. Promote a finer street grid and improved connectivity within San Antonio Center.

LUD 22.6: Improved mobility. Support improved mobility within San Antonio Center for vehicles, transit, bicyclists and pedestrians.

LUD 22.7: Improved bicycle and pedestrian connections. Promote improved bicycle and pedestrian connections to the San Antonio Caltrain station, El Camino Real bus service, adjacent neighborhoods and the citywide bicycle and pedestrian network.

LUD 22.8: Parking area safety. Ensure safe pedestrian and bicycle access through parking areas.

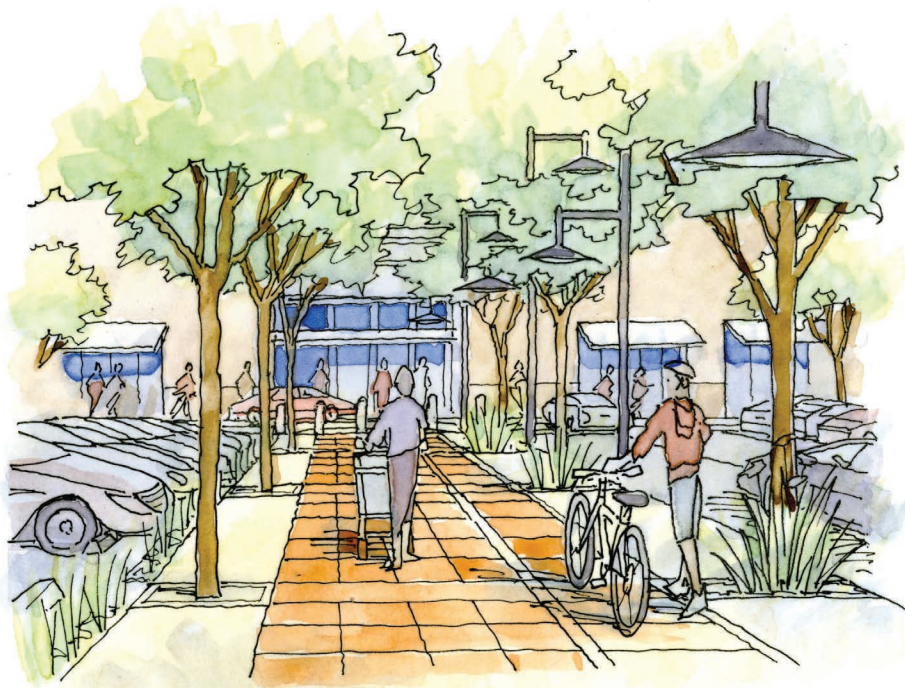
SAN ANTONIO CHANGE AREA

FORM AND CHARACTER

Pedestrian and Bicyclist Environment

- Streets and paths for pedestrians and bicyclists established in the San Antonio Center.
- Large parcels include clear pedestrian, bicycle, and multi-modal roadway connections.
- Wide sidewalks and tree wells reinforce pedestrian-oriented, mixed-use setting.
- Hetch Hetchy right-of-way used as open space and a pedestrian and bicyclist connection.
- Pedestrian amenities such as plazas, street furniture and directional signs.
- Safe pedestrian and bicyclist crossings of busy streets.
- Bicycle parking in convenient and accessible locations around commercial destinations.
- Small curb radiuses and short street-crossing distances.

Safe and attractive pedestrian paths through parking areas



SAN ANTONIO CHANGE AREA

Site Layout and Design

- Clear network of streets, driveways and bicycle and pedestrian pathways connecting key areas.
- Site and building design well coordinated across parcels at the San Antonio Center.
- Buildings at or near sidewalk, located to support the pedestrian and bicycle environment.
- Streets, plazas and open spaces framed by buildings and their primary frontages.
- Sites and buildings designed to avoid long, uninterrupted walls along the street.
- Safe and convenient pedestrian and bicyclist connections within parking areas.
- Street parking in active pedestrian areas.
- Parking structures preferred over parking lots, especially in key pedestrian areas.
- Garage and service bay openings oriented to alleys and rear of buildings.

Plazas and Shared Space

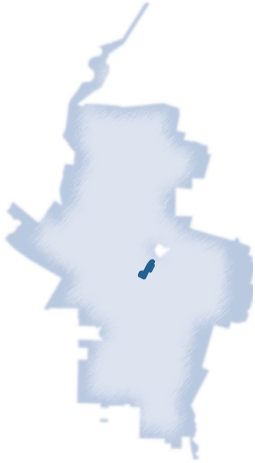
- Central connecting open space and gathering areas along Hetch Hetchy right-of-way.
- Plazas located near major commercial nodes and shaped by the most intensive buildings and uses.

Building-to-Street Relationship

- Engaging, pedestrian-scaled building design and features along sidewalks and key pedestrian routes.
- Big-box buildings and larger parking areas wrapped by storefronts, stand-alone buildings or other pedestrian-oriented features.
- Mixed-use and commercial buildings include attractive, functional and visible ground-floor features such as awnings, signs and other pedestrian-scaled elements.
- Residential buildings engage the street with stoops, porches, terraces and other features.
- Frequent windows and pedestrian features and high-quality materials on buildings facing the street.



MOFFETT BOULEVARD CHANGE AREA



VISION

The Moffett Boulevard Change Area transforms into a revitalized corridor supporting a flexible mix of land uses.

In 2030, Moffett Boulevard is an important gateway to Downtown with a strong connection to NASA Ames. Commercial, mixed-use and residential buildings engage the landscaped, well-lighted street while respecting the character of surrounding neighborhoods. Moffett Boulevard has plazas and other gathering areas for people. It's easy for people to walk or bicycle across Central Expressway and to get to surrounding areas.

MOFFETT BOULEVARD CHANGE AREA

GOALS AND POLICIES

Moffett Boulevard policies support a redeveloped corridor that serves as a gateway into Downtown and a connection to NASA Ames.

Goal LUD-23: *A revitalized gateway into Downtown.*

Policies

LUD 23.1: Enhanced public street. Support an enhanced public street, including a gateway feature that links the area to Downtown.

LUD 23.2: A vital corridor. Promote Moffett Boulevard as a vital corridor and connection to NASA Ames.

LUD 23.3: Diverse land use mix. Encourage a diverse mix of land uses.

LUD 23.4: Parcel assembly. Support the assembly of parcels to spur new development projects.

LUD 23.5: Building and site improvements. Encourage the rehabilitation and improvement of existing buildings and properties.

LUD 23.6: Residential transitions. Require well-designed transitions between Moffett Boulevard development and surrounding residential uses.

LUD 23.7: Accessibility. Enhance accessibility along Moffett Boulevard and across the Central Expressway corridor.

LUD 23.8: Parking supply and management. Support strategies to improve the supply and management of parking.

MOFFETT BOULEVARD CHANGE AREA

FORM AND CHARACTER

Pedestrian and Bicyclist Environment

- Active, pedestrian-oriented street.
- Street improvements support a distinctive gateway.
- Improved connections to the surrounding bicycle network.
- Wide sidewalks with tree wells, pedestrian amenities and connections to key destinations.
- Surrounding residential streets include continuous planter strips and trees.
- Small curb radiuses and short street-crossing distances.

Site Layout and Design

- Buildings at or near the sidewalk to support an active pedestrian environment.
- Building size and layout integrate with surrounding residential character.
- Distinctive site and building features engage key corner locations.
- Parking primarily towards rear or sides of buildings.
- Garages, driveways and sidewalk cuts designed to support a pedestrian-oriented street.
- Upper stories of tall buildings designed to reduce visual bulk.

Distinctive building design and features at key corners



MOFFETT BOULEVARD CHANGE AREA

Plazas and Shared Space

- Outdoor amenities support commercial activity and a vibrant street.
- Plazas and gathering spaces engage key pedestrian locations.



*Outdoor amenities
create a vibrant
streetscape*

Building-to-Street Relationship

- A variety of frontages activate the street, including storefronts, courtyards and terraces.
- Attractive and well-designed buildings break up long frontages.
- Doors, windows and other pedestrian building features on street-facing frontages.

General Plan Land Use Designations

The General Plan's land use designations describe the general distribution and intensity of land uses in Mountain View (Table 3.4). General Plan Land Use Maps with these designations are located at the end of this Element. A full-scale General Plan Land Use Map is available at www.mountainview.gov.

State law requires that the General Plan identify land uses and development intensities for each parcel in the city. Land use designations are organized into broad categories: Residential, Commercial, Mixed-Use, Office/Industrial, and Public/Institutional.

Each land use designation includes:

- *Allowed Land Uses*
- *Density or Intensity*: The maximum density or intensity allowed on parcels or within project areas.

The stated density or intensity may be exceeded through precise plan standards if it advances General Plan goals or policies by concentrating development within a portion of a precise plan area or awarding bonus FAR or units through a community benefit framework or other related criteria as laid out in the precise plan. When specifically allowed through zoning or precise plan standards, neighborhood commercial and other specified uses may be exempt from FAR calculations. Precise plans may also limit the total amount of development within a precise plan area.

- *Height*: The maximum height of new buildings, measured in stories. Heights are a guideline, and additional stories may be permitted by zoning or precise plan standards with the provision of significant public benefits or to advance larger General Plan goals or policies.

Floor Area Ratio and Dwelling Units per Acre

Building intensity is measured in floor area ratio (FAR), the ratio of a building or project's floor area to its land area. FAR is typically used to measure the intensity of commercial, office and industrial uses. For example, a 45,000 square foot building on a 60,000 square foot parcel has an FAR of 0.75, regardless of the number of stories. FAR is also the development standard used to measure density and intensity in mixed-use areas; dwelling units per acre is provided to help estimate the expected population.

Consistent with the designations from the 1992 General Plan, density in residential neighborhoods is measured by the number of dwelling units per acre (DU/acre). For example, 12 units on a half-acre project results in a density of 24 DU/acre.

While FAR and DU/acre are standard ways to measure building intensity or residential density, form and character statements in the broad land use categories in this section guide how buildings are best integrated into their surroundings. Form and character guidance is described within the General Plan's land use policies, and within change area descriptions.

Table 3.4 Acreage of Land Use Designations	
Land Use Designation	Acres
RESIDENTIAL	2,910
Low-Density Residential	1,409
Medium-Low Density Residential	217
Medium-Density Residential	810
Medium-High Density Residential	345
High-Density Residential	22
Mobile Home Park Residential	107
COMMERCIAL	122
Neighborhood Commercial	20
General Commercial	58
Industrial/Regional Commercial	44
OFFICE/INDUSTRIAL	896
Office	20
General Industrial	216
High-Intensity Office	660
MIXED-USE	761
Neighborhood Mixed-Use	10
General Mixed-Use	14
Mixed-Use Corridor	242
North Bayshore Mixed-Use	140
East Whisman Mixed-Use	182
Mixed-Use Center	98
Downtown Mixed-Use	75
PUBLIC/INSTITUTIONAL	1,703
Parks, Schools and City Facilities	335
Regional Park	1,012
Institutional	356
TOTAL *	6,392

*Table does not include Joint Powers Board lands.

Residential

Residential designations identify locations reserved for housing and similar uses. New development, including building massing, setbacks, and the location of garages and parking, should respect the character of the surrounding neighborhood. Street improvements should promote pedestrian comfort and safety. Shared open space in multi-family projects is combined and designed to be useful for a range of activities. Building entrances are visible from the street, and for multi-family projects, may orient towards commercial uses and transit. The location and design for cars and vehicles respects pedestrians.

Low Density Residential allows for detached, single-family houses and similar uses compatible with a quiet living environment.

- *Allowed Land Uses:* Single-family residential; parks and open space
- *Density:* 1–6 DU/acre, approximately 1–15 residents/acre
- *Height Guideline:* Up to 2 stories

Medium-Low Density Residential permits single-family homes, townhouses, duplexes and other residential buildings consistent with a suburban residential neighborhood character.

- *Allowed Land Uses:* single-family detached and attached residential, duplex residential; parks and open space
- *Density:* 7–12 DU/acre, approximately 15–30 residents/acre
- *Height Guideline:* Up to 2 stories

Medium Density Residential allows for a mix of single- and multi-family housing with a residential character appropriate

to a range of densities and a broad mix of housing types.

- *Allowed Land Uses:* Single-family detached and attached residential, duplex residential, multi-family residential; parks and open space
- *Density:* 13–25 DU/acre, approximately 27–60 residents/acre
- *Height Guideline:* Up to 3 stories

Medium-High Density Residential is for multi-family housing such as apartments and condominiums, with shared open space provided for common use.

- *Allowed Land Uses:* Multi-family residential; parks and open space
- *Density:* 26–35 DU/acre, approximately 55–74 residents/acre
- *Height Guideline:* Up to 3 stories

High Density Residential is intended for multi-family housing such as apartments and condominiums close to transit, shopping and public facilities.

- *Allowed Land Uses:* Multi-family residential; parks and open space
- *Density:* 36–80 DU/acre, approximately 75–170 residents/acre
- *Height Guideline:* Up to 5 stories

Mobile Home Park Residential is intended for mobile homes occupying a mobile home park with shared recreational and open space facilities.

- *Allowed Land Uses:* Mobile home residential
- *Density:* 7–14 DU/acre, approximately 15–30 residents/acre
- *Height Guideline:* Up to 2 stories

Commercial

Commercial designations include areas for retail and locally-oriented offices and services. They have convenient shopping and services for pedestrians, bicyclists and motorists. New retail developments have amenities such as benches and shade trees, safe access from streets, building designs that engage the street, and open space located to provide gathering opportunities. Parking is primarily located under, behind, or to the sides of new buildings.

Neighborhood Commercial areas promote commercial activity for surrounding neighborhoods, with retail and service businesses such as grocery stores, cleaners, restaurants, beauty salons and similar types of uses.

- *Allowed Land Uses:* Commercial with retail and personal services; parks, plazas and open space
- *Intensity:* 0.35 FAR
- *Height Guideline:* Up to 2 stories

General Commercial provides a broad range of commercial and light industrial uses serving businesses and residents, such as automotive repair, retail and wholesale businesses, carpentry shops, veterinary clinics and similar types of uses.

- *Allowed Land Uses:* Industrial and commercial services. Neighborhood retail and services are appropriate at major intersections, consistent with the Village Center Strategy diagram.
- *Intensity:* 0.40 FAR
- *Height Guideline:* Up to 2 stories

Industrial/Regional Commercial

accommodates both regional commercial and some continued light manufacturing and research and development uses.

It is intended for businesses supplying comparison goods and specialty items that require a broad regional customer base and provide a wider range of merchandise than is available elsewhere in the city. This could include clothing stores, department stores, appliance stores and restaurants, as well as offices and other types of similar uses.

- *Allowed Land Uses:* Commercial with regional retail and supporting uses, office, light industrial
- *Intensity:* 0.50 FAR
- *Height Guideline:* Up to 3 stories

Office/Industrial

Office/Industrial designations are intended for office, research and development, light industrial and manufacturing uses serving regional, national and international interests. For sites with industrial or manufacturing uses, form and character guidance depends largely on the utility needs of the specific uses. Public open spaces and paths, shade trees and landscaping, safe and convenient street crossings and engaging building designs support pedestrian and bicycle access. Building entrances are visible and face the street, or are oriented towards transit. Tallest buildings are appropriate where visual impacts on nearby residential development or parks are minimized. Parking is primarily located to the side or rear of buildings.

Office accommodates businesses, administrative offices, medical offices, financial or real estate services, high-technology industries and scientific facilities and integrates with surrounding neighborhoods.

- *Allowed Land Uses:* Office
- *Intensity:* 0.35 FAR
- *Height Guideline:* Up to 2 stories

General Industrial is intended for the production, storage and wholesale of goods and services to create a broad industrial base.

- *Allowed Land Uses:* Industrial uses, including manufacturing and storage, research and development, administrative offices and ancillary commercial
- *Intensity:* 0.35; 0.55 FAR for uses with a limited number of employees and customers, such as warehouses
- *Height Guideline:* Up to 3 stories

High Intensity Office accommodates major corporations, financial and administrative offices, high-technology industries and other scientific facilities, as well as supporting retail and service uses. High-intensity office areas support technological advancement and research and development.

- *Allowed Land Uses:* Office and ancillary commercial; light industrial, light manufacturing, start-up businesses and other commercial and industrial uses as appropriate
- *Density and Intensity:* 0.35 FAR; intensities above 0.35 FAR and up to 1.0 FAR may be permitted with measures for highly sustainable development specified within zoning ordinance or precise plan standards
- *Height Guideline:* Up to 8 stories

Mixed-Use

Mixed-use neighborhoods have buildings and spaces with complementary uses. Mixed-use designations support buildings with different uses such as retail, offices, residential or other uses. Buildings with different uses may have different floor heights; in these cases, overall building height may determine neighborhood compatibility, rather than the number of stories. New developments have good pedestrian and bicycle facilities, varied and engaging building facades, shade trees and pedestrian amenities. Pedestrian-oriented entrances, such as residential stoops and commercial storefronts, are oriented to pedestrian paths. Parking is primarily under, behind or to the sides of buildings and includes landscaping. Parks, plazas and open space are located and designed to foster active and comfortable social gathering places.

Neighborhood Mixed-Use supports mixed-use village centers that provide a range of goods and services within a convenient distance of surrounding residential areas. While the range of uses may vary, this designation is intended to create retail centers with plazas and open space for social gathering and to promote pedestrian accessibility to goods and services.

- *Allowed Land Uses:* Commercial with retail and personal services, small offices; in addition, uses such as multi-family residential are allowed to increase the viability of neighborhood retail and services.
- *Intensity:* 1.05 FAR (approximately 25 DU/ac or 15–60 residents/acre), of which up to 0.35 FAR can be office or commercial.
- *Height Guideline:* Up to 2 stories; 3-story projects should be designed to provide appropriate transitions to surrounding properties and should

create high-quality environments for social gathering.

General Mixed-Use accommodates a mix of commercial, office and residential uses.

- *Allowed Land Uses:* Multi-family residential, office, commercial, lodging.
- *Intensity:* 1.35 FAR (approximately 43 DU/ac or 30–90 residents/acre), of which up to 0.50 FAR can be office or commercial.
- *Height Guideline:* Up to 3 stories.

Mixed-Use Corridor allows a broad range of commercial, office and residential uses and public spaces serving both surrounding neighborhoods and visitors from nearby areas.

- *Allowed Land Uses:* Multi-family residential, office, commercial, lodging
- *Intensity:* 1.85 FAR (approximately 60 DU/ac or 50–130 residents/acre), of which up to 0.50 FAR can be office or commercial; on El Camino Real intensities above 1.85 FAR and up to 3.0 FAR may be permitted at key locations with significant public benefits and amenities specified within zoning or precise plan standards. Projects above 1.85 FAR may include office or commercial intensities greater than 0.50 FAR.
- *Height Guideline:* Up to 4 stories; up to 6 stories for projects above 1.85 FAR.

North Bayshore Mixed-Use promotes a vibrant mix of retail, including restaurants and services, along with residential, offices, lodging, entertainment and small businesses along the North Shoreline Boulevard corridor. Pedestrian and bike paths

connect this area to surrounding office campuses and other areas.

- *Allowed Land Uses:* Office, commercial, lodging, entertainment, and residential.
- *Intensity (office):* 0.45 FAR; intensities up to 0.65 and 1.50 FAR may be permitted with measures for highly sustainable development specified within zoning ordinance or precise plan standards.
- *Intensity (residential):* 1.0 FAR (approximately 40 DU/ac or 40–80 residents per acre). FAR greater than 1.0 may be allowed if consistent with the North Bayshore Precise Plan affordable housing strategies.
- *Intensity (lodging):* 1.85 FAR.
- *Intensity (mixed-use):* Mixed-use intensities are defined within precise plan or zoning ordinance standards.
- *Height Guideline:* Up to 8 stories for office and lodging; up to 15 stories for residential.

East Whisman Mixed-Use promotes a mix of offices, neighborhood-serving commercial, multi-family residential, lodging, and small businesses in the core of the East Whisman area, and a mix of neighborhood commercial and residential uses in the adjacent Village Center west of North Whisman Road. Pedestrian and bike paths connect this area to surrounding office campuses and other areas.

- *Allowed Land Uses:* Office, commercial, lodging, residential, parks and open space.
- *Intensity (office):* 0.40 FAR; intensities up to 0.50, 0.75 or 1.0 FAR may be permitted east of North Whisman Road with measures for highly sustainable development and public benefits specified within zoning ordinance or precise plan standards.

- *Intensity (residential):* 1.0 FAR (approximately 40 DU/ac or 40–80 residents per acre). Residential FAR greater than 1.0 may be permitted if consistent with the East Whisman Precise Plan affordable housing strategies.
- *Intensity (lodging):* 2.0 FAR.
- *Intensity (mixed-use):* Mixed-use intensities are defined within zoning ordinance or precise plan standards.
- *Height Guideline (office):* Up to 5–6 stories east of North Whisman Road; up to 3 stories west of North Whisman Road.
- *Height Guideline (residential and lodging):* Up to 6–8 stories east of North Whisman Road; up to 4 stories west of North Whisman Road.

Mixed-Use Center promotes pedestrian-oriented mixed-use centers with integrated, complementary uses such as entertainment, restaurants, residential, department stores and other retail, office, hotels, convention/assembly and/or civic uses and public spaces that draw visitors from surrounding neighborhoods and the region.

- *Allowed Land Uses:* Office, retail and personal services, multi-family residential, lodging, entertainment, parks and plazas.
- *Intensity:* 2.35 FAR (approximately 70 DU/acre or 60–150 residents/acre), of which up to 0.75 FAR can be office or commercial.
- *Height Guideline:* Up to 8 stories.

North Bayshore

- *Allowed Land Uses:* Office, retail and personal services, multi-family residential, lodging, entertainment, parks and plazas.
- *Intensity (office):* 1.0 FAR; intensities

between 1.0 FAR and up to 2.35 FAR may be permitted with measures for highly sustainable development and public benefits defined within zoning ordinance or precise plan standards.

- *Intensity (residential)*: 1.0 FAR (approximately 40 DU/ac or 40–80 residents per acre).
- *Intensity (lodging)*: 1.85 FAR.
- *Intensity (mixed-use)*: Mixed-use intensities are defined within precise plan or zoning ordinance standards.
- *Height Guideline*: Up to 8 stories for office and lodging; up to 15 stories for residential.

Downtown Mixed-Use applies to Downtown, the area along and surrounding Castro Street. It includes an active mix and concentration of uses and public spaces in a main street setting, including restaurants, offices, government services, housing, entertainment and neighborhood-serving commercial uses.

- *Allowed Land Uses*: Multi-family residential, office, commercial with a focus on retail and personal services
- *Density and Intensity*: Ranges from 1.1 FAR, to approximately 4.0 FAR, as determined by the Downtown Precise Plan; 0.75 FAR, as determined by the Evelyn Corridor Precise Plan
- *Height Guideline*: Ranges from up to 3 to 8 stories, as determined by the Downtown and Evelyn Corridor Precise Plans

Public/Institutional

Public/Institutional designations support uses related to government activities such as schools and parks, and major organizations serving the public such as hospitals. These areas should be

compatible with the characteristics, scale and design of surrounding neighborhoods and open space. Convenient pedestrian and bicycle connections to parks and facilities are a priority for these areas.

The General Plan does not specify height standards for Public/Institutional designations, as these uses typically have a range of unique needs. Specific height standards for these designations may be specified by applicable zoning or precise plan standards.

Parks, Schools and City Facilities includes smaller City-owned parks and gardens, public schools, facilities owned and operated by the City of Mountain View, and other public open space or educational uses compatible with surrounding neighborhoods.

- *Allowed Land Uses*: City facilities, schools and school facilities, parks and open spaces
- *Intensity*: 0.10 FAR for parks; 1.0 FAR for schools and city facilities

Regional Park includes land for larger open space and recreational uses that draws visitors from a wide area and preserve natural resources and features. It includes Shoreline at Mountain View Regional Park as well as Stevens Creek Trail open space.

- *Allowed Land Uses*: Parks and open spaces, utilities associated with the Stevens Creek corridor, agriculture
- *Intensity*: 0.10 FAR

Institutional supports public and quasi/public uses serving an essential regional and/or local function. These include uses such as El Camino Hospital, private high schools, NASA Ames and facilities owned by state, federal or county governments.

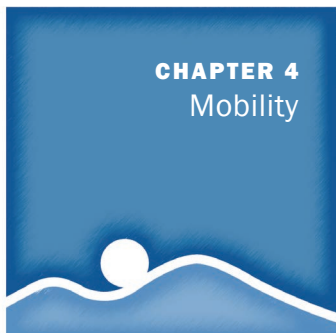
- *Allowed Land Uses*: Civic, public/quasi-public, parks and open spaces
- *Intensity*: 1.25 FAR

General Plan Map

The General Plan Map is available here:
www.mountainview.gov/generalplan

CHAPTER 4

Mobility



Mountain View’s mobility needs are fulfilled by a range of travel modes –including driving, walking, bicycling and public transit. Streets, side-walks and trails serve a variety of social, recreational, ecological and accessibility goals. This Mobility Element reinforces the City’s significant long-term strategy to improve access for all means of travel and streets designed for all users.

Citywide mobility is essential to Mountain View’s economy, health, community life and long-term sustainability. The vision for community mobility includes an increasingly important focus on walking, bicycling and public transit. These travel modes reduce greenhouse gas emissions and improve Mountain View’s overall health, wellness and livability.

The Element begins with a Context section, followed by a Street Types section (page 105) that illustrates how Mountain View’s streets can accommodate different travel priorities based on location, function and context. Then, a Looking Forward section (page 109) highlights opportunities, challenges and key strategies. The final section outlines the specific goals and policies for each topic area (page 110).

Context

Mountain View has a diverse and high-quality transportation system that connects to the region and the rest of the city through a network of roads, transit routes and paths for bicycles and pedestrians. The community highly values walking, bicycling and transit even though they represent a small portion of overall travel (Figure 4.1).

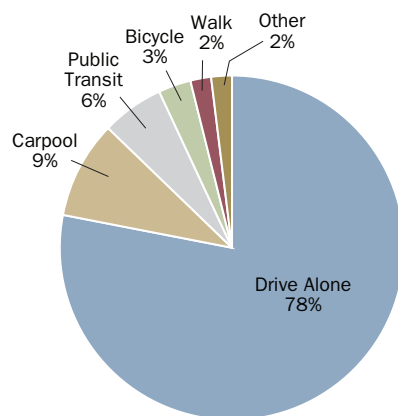
The General Plan’s mobility goals and policies respond to current conditions and direct change. They reflect the community’s desire to

enhance its long-standing strategy of supporting alternative ways of travel and transit-oriented development. This section provides an overview of conditions and highlights several mobility-related concepts.

The Context section is organized according to these topics:

- Citywide Land Use and Access to Services (page 96)
- Complete Streets (page 96)
- Accessibility (page 97)
- Walkability (page 98)
- Bikeability (page 98)
- Transit (page 100)
- Safe Routes to Schools (page 102)
- Performance Measurement (page 102)
- Vehicle Parking (page 103)
- Greenhouse Gas Emissions and Air Quality (page 103)
- Vehicles and Roadway System Efficiency (page 103)
- Maintenance (page 105)

Figure 4.1: Travel To Work, 2005–2009



Source: American Community Survey, 2005–2009

Citywide Land Use and Access to Services

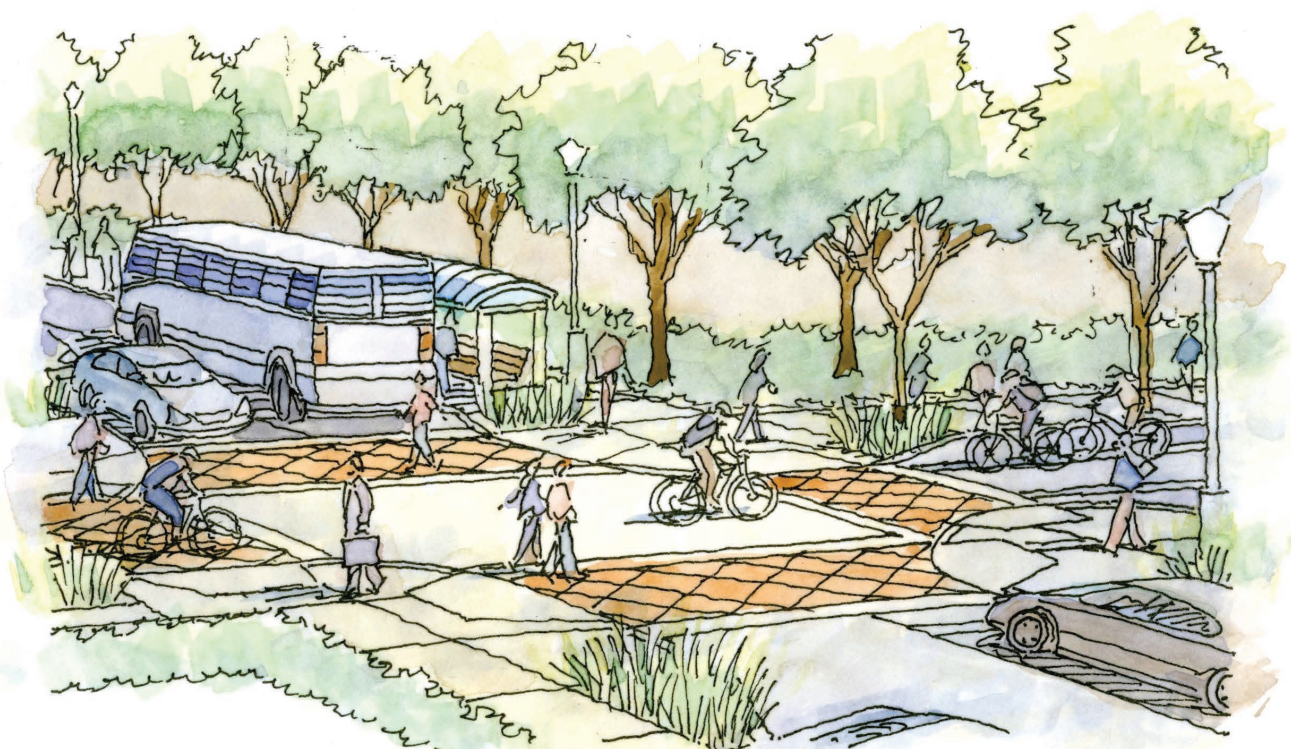
Land use, community design and transportation are closely related. It is important to manage these resources to create a compact and well-distributed mix of residential and commercial land uses. This mix makes it easier to walk, bicycle and use transit services because everyday destinations are closer together. These transportation options limit driving and reduce greenhouse gas emissions.

Mountain View already has many well-connected, walkable and bikeable neighborhoods. Downtown is also a major public transportation hub. However, there are some areas where mobility can be improved, including transit services between Downtown and major employment areas such as North Bayshore. Connectivity also needs to be improved between neighborhoods along and across El Camino Real and other major streets.

Goals and policies are identified at the end of this Element for each of the topics covered in this section. Mobility goals and policies for change areas and related land use goals and policies are in the Land Use and Design Element.

Complete Streets

The California Complete Streets Act of 2008, also known as Assembly Bill 1358, requires cities to include “complete streets” policies in their general plans. Complete streets make travel safe for all users, including bicyclists, pedestrians, motorists, transit vehicles and riders and people of all ages and abilities. Strategies can apply to new streets or to the redesign of existing streets such as El Camino Real or streets within North Bayshore,



East Whisman or other change areas. This state requirement dovetails with Mountain View's values for improved connectivity and a more balanced transportation network designed to accommodate all ways of travel.

Complete streets concepts are increasingly being carried out in Mountain View. In recent years, the City has expanded bicycle facilities, created pedestrian-friendly streets in neighborhoods and Downtown, built enhanced or grade-separated pedestrian and bicycle connections across busy arterial streets and highways, and maintained and improved vehicle facilities. The City has collaborated with transit providers to improve rights-of-way for transit and pedestrian access to stations. It has also collaborated on regional planning efforts such as the Grand Boulevard Initiative.

Accessibility

The concept of universal accessibility goes hand in hand with complete streets, and focuses on providing access for all users, regardless of age or ability. The federal Americans with Disabilities Act mandates many components of public and private universal accessibility.

Universal accessibility and mobility apply to a wide variety of projects and processes, including design of sidewalks and other public rights-of-way, transportation policy, design review of private development projects and coordination of services with transit agencies.

The Valley Transportation Authority's (VTA) paratransit service and complementary strategies promote safe walking and access to transit services. They improve everyone's mobility—

A street network designed for all travel modes

particularly the young, the elderly, those with disabilities and those who do not drive.

Walkability

A neighborhood is walkable when people can travel comfortably and safely on foot to many destinations. Convenient walking distance is a half-mile to a mile, a walk that would take 10 to 15 minutes. Mountain View has many walkable neighborhoods, but the pedestrian environment varies substantially across the city. Downtown is walkable because of its small blocks, pedestrian-friendly sidewalks, nearby services and destinations and access to transit services. In North Bayshore, though, many streets lack continuous sidewalks, feature long blocks that can be difficult to cross, lack nearby stores or services and have limited alternatives to driving a car.

In recent years, the City has made many pedestrian improvements. These include reducing vehicle speed along several streets and creating better

connections to transit stations. The City’s Pedestrian Master Plan will further improve the pedestrian environment throughout Mountain View by identifying key obstacles and opportunities for improvements.

Bikeability

A city is bikeable when people can ride their bicycles safely and easily to many places. Bicycling works especially well in Mountain View, where many trips might be too far to walk, the terrain is relatively flat and there are many quiet neighborhood streets and other high-quality bicycle routes. Key attributes of bikeable cities include a well-connected bicycle network with paths, lanes and streets serving a range of bicycling abilities, as well as parking, locker rooms and other facilities at the end of the trip.

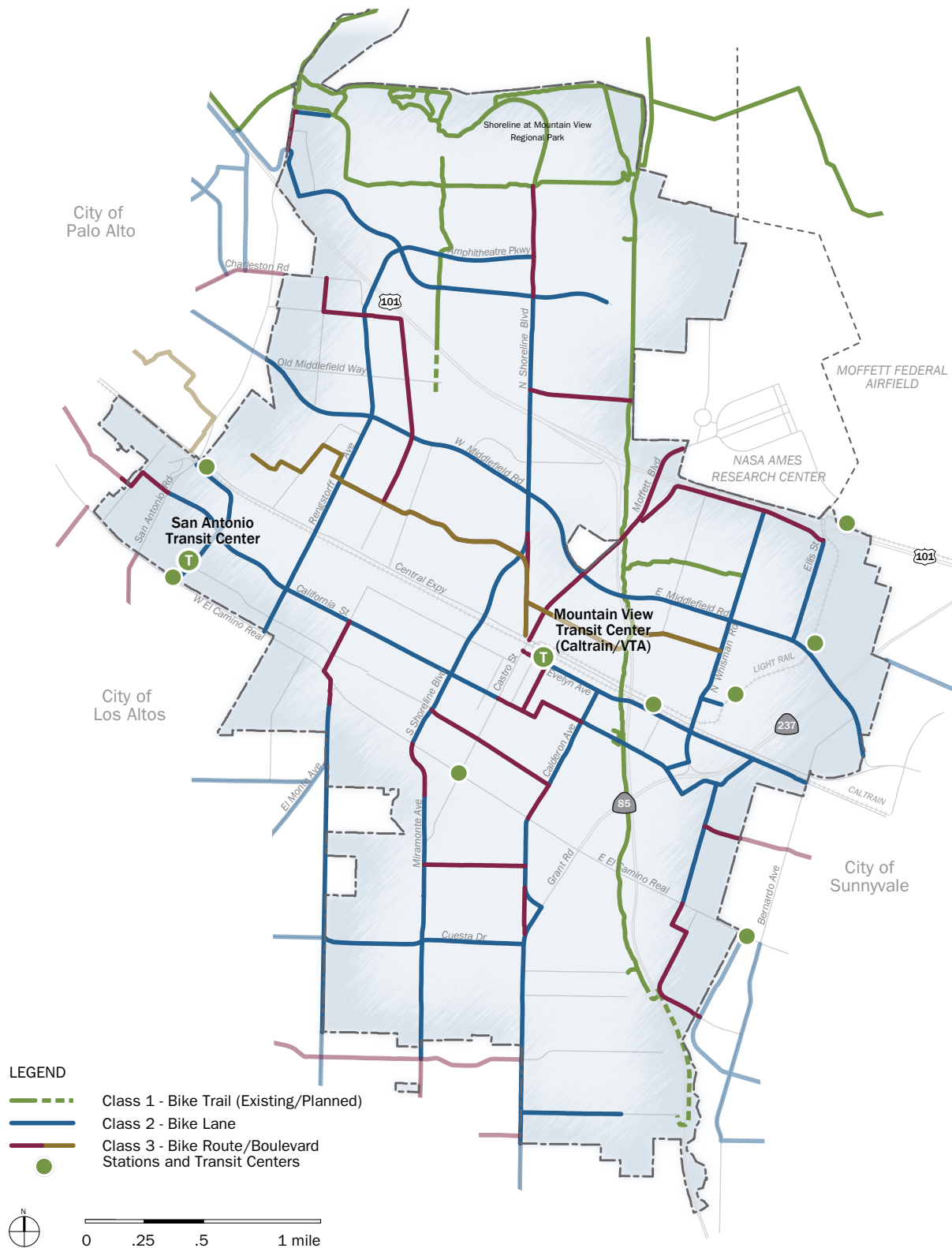
The City has many bicycle facilities, and has recently used demonstration projects such as the Mayfield-Whisman Bicycle Boulevard to improve bicycle mobility (Figure 4.2). The City will

What Makes a “Walkable” Community?



A walkable community has a range of features including wide sidewalks and paths. It has a mix of homes, jobs, retail goods and services and open spaces within walking distance to each other. Sites, buildings and streets are designed to be attractive to pedestrians, and people can get to transit easily. A walkable city can also have a unique sense of place and community identity, which is strengthened as people meet and socialize along streets. Guidance on improving Mountain View’s pedestrian environment is in the Form and Character section of the Land Use and Design Element.

Figure 4.2: Bicycle Network



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

The Bicycle Network

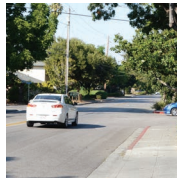
The City's bicycle network consists of four different types of bikeway facilities:



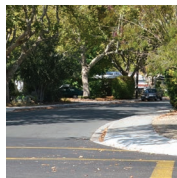
Bike Paths (Class I) – A completely separate right-of-way for the exclusive use of bicyclists and pedestrians with minimal roadway crossings. They are especially suitable for younger or less experienced riders. Examples include the Stevens Creek Trail, Permanente Creek Trail and Hetch Hetchy Trail.



Bike Lanes (Class II) – A striped lane on a street with signs for one-way, bicycle-only travel. Bike lanes are the most common type of bikeway in the city. Examples include sections of Middlefield Road, Evelyn Avenue and Grant Road.



Bike Routes (Class IIIa) – Neighborhood or low-speed streets where the travel lane is wide enough and there is limited traffic to allow both bicyclists and cars. Examples include La Avenida Street and Calderon Avenue.



Bike Boulevards (Class IIIb) – Modified bike routes offering especially convenient and efficient through-routes for bicyclists of all skill levels. Examples include the Mayfield-Whisman Bicycle Boulevard and a connection between Downtown and the Sylvan and Dale/Heatherstone areas.

regularly update its Bicycle Transportation Plan to include recommended improvements and best practices over time. Planning and carrying out bicycle improvements comprehensively will be important in enhancing bicycle use for commuting and for fun and exercise.

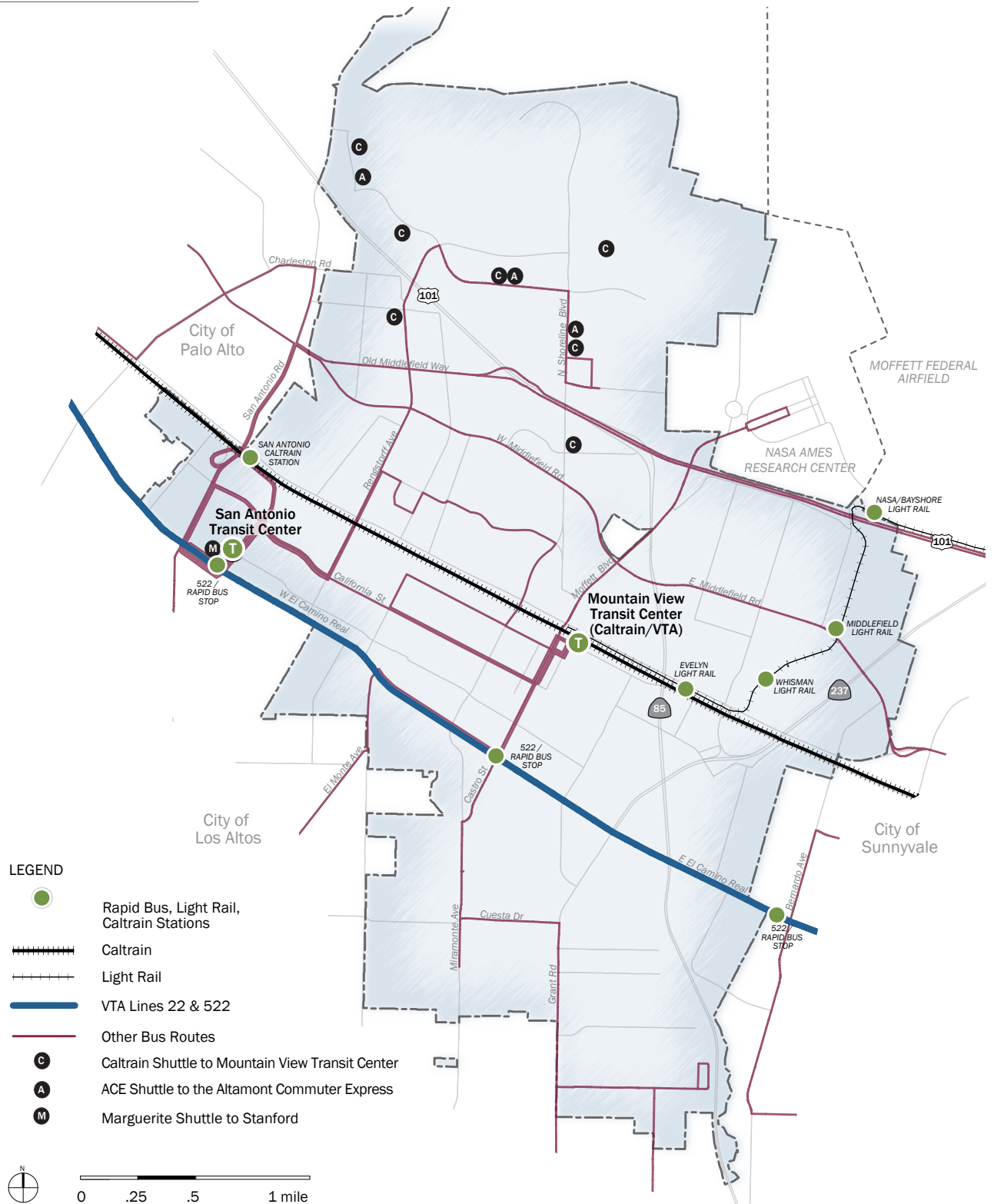
Transit

Transit, an essential part of Mountain View's multi-modal transportation system, offers local and regional connections for the city's residents and workers. Efficient and affordable transit is important in reducing drive-alone

trips and greenhouse gas emissions. Mountain View has a long-standing land use and transportation strategy of clustering housing and jobs near public transit as well as planned efforts to improve transit service to important but underserved areas such as North Bayshore.

Mountain View's transit use is higher than Santa Clara County as a whole, but comparable to state and national averages (Table 4.1). The Downtown Mountain View Transit Center is an important regional transit facility that connects commuter rail operated by

Figure 4.3: Transit Network



Sources: City of Mountain View, County of Santa Clara, Valley Transportation Authority, Joint Powers Board, 2011

Caltrain, light rail and bus service operated by VTA, and shuttles operated by private employers and the Joint Powers Board (JPB), Caltrain's governing body. The rail corridor may also include future California High-Speed Rail service. Transit services are provided throughout the city, including light rail service to East Whisman and frequent bus service along El Camino Real, although some areas are better served than others (Figure 4.3).

The General Plan continues efforts to support transit services to meet the needs of the community and carry out an important component of Mountain View's long-term sustainable planning strategy.

Table 4.1 Transit Use, 2005-2009	
Percent of all workers that use public transit to get to work	
Mountain View	5.8%
Santa Clara County	3.4%
California	5.1%
United States	5.0%
Source: American Community Survey, 2005-2009	

Safe Routes to Schools

Safe routes to schools focus on creating safe pedestrian and bicycling routes for schoolchildren through outreach and education and eliminating barriers. These improve community health by promoting physical activity, keeping children safe, enhancing air quality and reducing greenhouse gas emissions. Safe routes to school efforts contribute to a more livable and neighborly city and reduce traffic during school pick-up and drop-off hours.

Many of Mountain View's schools are in residential neighborhoods, allowing students of all ages to regularly walk or bicycle to school. However, many students arrive by car, so congestion around schools during pick-up and drop-off hours is common. The City supports safe routes to school through capital improvement projects and advances bicycle and pedestrian education programs at public and private schools through grant programs and in cooperation with the schools.

Performance Measurement

A critical function of this Element is to establish the City's strategy for monitoring and measuring how well it carries out transportation goals and policies. Measuring progress relies on a set of indicators or targets to gauge progress toward improving conditions for all travel modes.

Like many cities, Mountain View has traditionally relied on peak-hour vehicle Level of Service (LOS) at intersections as the measure of transportation system performance. LOS standards evaluate streets and intersections based on how a driver experiences traffic. This ranges from free-flow, the most favorable condition, to congested with delays, the least favorable condition. Unfavorable LOS conditions have historically led cities to improve traffic by widening streets to increase their vehicle capacity. Unfavorable LOS conditions can also support improvements for alternative ways of travel, as illustrated by the 1992 General Plan standards, which allow a lower LOS for Downtown intersections and in the San Antonio area to support walkability and to reflect community priorities such as commercial vitality.

This General Plan presents a strategy to measure multi-modal system performance to consider new mobility priorities, and to more effectively balance the needs of all travel modes. New indicators could include shifts from drive-alone trips to other travel modes, lower LOS thresholds at locations beyond Downtown and San Antonio and per-capita measurements of greenhouse gas emissions and vehicle miles traveled. Performance could also be measured by carrying out improvement projects identified in master plans such as the Bicycle Transportation Plan or Pedestrian Master Plan.

New performance measures will consider a balanced range of solutions to unfavorable conditions, instead of focusing solely on vehicular-carrying capacity. Solutions could include pedestrian and bicycle improvements, traffic calming, public transit service enhancements and transportation demand management (TDM).

This forward-thinking strategy will yield a better understanding of the quality of the city's multi-modal transportation facilities and the ways to improve overall system performance.

Vehicle Parking

Parking is an important consideration for development, because of the space it takes up, its importance to drivers and its ability to affect travel behavior. The City's long-term approach is to pursue innovative strategies to provide efficient and adequate parking, reduce parking requirements when appropriate and to consider parking pricing to support alternative travel modes.

The City has several unique Downtown parking management strategies.

The public parking system, including on-street parking and off-street lots and garages, prioritizes short-term visitor parking over long-term commuter and employee parking. The Downtown Precise Plan reduces requirements for off-street parking in development projects near transit. These Downtown strategies show how citywide practices can better reflect parking demand to support alternative travel.

Greenhouse Gas Emissions and Air Quality

Climate change is a significant issue in Mountain View, the San Francisco Bay Area, California, the United States and the world. Transportation accounts for more than half of emissions citywide; it is the largest contributor to greenhouse gas. Drive-alone trips are the biggest contributor in generating emissions and pollution per mile than other ways of travel. This means mobility policies are critical to Mountain View's long-term ability to meet its targets for greenhouse gas emission reductions and broader sustainability goals such as promoting alternative-fuel and low-emission vehicles, reducing trip demand and increasing walking, bicycling, carpooling and transit use.

The Infrastructure and Conservation Element and the City's accompanying Greenhouse Gas Reduction Program (GGRP) include more background information on climate change, greenhouse gas emissions and related state laws.

Vehicles and Roadway System Efficiency

Private and commercial vehicles are a large part of the multi-modal transportation system. As of 2011, Mountain View's roadway system generally func-

What are TSM and TDM?

The terms Transportation Systems Management (TSM) and Transportation Demand Management (TDM) are often used to describe a mix of strategies that keep the effects of transportation, fuel consumption and emissions to a minimum.

TSM strategies generally aim to improve traffic conditions and reduce cut-through traffic in neighborhoods through strategic right-of-way improvements and operational efficiencies such as intelligent transportation systems and signal-timing optimization.

TDM strategies are designed to reduce vehicle trips and parking demand by offering incentives for using other ways to travel. Multi-modal transportation infrastructure supports successful TDM implementation. Transportation Management Associations (TMA) will allow employers, developers and property owners to collaboratively and efficiently provide alternative transportation options in key areas of the city.

These strategies work together to align transportation system performance with greenhouse gas reduction strategies and can include a wide variety of measures such as:

- *Neighborhood/Site Design* – Bicycle and pedestrian network improvements, car-sharing programs, traffic calming and site design to support alternative travel modes.
- *Parking Policies* – Parking supply limits, unbundled parking and public parking pricing.
- *Transit System Improvements* – Network expansion, service frequency and speed and transit access improvements.
- *Commute Trip Reduction Programs* – Transit fare subsidies, employee parking cash-outs, alternative work schedules, workplace parking pricing, shuttles or employer-sponsored vanpools.
- *Improved Traffic Flow* – Signal timing optimization and right-of-way improvements.

tions well, with some localized areas of congestion. For example, the regional freeway and expressway system is often congested during peak commute hours, including local interchanges that can worsen traffic on local arterials. There are also at-grade rail crossings at Rengstorff Avenue and Castro Street that have received safety improvements but remain challenging for safe and convenient access for other travel modes.

The City intends to manage its roadway system to make efficient use of existing

infrastructure and make targeted improvements when necessary. In general, the City does not intend to widen streets or add traffic lanes as a means of improving traffic congestion. Targeted improvements may at times require additional right-of-way acquisition, particularly at intersections. However, the City will concentrate on strategies that manage roadway demand such as complete streets policies, transit-oriented development and TDM programs. This focus aligns with the City's commitment to enhancing

mobility and helps reduce barriers to connectivity that result from wide, busy streets.

Maintenance

Proper and well-planned maintenance of citywide transportation systems is fundamental to all ways of travel discussed in this Element. Maintenance, which includes adapting rights-of-way into more complete streets, is in many cases as important as expanding facilities. And even though other agencies and employers provide the community's various transit services, the City has an important role to play in coordinating improvements to address local conditions. The City will continue to be strategic in securing funding to maintain and improve Mountain View's high-quality transportation facilities and services.

Street Types

The General Plan's system of street types will inform future roadway improvements and performance measurement for new and reconfigured streets to carry out mobility priorities more effectively and to balance the needs of all travel modes. Definitions of street types consider surrounding land uses and designate priority levels for different travel modes within each street type (Table 4.2 and Figure 4.4).

Using Street Types

The mode priorities shown in the adjacent table support the General Plan's focus on improving the city's multi-modal transportation system. The priorities characterize the City's street types and guide efforts to ensure limited street areas consider all travel modes. City streets should reflect the character of an area and be designed collaboratively with all stakeholders. However, the highest priority travel mode or modes should typically receive the greatest emphasis within each street type.

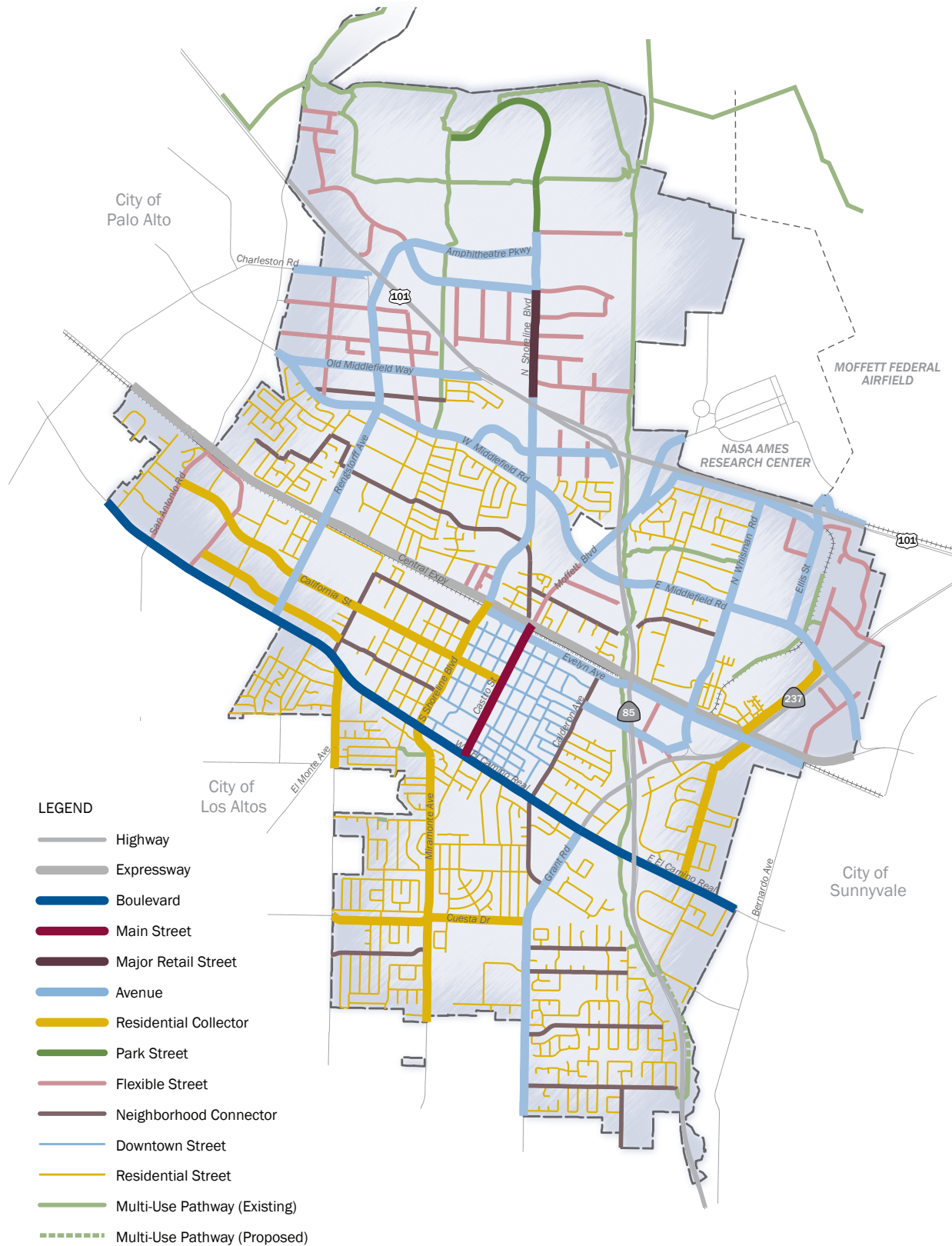
- = High priority
- ◐ = Medium priority
- = Low priority

Table 4.2 Street Typology and Mode Priority Guidelines

Street Type and Mode Priority	Guidelines
Highway Vehicle: ● Other modes: N/A	Limited access, major regional freeways that are part of the state and regional network of highways and subject to state design standards.
Expressway Vehicle: ● Other modes: ○	Limited access, major regional roadways that are part of the countywide network of expressways and subject to county design standards.
Boulevard Major arterial with high frequency of transit service and mixed commercial and retail frontages Bicycle: ◐ to ○ Transit: ● Pedestrian: ● Vehicle: ●	Provides access and safe crossings for all travel modes along a regional transportation corridor. Emphasizes walking and transit and accommodates regional vehicle trips in order to discourage such trips on nearby local roadways, through collaborations with other cities and agencies. In areas of significant travel mode conflict, bicycle improvements may have lower priority, particularly where parallel corridors exist.
Avenue Tree-lined arterials and collectors with mixed residential and commercial frontages Bicycle: ● to ◐ Transit: ◐ to ○ Pedestrian: ◐ Vehicle: ◐	Distributes trips to residential and commercial areas. Provides a balanced quality of service for vehicles, transit, bicycles and pedestrians wherever possible. Bicycle priority is greater along identified bicycle corridors. Pedestrian improvements are comfortable to walk along, and provide safe crossings at designated locations.
Main Street (Castro) High intensity, pedestrian-oriented retail street Bicycle: ◐ to ○ Transit: ◐ Pedestrian: ● Vehicle: ◐	Provides access to all travel modes in support of Downtown and includes on-street parking. Service to pedestrian-oriented retail is of prime importance. Vehicle performance indicators may be lowered to improve the pedestrian experience. Bicycle priority may be lower where parallel bicycle corridors exist.
Major Retail Street (N. Bayshore) Pedestrian-oriented retail street that is also a major arterial Bicycle: ● Transit: ● Pedestrian: ● Vehicle: ●	Distributes regional trips among avenues and flexible streets, while also providing excellent pedestrian accommodation. Delivering high-quality facilities for all modes is desirable but will be particularly challenging. Improved pedestrian crossings are important, while also maintaining vehicle access along the street.
Downtown Street Mixed-use and pedestrian-oriented neighborhood street Bicycle: ● to ◐ Transit: ◐ to ○ Pedestrian: ● Vehicle: ◐	Balances performance metrics for all modes, while encouraging low speeds for all. Walkable conditions are important, and low speeds generally encourage high-quality facilities for non-automotive travel modes.

Street Type and Mode Priority	Guidelines
<i>Flexible Street</i> Street in area of potential transition Bicycle: ● to ● Transit: ● to ○ Pedestrian: ● Vehicle: ●	Generally occur on local streets in areas of potential transition that primarily serve local traffic to abutting uses. Travel speeds help balance quality of service for autos, bicycles and pedestrians. Improvements will balance travel by all modes and encourage improved accessibility for non-vehicle trips. Additional guidance for these streets provided in precise plans, where adopted.
<i>Residential Collector</i> Residential street that serves a significant destination Bicycle: ● Transit: ○ Pedestrian: ● Vehicle: ●	Prioritize walking and bicycling. They accommodate intra-city trips while also distributing local traffic to other streets and areas. Accommodating vehicle traffic while ensuring a high quality of life for residents is a key design challenge.
<i>Neighborhood Connector</i> Low-medium volume residential through street Bicycle: ● Transit: ○ Pedestrian: ● Vehicle: ○ to ●	Primarily serve residential neighborhoods. They provide high-quality conditions for walking and bicycling and distribute vehicle, pedestrian and bicycle trips to and from other streets.
<i>Residential Street</i> Low volume residential street, at times a through street Bicycle: ● Transit: ○ Pedestrian: ● Vehicle: ○	Provide access primarily to abutting uses. Include design elements to encourage vehicles to travel slowly enough to stop for people in the street, and for bicyclists to comfortably travel along roadways.
<i>Park Street</i> Street dominated by its park character Bicycle: ● Transit: ○ Pedestrian: ● Vehicle: ○	Include landscaped medians, trees along curbs and bicycle lanes to contribute to park character. Bicycle and pedestrian trips are highly encouraged and balanced with vehicle level of service.
<i>Multi-Use Pathway</i> Pedestrian and bicycle pathway Bicycle: ● Transit: N/A Pedestrian: ● Vehicle: N/A	Provide priority access to pedestrians and bicycles only, per Caltrans pathway minimum standards. Multi-use pathways feature high-quality crossings where they traverse major roadways.

Figure 4.4: Street Typology



Looking Forward

Following are some distinct opportunities and challenges the City of Mountain View is likely to face over the life of the General Plan, and key strategies for addressing them. These strategies should be top priorities to advance the Mobility Element goals and policies described in the next section and inform decision making until 2030, the Plan's horizon.

Land use and transportation. A primary goal of the Plan is to carry out integrated land use and transportation policies supporting increased walking, bicycling and transit use. The policies are outlined in this Element and the rest of the Plan. Key strategies include complete street design, providing a mix of land uses and encouraging public and private development that enlivens public rights-of-way.

Enhanced multi-modal transportation system. Continued improvement of a comprehensive, multi-modal transportation system will address a number of community goals. Mobility improvements will target alternative travel modes including shared-use bicycle and pedestrian paths, transit services and corridors, shuttle buses and complete streets designed for all users.

Improved citywide linkages. Targeted strategies to reduce barriers and improve connections between key and currently underserved areas include improved shuttle services between major transit and employment centers such as Downtown and North Bayshore.

Citywide walkability and bikeability. The City will continue to encourage walking and bicycling through land use strategies, network improvements including safe

and comfortable connections between neighborhoods and to key destinations and network maintenance and expansion.

Support for transit. Long-standing local and regional transit support will be strengthened by collaborating with transit agencies, integrating transit stations with urban design and streetscape improvements and encouraging appropriate land uses and intensities near transit to support increased ridership.

Efficient transportation facilities. The City strives for efficient use of the existing transportation system through Transportation Demand Management strategies, innovative parking strategies, improved signal timing and targeted improvements to roadways at localized areas of congestion.

Goals and Policies

Mobility (MOB) goals are broad statements describing the City's future direction. Policies provide more specific direction to achieve each goal. Actions for putting these goals and policies into effect are detailed separately in the General Plan's Action Plan.

Complete Streets

Complete streets policies encourage efficient and attractive streets that consider the needs of diverse members of the community, balance the different modes of transportation, promote physical activity and support environmental sustainability.

Goal MOB-1: Streets that safely accommodate all transportation modes and persons of all abilities.

Policies

MOB 1.1: Multi-modal planning. Adopt and maintain master plans and street design standards to optimize mobility for all transportation modes.

MOB 1.2: Accommodating all modes. Plan, design and construct new transportation improvement projects to safely accommodate the needs of pedestrians, bicyclists, transit riders, motorists and persons of all abilities.

MOB 1.3: Pedestrian and bicycle placemaking. Promote pedestrian and bicycle improvements that improve connectivity between neighborhoods, provide opportunities for distinctive neighborhood features and foster a greater sense of community.

MOB 1.4: Street design. Ensure street design standards allow a variety of public and private roadway widths.

MOB-1.5: Public accessibility. Ensure all new streets are publicly accessible.

MOB 1.6: Traffic calming. Provide traffic calming, especially in neighborhoods and around schools, parks and gathering places.

Accessibility

Accessibility policies help all residents and visitors access public space and community life, particularly the elderly and those with disabilities.

Goal MOB-2: Transportation networks, facilities and services accessible to all people.

Policies

MOB 2.1: Broad accessibility. Improve universal access within private developments and public and transit facilities, programs and services.

Walkability

Walkability policies encourage a livable, healthy, sustainable and connected city with a safe and comfortable pedestrian network among its various neighborhoods, parks, trails, employment centers, community facilities, village centers and commercial areas.

Goal MOB-3: A safe and comfortable pedestrian network for people of all ages and abilities at all times.

Policies

MOB 3.1: Pedestrian network. Provide a safe and comfortable pedestrian network.

MOB 3.2: Pedestrian connections. Increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, village centers and other destinations throughout the city.

MOB 3.3: Pedestrian and bicycle crossings. Enhance pedestrian and bicycle crossings at key locations across physical barriers.

MOB 3.4: Avoiding street widening. Preserve and enhance citywide pedestrian connectivity by limiting street widening as a means of improving traffic flow.

MOB 3.5: Walking and bicycling outreach. Actively engage the community in promoting walking and bicycling through education, encouragement and outreach on improvement projects and programs.

Bikeability

Bikeability policies encourage a livable, healthy, sustainable and connected city with adequate bicycle parking and a safe and comfortable network to enhance bicycling as a convenient form of transportation for commute and leisure trips.

Goal MOB-4: A comprehensive and well-used bicycle network that comfortably accommodates bicyclists of all ages and skill levels.

Policies

MOB 4.1: Bicycle network. Improve facilities and eliminate gaps along the bicycle network to connect destinations across the city.

MOB 4.2: Planning for bicycles. Use planning processes to identify or carry out improved bicycle connections and bicycle parking.

MOB 4.3: Public bicycle parking. Increase the amount of well-maintained, publicly accessible bicycle parking and storage throughout the city.

MOB 4.4: Bicycle parking standards. Maintain bicycle parking standards and guidelines for bicycle parking and storage in convenient places in private development to enhance the bicycle network.

MOB 4.5: Promoting safety. Educate bicyclists and motorists on bicycle safety.

Transit

Transit policies encourage planning and coordination of transit services to accommodate diverse community needs for safe, comfortable and efficient local and regional transit connections.

Goal MOB-5: Local and regional transit that is efficient, frequent, convenient and safe.

Policies

MOB 5.1: Transit agencies. Coordinate with local and regional transit agencies including Metropolitan Transportation Commission, VTA, JPB (Caltrain), SamTrans and the California High-Speed Rail Authority to improve transportation service, infrastructure and access in the city.

MOB 5.2: California High-Speed Rail. Actively participate with the California High-Speed Rail Authority in planning any future high-speed rail service to address urban design, traffic, noise and compatibility issues.

MOB 5.3: Local transportation services. Create or partner with transit providers, employers, educational institutions, major commercial entities and event organizers to improve local transportation services.

MOB 5.4: Connecting key areas. Identify and implement new or enhanced transit services to connect Downtown, El Camino Real, San Antonio, North Bayshore, East Whisman and NASA Ames Research Park.

MOB 5.5: Access to transit services. Support right-of-way design and amenities consistent with local transit goals to make it easier to get to transit services and improve transit as a viable alternative to driving.

MOB 5.6: Emerging technologies. Explore emerging transit technologies such as Personal Rapid Transit and their citywide applicability.

Safe Routes to Schools

Safe routes to schools policies protect the safety of schoolchildren and other vulnerable populations. They promote health, environmental sustainability and social interaction. They leverage local, regional and national Safe Routes to Schools Program resources to support increased walking and bicycling to schools.

Goal MOB-6: Safe and convenient pedestrian and bicycling access to schools for all children.

Policies

MOB 6.1: Safe routes to schools. Promote Safe Routes to Schools programs for all schools serving the city.

MOB 6.2: Prioritizing projects. Ensure that bicycle and pedestrian safety improvements include projects to enhance safe accessibility to schools.

MOB 6.3: Connections to trails. Connect schools to the citywide trail systems.

MOB 6.4: Education. Support education programs that promote safe walking and bicycling to schools.

Vehicle Parking

Vehicle parking policies encourage efficient and adequate parking, avoid negative effects on the pedestrian environment or surrounding neighborhoods and support the City's goals for complete streets, walkability, bikeability and effective transit.

Goal MOB-7: Innovative strategies to provide efficient and adequate vehicle parking.

Policies

MOB 7.1: Parking codes. Maintain efficient parking standards that consider reduced demand due to development conditions such as transit accessibility.

MOB 7.2: Off-street parking. Ensure new off-street parking is properly designed and efficiently used.

MOB 7.3: Public parking management. Manage parking so that adequate parking is available for surrounding uses.

Performance Measurement

Performance measurement policies enable effective, informed transportation planning by using a more balanced system of indicators, data and monitoring to evaluate the city's multi-modal transportation system and optimize travel by all transportation modes.

Goal MOB-8: Transportation performance measures that help implement larger City goals.

Policies

MOB 8.1: Multi-modal performance measures. Develop performance measures and indicators for all modes of transportation, including performance targets that vary by street type and location.

MOB 8.2: Level of service. Ensure performance measurement criteria optimize travel by each mode.

MOB 8.3: Multi-modal transportation monitoring. Monitor the effectiveness of policies to reduce vehicle miles traveled (VMT) per service population by establishing transportation mode share targets and periodically comparing travel survey data to established targets.

Greenhouse Gas Emissions and Air Quality

Greenhouse gas emissions and air quality policies in this Element work in tandem with the accompanying Greenhouse Gas Reduction Program as well as other General Plan policies to reduce municipal and community-wide greenhouse gas emissions and improve air quality throughout the city.

Goal MOB-9: Achievement of state and regional air quality and greenhouse gas emission reduction targets.

Policies

MOB 9.1: Greenhouse gas emissions. Develop cost-effective strategies for reducing greenhouse gas emissions in coordination with the Greenhouse Gas Reduction Program.

MOB 9.2: Reduced vehicle miles traveled. Support development and transportation improvements that help reduce greenhouse gas emissions by reducing per capita vehicle miles traveled.

MOB 9.3: Low-emission vehicles. Promote use of fuel-efficient, alternative fuel and low-emission vehicles.

Vehicles and Roadway System Efficiency

Vehicles and roadway system efficiency policies make effective use of roadway capacity and decrease travel demand and automobile traffic by encouraging strategic roadway improvements and complementary policies promoting transit, walking, bicycling and complete streets.

Goal MOB-10: The most effective use of the city's transportation networks and services.

Policies

MOB 10.1: Efficient automobile infrastructure. Strive to maximize the efficiency of existing automobile infrastructure and manage major streets to discourage cut-through traffic on neighborhood streets.

MOB 10.2: Reduced travel demand. Promote effective TDM programs for existing and new development.

MOB 10.3: Avoidance of street widening. Limit widening of streets as a means of improving traffic and focus instead on operational improvements to preserve community character.

MOB 10.4: Emergency response. Monitor emergency response times and review emergency response time standards.

Maintenance

Maintenance policies promote safe, attractive and well-maintained facilities for walking, bicycling, transit and automobiles.

Goal MOB-11: Well-maintained transportation infrastructure.

Policies

MOB 11.1: Funding. Ensure sustainable funding levels for maintaining all city transportation infrastructure.

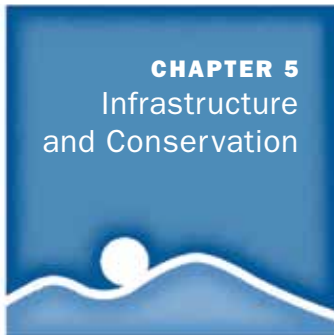
MOB 11.2: Prioritized existing facilities. Prioritize maintenance and enhancement of existing facilities over expansion.

MOB 11.3: Facility types. Maintain and enhance walking, bicycling and transit-related facilities to address community needs.

MOB 11.4: Life-cycle costs. Examine life-cycle costs when comparing project alternatives in order to make the best use of limited City resources.

CHAPTER 5

Infrastructure and Conservation



Mountain View’s infrastructure—water, sewer, storm drain and street systems—and its natural resources—creeks, habitats, and water and energy resources—are crucial parts of everyday community life. Though these fundamental systems often go unnoticed, residents, businesses and visitors rely on them to continue Mountain View’s exceptional quality of life. This Element intends to ensure that the city’s infrastructure is well planned, regularly maintained and replaced to support community needs and that Mountain View conserves, maintains and protects its natural resources.

The city’s infrastructure and the conservation of its natural resources are integral to helping it become more environmentally sustainable. Innovative conservation strategies will help the City save water and energy, reduce waste, promote greener and healthier buildings, improve air and water quality and reduce greenhouse gas emissions. In accomplishing these improvements, the City will create a more sustainable future for itself, its neighbors and the region.

The Element begins with a Context section, followed by a Looking Forward section (page 126) that highlights opportunities, challenges and key strategies. The final section outlines the specific goals and policies (page 128) for each topic area.

Context

The General Plan’s goals and policies for infrastructure and conservation are based on the City’s vision for a sustainable future and an outstanding quality of life. They respond to existing conditions while anticipating potential issues the City will face in coming years.

The Context section is organized according to these topics:

- Citywide Infrastructure (page 120)
- Water, Wastewater and Stormwater (page 120)
- Telecommunications (page 121)
- Solid Waste and Recycling (page 121)
- Climate Change (page 122)
- Energy Production and Consumption (page 123)
- Green Building (page 123)
- Species and Habitat (page 123)
- Watershed and Floodplain Management (page 124)
- Soil and Groundwater Contamination (page 125)
- Integrated Pest Management (page 125)
- Air Quality (page 125)

Citywide Infrastructure

Every other year, the City prepares a Five-Year Capital Improvement Program (CIP). The CIP identifies capital projects and considers options for financing them. It is the City's primary mechanism for building and maintaining citywide infrastructure such as roads, the stormwater and sanitary sewer systems, most of the water distribution system and other key infrastructure such as City facilities, trails and bridges.

Much of Mountain View's infrastructure was built before or during the city's last major growth period in the 1950s and 1960s. Most of the infrastructure is aging, so planning for its replacement will be critical to providing high-quality services to the community. Identifying sustainable funding sources is an important General Plan strategy to ensure that infrastructure improvements can be carried out to meet community needs.

Water

Mountain View maintains a diverse water supply portfolio to minimize the effects on customers during drought, natural disaster and operational shut-downs. Potable supplies include a combination of locally pumped groundwater and purchased water from the San Francisco Public Utilities Commission and the Santa Clara Valley Water District. Water infrastructure functions well during normal use, although minor upgrades are necessary for periods of high demand and to provide additional firefighting capacity. In addition to the city's potable water supply, there is a recycled water system in the city's North Bayshore Change Area. The City estimates that recycled water will be used for irrigation and will offset up to 10% of citywide potable water use by 2030.

Wastewater

Mountain View's wastewater—including domestic, commercial and industrial sources—is treated at the Palo Alto Regional Water Quality Control Plant (PARWQCP). Sewage generated through groundwater clean-up is conveyed through the collection system to the plant. Treated effluent is then discharged into San Francisco Bay. General Plan strategies to reduce or eliminate the volume of wastewater leaving a site can reduce demand on public infrastructure, reduce energy and chemicals required to treat wastewater and reduce infrastructure costs.

Stormwater

Comprehensive stormwater management can reduce pollution and erosion, prevent flooding, and recharge aquifers with clean water. Unmanaged urban stormwater runoff from cities with tribu-



taries to the Bay can diminish its water quality.

The Mountain View storm drain system currently operates adequately, with some targeted upgrades or improvements likely over the next 20 years. There is only localized flooding in the storm drain system, limited primarily to unimproved streets.

The City, along with 76 other agencies throughout the Bay Area, is regulated by the Municipal Regional Stormwater National Pollutant Discharge Elimination System Permit (MRP). The MRP, which is issued by the California Regional Water Quality Control Board, requires the City to carry out a comprehensive stormwater pollution prevention program. Municipal maintenance operations required by the MRP include street sweeping, storm drain cleaning, water utility operations and spill response activities. The City is also required to conduct stormwater pollution prevention inspections at industrial and commercial facilities and construction sites and to require stormwater pollution control measures at development sites. Additionally, the City contributes to regional MRP requirements, including water-quality monitoring. This set of regulations will likely evolve to include

more stringent future stormwater pollution prevention requirements.

Telecommunications

Mountain View is located in a region—Silicon Valley—that is famous for its innovation and technological achievements. The city is home to some of the leading technology and software companies in the world. Ensuring that excellent, efficient and widely accessible telecommunications services are available to local residents and businesses will enable the city to continue its leadership in these areas. While the City does not directly supply telecommunications utilities, it plays an important role by coordinating with providers, allowing access to public rights-of-way and ensuring that improvements or changes in service are well integrated into the community.

Solid Waste and Recycling

Waste uses up limited landfill space, often releases toxins into the environment and creates greenhouse gas emissions that contribute to climate change. While reduced consumption is the most effective initial strategy to reduce waste, diverting waste from landfills through recycling and reuse is also an effective approach. In 2006, Mountain View diverted 72% of its waste, by weight, from landfills, which is among the highest diversion rates of any city in the state.

The City's contracted solid waste services include curbside garbage, recycling and yard waste pickup for homes, businesses and schools. These collected materials are taken to the Sunnyvale Materials Recovery and Transfer Station (SMaRT Station®), which the City shares with Sunnyvale

and Palo Alto. The SMaRT Station also accepts refuse, recycling, yard waste and electronic waste if hauled by Mountain View residents or businesses. Household hazardous waste is disposed at the Santa Clara County Household Hazardous Waste Facility. Non-recyclable waste from the SMaRT Station is transported to the Kirby Canyon Landfill in San Jose.

Climate Change

Climate change is a growing concern within California and throughout the world. The California Global Warming Solutions Act of 2006 requires the state to reduce greenhouse gas emissions to 1990 levels by 2020. Executive Order S-03-05 established further statewide targets to reduce emissions by 80% from 1990 levels by 2050. The Air Resources Board finalized a statewide Climate Change Scoping Plan in 2008, describing the

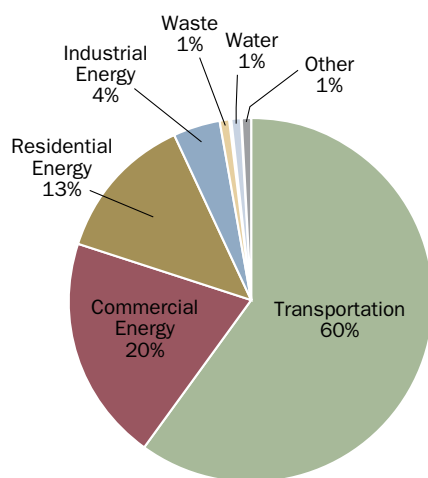


various strategies California will use to reduce statewide greenhouse gas emissions by approximately 28% from projected 2020 emission levels. While most elements of the Scoping Plan fall under the jurisdiction of state government, local governments are essential partners in achieving statewide emission reduction goals and are advised to establish reduction targets for their municipal operations and community-wide activities.

In 2005, Mountain View released approximately 796,987 metric tons of carbon dioxide equivalent (CO₂e) emissions. The transportation sector was the largest emitter (Figure 5.1).

A Greenhouse Gas Reduction Program accompanies this General Plan. It identifies a baseline greenhouse gas emissions level and establishes a target for reducing emissions over time. The program also provides specific greenhouse gas reduction measures for various sectors of the community, including the City's municipal operations. It is an implementation measure for General Plan policies, and is intended to be updated as necessary.

Figure 5.1: Greenhouse Gas Emissions By Sector



Source: AECOM

Energy Production and Consumption

The local and regional economy and everyday lifestyles depend on energy, often in vast quantities. However, many current sources of energy come from finite resources and extracting and producing them can harm the environment. Mountain View has taken steps to increase the use of renewable energy sources and conserve energy in its municipal operations in recent years. These steps have included using more low-emission vehicles, producing energy with methane gas captured from closed City landfills and installing more energy-efficient infrastructure and equipment in many municipal buildings and facilities.

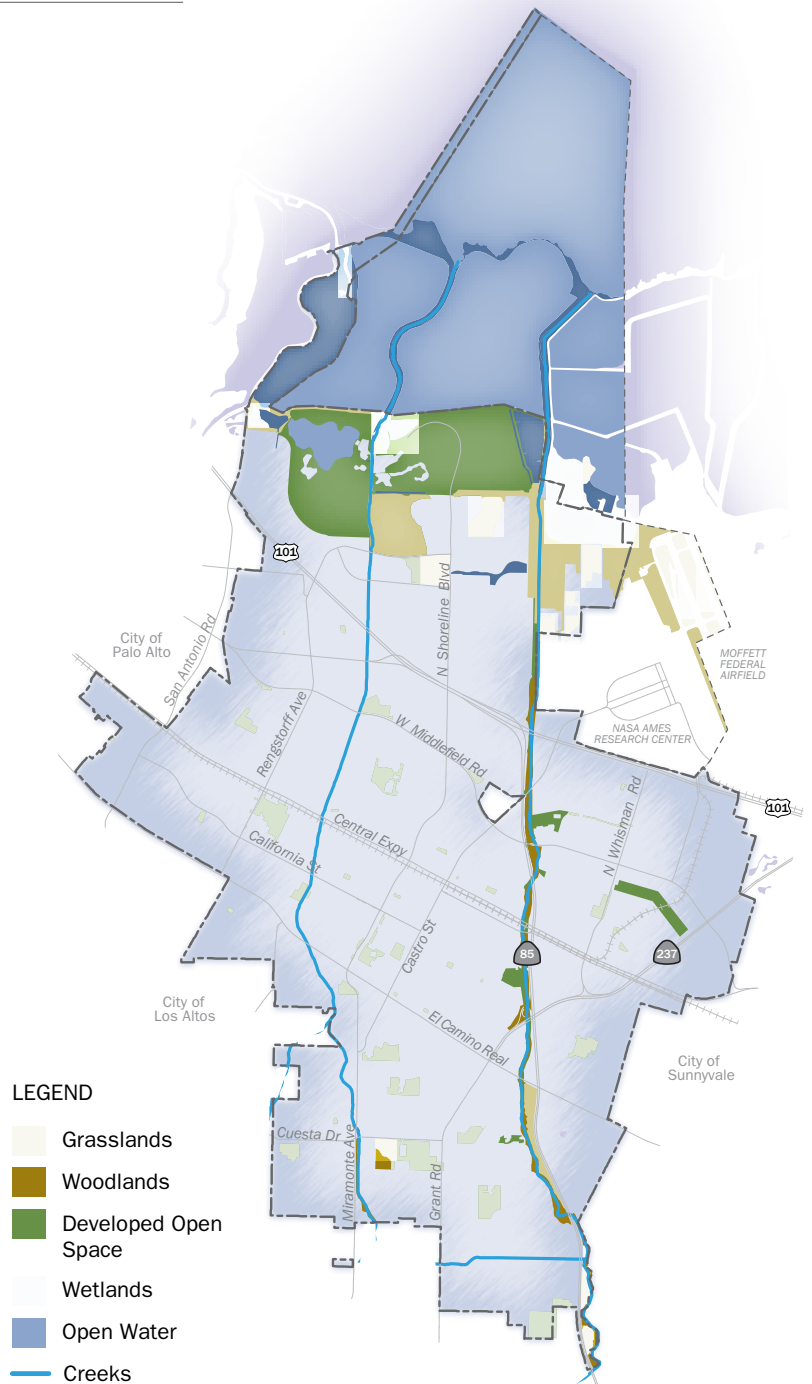
Green Building

“Green” building strategies can reduce waste, improve the health of occupants, preserve habitat and natural landscapes, reduce air and water pollution and save energy, water and other natural resources. Retrofitting existing buildings using green building strategies can have immediate financial and environmental benefits. Using these strategies in new buildings can have accumulated long-term benefits as the local building stock is slowly replaced. The City has a green building program and requirements, including its Green Building Code, which will continue to be updated based on evolving regulatory and industry practices.

Species and Habitat

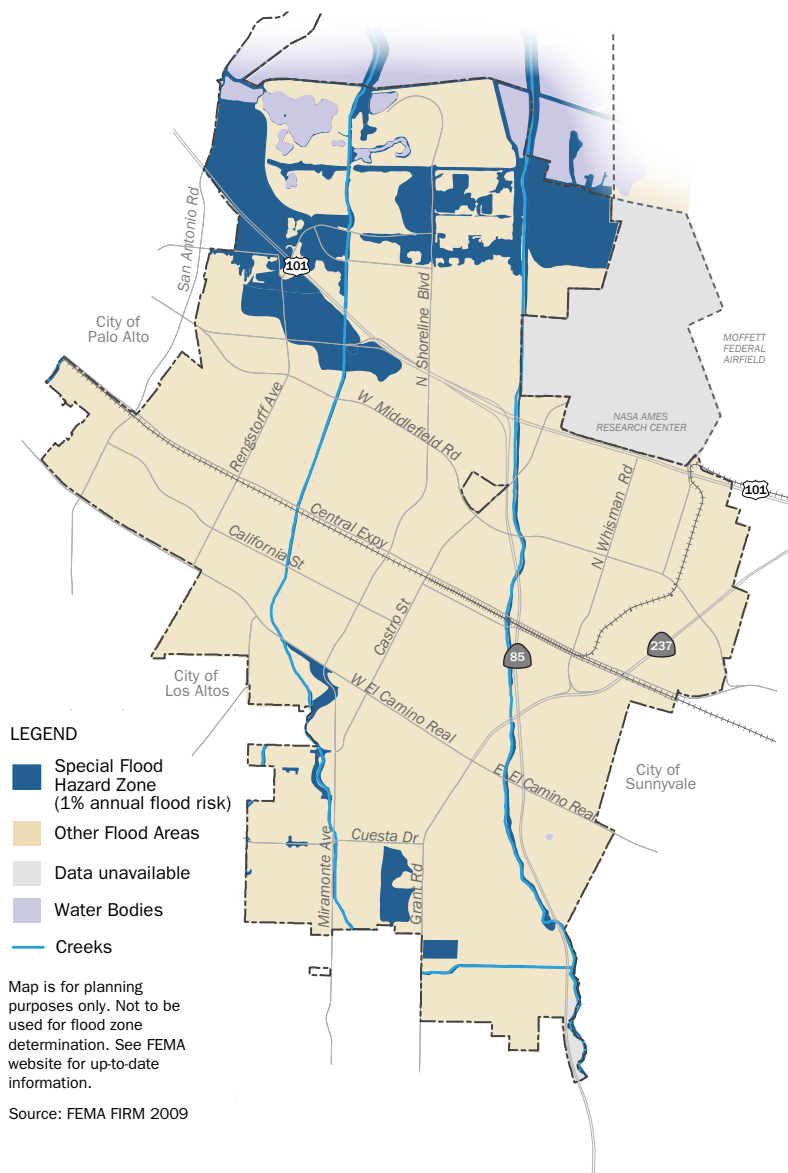
Native species are essential to a sustainable ecological system. In an urban environment like Mountain View, wildlife habitat is limited but highly valued. There are a number of sensitive habitat areas, special-status species and other native species in Mountain View, many of them close to the Bay

Figure 5.2: Habitats



Source: LSA Associates, Inc.

Figure 5.3: Flood Zones



in addition to offering valuable open space. Multiple regional partners, including the U.S. Army Corps of Engineers, are currently working in and around the Bay to carry out the South Bay Salt Pond Restoration Project, the largest tidal wetland restoration project on the West Coast. It is anticipated that this long-term project will restore vital habitat around the Bay.

Watershed Management

Mountain View and its creeks, groundwater and wetlands are located within the Lower Peninsula Watershed Area, which drains into San Francisco Bay. Sustainable and prudent management of the watershed is important for issues including groundwater recharge, protecting surface water quality, stormwater management, protecting the potable water supply, preserving habitat and species and protecting property and the public from flooding. The watershed is an integrated ecosystem with different interrelated parts that affect each other. Maintaining an integrated approach to watershed management is important to long-term watershed health.

Floodplain Management

The Federal Emergency Management Agency (FEMA) and its National Flood Insurance Program regulate floodplains in the United States. Some areas of the city are designated within special flood hazard areas according to FEMA Flood Insurance Rate Maps. These areas can be flooded during large storms, including the 1% annual storm event, commonly referred to as the 100-year flood. This means that certain flood-prone areas of the city are inappropriate for some types of development and may not be able to receive

and near creeks. State or federal law protects some of these species and habitat areas. Shoreline at Mountain View Regional Park, Charleston Slough and City parks provide habitat for a variety of protected and other species.

Mountain View's creeks—Stevens, Permanente, Adobe and Hale, and the neighboring San Francisco Bay—also provide areas for species and habitat,

federal flood insurance. Since 2002, the City of Mountain View has participated in FEMA's Community Rating System, which includes incentives for comprehensive floodplain management, including development measures in floodplain areas.

Soil and Groundwater Contamination

There are several hazardous-material Superfund sites located within or next to city limits. There are also hazardous-material release sites in the city related to spills and leaks of industrial solvents, which can reduce soil and groundwater quality. The City regularly communicates with county, state and federal agencies on the monitoring, remediation and reporting of its contaminated soil and groundwater sites.

Integrated Pest Management

Invasive species, weeds and pests can damage native plants and animals and be a nuisance and health risk to people. Chemical pesticides and herbicides were the primary ways to manage them for much of the 20th century. However, these can contaminate water, air and food. They breed resistance in pests and have widespread harmful health effects on plants, animals and people. Since June 2003, the City has followed a forward-looking "integrated pest management" approach, which emphasizes use of natural forces or combinations of measures to counteract pests, rather than eradicate them. The City's Integrated Pest Management Plan focuses on pest management "that reduces or eliminates chemical pesticide use to the maximum extent feasible and practical." In many instances, this management strategy has proven to be successful

and more beneficial to the ecosystem in the long term than conventional chemical pest control.

Air Quality

Clean air is a basic part of human and environmental health. Polluted air can cause eye irritation, sore throats and coughing, as well as increased rates of asthma and respiratory disease. Air pollution comes from either mobile sources—such as cars, trucks or buses—or stationary sources—such as specific industrial uses. In general, the closer someone is to a pollution source or concentration of pollutants, and the longer they are exposed, the greater their health risk. This is especially true for sensitive populations such as children and the elderly, who are particularly susceptible to the harmful health effects from air pollution. Air quality is further addressed in the General Plan's Environmental Impact Report.

Looking Forward

Following are some distinct opportunities and challenges the City of Mountain View is likely to face over the life of the General Plan, and key strategies for addressing them. These strategies should be top priorities to advance the Infrastructure and Conservation Element goals and policies described in the next section and inform decision making over the life of the General Plan.

Citywide infrastructure. Much of Mountain View's infrastructure is aging and needs to be maintained, repaired or replaced. Addressing this aging infrastructure is an important part of everyday City operations. Making the replacement of aging infrastructure a top priority and ensuring there is a sustainable funding source for doing so will be crucial to the city's future.

A sustainable water and sewer system. The City will continue its comprehensive, communitywide efforts at maintaining a sustainable water and sewer system. These include actively monitoring and protecting the potable water supply, continuing water efficiency and conservation efforts and expanding the scope and quality of the recycled water system. It also includes ensuring that sewer infrastructure both has sufficient capacity and adheres to environmental protection best practices. Limited demand and a reliable water supply will be particularly important as regional water supplies are reduced or become more erratic due to climate change or other factors.

Proactive stormwater management. Mountain View will continue to be proactive and forward-thinking in its approach to stormwater manage-

ment by anticipating new regional and national regulations. This will also mean continuing to require post-construction stormwater treatment controls in new development and redevelopment and encouraging low-impact development approaches such as rainwater capture and re-use, infiltration and biotreatment.

Continued high rates of waste diversion. The city's high rate of diverting waste from the landfill through recycling, composting and waste reduction is a notable success. General Plan strategies underscore more opportunities to reduce waste citywide and ensure the city's level of waste production decreases over time.

Climate change mitigation. Mountain View is taking a proactive approach to addressing climate change by setting a greenhouse gas emission reduction target and tracking its progress towards this target. Integrated efforts to further address climate change will be pursued in areas such as transportation, community design, energy, water use, waste and recycling and even community engagement. These areas are addressed throughout this General Plan as well as in the accompanying Greenhouse Gas Reduction Program.

Energy conservation and renewable energy. The City will continue its efforts to promote sustainable energy production and consumption, both at the municipal and communitywide levels. Strategies include increased conservation and efficiency in buildings, increased use and installation of renewable energy sources, more efficient public infrastructure, reduced waste, reductions in energy used for transportation and other integrated measures.

Green building. Mountain View's Green Building Code addresses the sustainable design, construction and operation of new and existing buildings to improve the health of building occupants, reduce the use of resources such as water and energy and support healthy ecological systems. While this Element provides broad green-building strategies, the Code will continue to carry out green building in the city.

Habitat and species protection. The General Plan's coordinated strategy for protecting special habitat and species includes conservation, active land management and maintenance and coordination with other governmental agencies. This will support a healthy, diverse and sustainable local ecosystem.

A healthy watershed. Continuing to maintain the health and natural hydrology of the watershed, avoiding or requiring special strategies for development within flood-prone areas and protecting residents from flood hazards will improve the overall long-term safety within the community. Eliminating sources of watershed pollution is also an important long-term strategy.

Contamination prevention and remediation. Mountain View will continue to take steps to remediate contaminated sites with active oversight by regulating agencies, including the Environmental Protection Agency, the Regional Water Quality Control Board, the Department of Toxic Substances Control, the Santa Clara County Hazardous Materials Compliance Division and other agencies.

Air quality protection. The City will continue to protect air quality through strategies such as discouraging air pollution sources, requiring air pollution mitigations on new development, and encouraging walking, bicycling and pollution-reduction technologies.

Goals and Policies

Infrastructure and Conservation (INC) goals are broad statements describing the City's future direction. Policies are more specific direction to achieve each goal. Actions for putting these goals and policies into effect are detailed separately in the General Plan's Action Plan.

Citywide Infrastructure

Citywide Infrastructure policies outline the City's approach to providing infrastructure in the future and to ensuring the continued operation of infrastructure at all times.

Goal INC-1: *Citywide infrastructure to support existing development and future growth.*

Policies

INC 1.1: Infrastructure management. Manage the city's aging infrastructure.

INC 1.2: Funding. Ensure sustainable funding levels for maintaining infrastructure in the city.

INC 1.3: Utilities for new development. Ensure adequate utility service levels before approving new development.

INC 1.4: Existing capital facilities. Maintain and enhance existing capital facilities in conjunction with capital expansion.

INC 1.5: Utility service. Coordinate with all utility providers to ensure safe and adequate utility services.

INC 1.6: Sustainable materials. Promote the use of sustainable or green materials and products.

Goal INC-2: *Infrastructure systems planned and designed to function during interruptions, emergencies or disasters.*

Policies

INC 2.1: Emergency preparedness. Ensure that the City is well-prepared for natural and human-induced disasters and emergencies.

INC 2.2: Emergency service providers. Ensure long-term reliability from service providers and suppliers, especially in the case of an emergency or natural disaster.

INC 2.3: Emergency-prepared infrastructure design. Require the use of available technologies and earthquake-resistant materials in the design and construction of all infrastructure projects, whether constructed by the City or others.

INC 2.4: Emergency preparedness and critical infrastructure. Ensure emergency preparedness for all critical infrastructure including potable water, wastewater, stormwater, recycled water, telecommunications, energy and streets.

Goal INC-3: *Functional, safe and well-maintained public rights-of-way that promote environmental sustainability.*

Policies

INC 3.1: Citywide rights-of-way maintenance. Maintain City streets, sidewalks and other public rights-of-way in good condition, while promoting and adhering to environmental best practices.

INC 3.2: Traffic signals. Maintain and operate the City's traffic signal system.

INC 3.3: Street design for stormwater. Encourage street designs that reduce stormwater flows and accomplish other City stormwater goals.

INC 3.4: Right-of-way regulations. Ensure that right-of-way regulations comply with relevant street and highway codes while still prioritizing multi-modal transportation in all right-of-way design.

INC 3.5: Undergrounding utility lines. Fund and execute efforts and programs to place overhead utility lines underground, including programs administered by other organizations.

INC 3.6: Utility separation. Preserve adequate separations between utilities and reserve future City pipeline corridors in public streets to maintain and continue to provide public utilities.

INC 3.7: Recycled water separation. Ensure that expansion of recycled water infrastructure in the public right-of-way with other utilities adheres to separation criteria provided by the California Department of Public Health.

Water, Wastewater and Stormwater

Potable Water Supply

Policies for the city's potable water supply focus on balancing demand with supply and continuing to provide functional and efficient water infrastructure and service.

Policies

Goal INC-4: *A sustainable water supply with sufficient supply and appropriate demand management.*

INC 4.1: Water supply. Maintain a reliable water supply.

INC 4.2: Participating in regional organizations. Participate in regional water supply organizations, support their efforts to maintain and improve the water supply and monitor statewide and regional water supplies.

INC 4.3: Prioritizing existing facilities. Prioritize maintenance and enhancement of existing capital facilities in conjunction with capital expansion.

INC 4.4: Expanding water service area. Provide water service to areas outside the City service area if it is mutually beneficial for the City and prospective new users.

Water Conservation

Water conservation policies focus on City-led programs and outreach and reducing per capita water use.

Goal INC-5: *Effective and comprehensive programs utilizing water use efficiency, water conservation and alternative water supplies to reduce per capita potable water use.*

Policies

INC 5.1: Community awareness. Raise community awareness about water use efficiency and water conservation.

INC 5.2: Citywide water conservation. Reduce water waste and implement water conservation and efficiency measures throughout the city.

INC 5.3: Water reuse. Remove barriers and provide guidance for the use of rain-water and graywater as alternative water supplies.

INC 5.4: Smart water meters. Encourage water meter technologies that provide water usage feedback to customers.

INC 5.5: Landscape efficiency. Promote water-efficient landscaping including drought-tolerant and native plants, along with efficient irrigation techniques.

INC 5.6: Indoor efficiency. Promote the use of water-efficient fixtures and appliances.

INC 5.7: Leadership in City facilities. Provide leadership by promoting water use efficiency, water conservation and the use of recycled water at City-owned facilities.

Wastewater

Wastewater policies promote a functional, efficient, healthy and environmentally sustainable wastewater system, reduce pollution and support citywide service.

Goal INC-6: *A coordinated wastewater collection system that protects the community's health and safety.*

Policies

INC 6.1: Citywide wastewater. Ensure high-quality wastewater collection services and a well-maintained wastewater system.

INC 6.2: Pollution source control. Implement an effective and comprehensive industrial pretreatment program and industrial, commercial and residential pollution source control programs.

INC 6.3: Wastewater treatment partnership. Partner with the Palo Alto Regional Water Quality Control Plant to ensure high-quality water treatment.

INC 6.4: Discharge regulations. Coordinate with partners and other local agencies to monitor changing rules and regulations regarding wastewater discharge from the Palo Alto Regional Water Quality Control Plant.

Recycled Water

Recycled water policies guide the expansion and continued use of recycled water throughout Mountain View, contributing to the City's water conservation and environmental sustainability efforts.

Goal INC-7: A reliable, safe and extensive recycled water infrastructure system.

Policies

INC 7.1: Citywide recycled water use. Promote, require or offer incentives for using recycled water as an alternative to potable water.

INC 7.2: Recycled water system. Expand the use and availability of recycled water throughout the city.

INC 7.3: Recycled water in parks. Promote the use of recycled water at City parks and open spaces or where available.

INC 7.4: Recycled water and trees. Promote appropriate tree and landscape species irrigated by recycled water.

INC 7.5: Rights-of-way and infrastructure. Design public rights-of-way to accommodate recycled water infrastructure.

Stormwater

Stormwater policies balance feasibility and cost-effectiveness with the need for forward-looking stormwater management practices, stormwater runoff pollution prevention practices, reduction of runoff flow to minimize erosion and compliance with relevant laws and regulations.

Goal INC-8: An effective and innovative stormwater drainage system that protects properties from flooding and minimizes adverse environmental impacts from stormwater runoff.

Policies

INC 8.1: Citywide stormwater system. Maintain the stormwater system in good condition.

INC 8.2: National Pollutant Discharge Elimination System Permit. Comply with requirements in the Municipal Regional Stormwater National Pollutant Discharge Elimination System Permit (MRP).

INC 8.3: Cost-effective strategies. Encourage stormwater strategies that minimize additional City administrative and maintenance costs.

INC 8.4: Runoff pollution prevention. Reduce the amount of stormwater runoff and stormwater pollution entering creeks, water channels and the San Francisco Bay through participation in the Santa Clara Valley Urban Runoff Pollution Prevention Program.

INC 8.5: Site-specific stormwater treatment. Require post-construction stormwater treatment controls consistent with MRP requirements for both new development and redevelopment projects.

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

INC 8.7: Stormwater quality. Improve the water quality of stormwater and reduce flow quantities.

INC 8.8: Stormwater infrastructure funding. Develop permanent and ad hoc sources of funding to implement stormwater best practices in the city.

Telecommunications

Telecommunications policies encourage excellent service for the community and reinforce the City's role in supporting telecommunications services.

Goal INC-9: A comprehensive network of telecommunication services that meets community needs.

Policies

INC 9.1: Citywide telecommunications. Work with telecommunication service providers to ensure high-quality products and services for Mountain View residents and businesses.

INC 9.2: Emerging technologies. Develop guidelines for the deployment of wireless and emerging communications technologies.

Solid Waste and Recycling

Solid waste and recycling policies encourage efficient use of natural resources and continue the City's leadership in environmental sustainability, with a focus on supply-chain management and advocacy as well as high-quality services and programs.

Goal INC-10: Reduced waste through supply-chain management, advocacy and outreach to reduce waste.

Policies

INC 10.1: Zero waste. Pursue a citywide goal of zero waste.

INC 10.2: Producer responsibility. Support extended producer responsibility to reduce waste and toxicity at the manufacturing level.

INC 10.3: Source reduction. Encourage and promote source reduction behavior such as utilizing reusable, returnable and repairable goods.

INC 10.4: Construction waste reuse. Encourage building deconstruction and reuse and construction waste recycling.

INC 10.5: Reuse. Encourage product reuse through venues such as garage sales, lending libraries and Internet-based sharing and reuse forums.

INC 10.6: Recovered materials. Encourage uses for recovered materials that save energy, avoid releasing toxic substances and extend the useful life of recovered materials.

INC 10.7: Recycled material demand. Promote increased demand for recycled materials.

INC 10.8: Toxic products. Discourage the use of toxic products throughout the city.

INC 10.9: Preferential purchasing. Give preference in City purchasing to products that minimize packaging, can be reused and are non-toxic.

INC 10.10: Single-use products. Discourage the use of single-use products.

Goal INC-11: Services and programs that continue to reduce waste and promote environmental responsibility.

Policies

INC 11.1: Waste diversion and reduction. Meet or exceed all federal, state and local laws and regulations concerning solid waste diversion and implementation of recycling and source reduction programs.

INC 11.2: Recycling. Maintain and expand recycling programs.

INC 11.3: Composting. Provide productive reuse or composting services or both for all discarded organic materials in the city, including all food and green waste.

INC 11.4: Solid waste. Ensure all municipal solid waste generated within the city is collected, transported and disposed of in a manner that protects public health and safety.

INC 11.5: Hazardous waste. Provide convenient household hazardous waste and e-waste disposal services.

INC 11.6: Regional collaboration. Consider opportunities to provide more cost-effective solid waste management by collaborating with surrounding cities and agencies.

Climate Change

Climate change policies outline a municipal and citywide commitment to reducing greenhouse gas emissions and adapting to the long-term effects of climate change, relying on integrated City efforts as well as General Plan policies and implementation actions, including the City's Greenhouse Gas Reduction Program and other planning documents.

Goal INC-12: Environmental stewardship that recognizes the importance of addressing climate change and community commitment to sustainability.

Policies

INC 12.1: Emissions reduction target. Maintain a greenhouse gas emissions reduction target.

INC 12.2: Emissions reduction strategies. Develop cost-effective strategies for reducing greenhouse gas emissions.

INC 12.3: Adaptation strategies. Develop strategies for adapting to climate change in partnership with local and regional agencies.

Energy Production and Consumption

Energy policies reduce the negative environmental impacts of energy use, focusing on sustainable consumption through efficiency, conservation and sustainable production through increased use of renewable energy.

Goal INC-13: Increased energy efficiency and conservation throughout the city.

Policies

INC 13.1: Energy efficiency and conservation. Increase energy efficiency and conservation in public buildings and infrastructure.

INC 13.2: Alternatives to gasoline. Promote and increase the use of new technologies as alternatives and supplements to gasoline in vehicles throughout the community.

INC 13.3: Coordinating efforts. Support regional and local efforts and programs to reduce energy use.

INC 13.4: Education. Educate the public about energy conservation and efficiency best practices.

INC 13.5: Smart utility meters. Encourage utility meter technologies that provide feedback about energy usage to customers.

Goal INC-14: Sufficient renewable sources of energy to meet current and future demand.

Policies

INC 14.1: Renewable energy. Promote the deployment of renewable energy technologies throughout the city.

INC 14.2: Solar energy. Encourage active and passive solar energy use.

INC 14.3: Regional renewable energy. Participate in regional initiatives to encourage and develop renewable energy sources.

INC 14.4: Renewable energy advocacy. Support legislation to facilitate and increase renewable energy choices for community residents such as green utility power options or distributed generation.

Green Building

Green building policies encourage green building approaches to reduce negative environmental impacts and improve human health.

Goal INC-15: *A built environment that supports ecological and human health.*

Policies

INC 15.1: Green building program. Administer a forward-looking green building program that promotes best practices for green building in new and existing buildings.

INC 15.2: Green building education. Raise community awareness regarding green building methods, incentives and benefits.

INC 15.3: Citywide green building. Support green building technologies and innovations throughout the city.

Species and Habitat

Species and habitat policies protect and sustainably manage the unique biological resources within the city.

Goal INC-16: *Rich and biologically diverse ecological resources which are protected and enhanced.*

Policies

INC 16.1: Natural areas. Work with regional agencies to protect and enhance natural areas.

INC 16.2: Shoreline at Mountain View. Manage Shoreline at Mountain View Regional Park to balance the needs of recreational, open space, habitat, commercial and other uses.

INC 16.3: Habitat. Protect and enhance nesting, foraging and other habitat for special-status species and other wildlife.

INC 16.4: Invasive species. Contain and reduce the amount of invasive species.

INC 16.5: Wetland habitat. Collaborate with and support regional efforts to restore and protect wetlands, creeks, tidal marshes and open-water habitats adjacent to San Francisco Bay.

INC 16.6: Built environment habitat. Integrate biological resources, such as green roofs and native landscaping, into the built environment.

Watershed and Floodplain Management

Watershed management policies promote an integrated approach to sustainable watershed management while recognizing the different roles watershed management plays in protecting surface water quality, stormwater management, protecting the potable water supply, protecting valuable biological resources and protecting property and public safety from the threat of flooding. Watershed management policies address protection of surface water and groundwater recharge.

Goal INC-17: *A healthy and well-managed watershed that contributes to improved water quality and natural resource protection.*

Policies

INC 17.1: Flood prevention. Provide and maintain City infrastructure to reduce localized flooding and protect community health and safety.

INC 17.2: Natural hydrology in watersheds. Promote an ecologically sensitive approach to flood protection, encouraging natural hydrology and preserving habitat and ecology within watercourses.

INC 17.3: Floodway preservation. Preserve floodways as a natural flood control mechanism.

INC 17.4: National Flood Insurance Program. Participate in the National Flood Insurance Program administered by the Federal Emergency Management Administration.

Soil and Groundwater Contamination

Soil and groundwater contamination policies protect human and ecological health by preventing new sources of pollution and supporting efforts to clean up contaminated locations.

Goal INC-18: *Prevention and remediation of contamination in groundwater, surface water, soil and from soil vapor and vapor intrusion.*

Policies

INC 18.1: Contamination prevention. Protect human and environmental health from environmental contamination.

INC 18.2: Contamination clean-up. Cooperate with local, state and federal agencies that oversee environmental contamination and clean-up.

Integrated Pest Management

Integrated pest management policies promote a balanced, environmentally sustainable approach to pest control in the city that reduces the use of toxic substances while counteracting invasive species and harmful pests.

Goal INC-19: *Effective and ecologically sensitive programs to control invasive species and plants.*

Policies

INC 19.1: Municipal integrated pest management. Control and prevent invasive weeds and pests using integrated pest management on all City property, including the following principles:

- A focus on control of pests at established acceptable levels, instead of eradication.
- Preventive cultivation practices appropriate for local conditions.
- Monitoring.
- Mechanical controls such as hand-picking, barriers, traps and disruption.
- Biological controls such as beneficial insects or biological insecticides.
- Chemical controls only as required or during targeted times during a pest's life cycle.

INC 19.2: Herbicides and pesticides. Discourage the use of herbicides and pesticides on City property.

INC 19.3: Citywide integrated pest management. Encourage and educate residents and businesses to implement integrated pest management principles and reduce the use of pesticides and herbicides.

Air Quality

Air quality policies protect human and ecological health by reducing sources of pollution and human exposure to them.

Goal INC-20: Clean, breathable air and strongly controlled city sources of air pollution.

Policies

INC 20.1: Pollution prevention. Discourage mobile and stationary sources of air pollution.

INC 20.2: Collaboration. Participate in state and regional planning efforts to improve air quality.

INC 20.3: Pollution-reduction technologies. Encourage the use of non-fossil fuels and other pollution-reduction technologies in transportation, machinery and industrial processes.

INC 20.4: Freight routes. Identify and maintain primary freight routes that provide direct access to industrial and commercial areas.

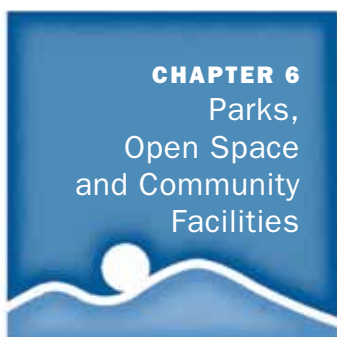
INC 20.5: Truck access. Plan industrial and commercial development to avoid truck access through residential areas, and minimize truck travel on streets designated primarily for residential access by the General Plan.

INC 20.6: Air quality standards. Protect the public and construction workers from construction exhaust and particulate emissions.

INC 20.7: Protect sensitive receptors. Protect the public from substantial pollutant concentrations.

INC 20.8: Offensive odors. Protect residents from offensive odors.

CHAPTER 6
Parks, Open Space and
Community Facilities



Parks and open space, community facilities, recreational programs and the arts are all important to Mountain View. They enhance the city's neighborhoods and Downtown and offer recreation, social interaction and community-building activities and programs. Parks, open space and natural areas benefit human health and the environment through opportunities for physical exercise and access to nature for people, and habitats for plants and animals.

Mountain View is committed to continuing these services and benefits. This Element directs development and maintenance of an exceptional system of high-quality parks, open space, community facilities, programs and support services. The City's 2008 Parks and Open Space Plan (POSP) provides detailed, shorter-term actions that carry out this Element's long-range goals and policies. Both the POSP and the City's 2008 Recreation Plan will be updated periodically to be consistent with the General Plan.

The Element begins with a Context section, followed by a Looking Forward section (page 148) that highlights opportunities, challenges and key strategies. The final section outlines the specific goals and policies (page 149) for each topic area.

Context

Mountain View has nearly 1,000 acres of parks and open space. Mountain View also enjoys an interconnected system of trails, community facilities owned by the City and shared with other organizations, and a variety of recreational and arts programs and services. This Context section defines performance standards for parks, broadly describes existing parks, facilities, programs and other resources and highlights some opportunities for improvement.

The Context section is organized according to these topics:

- Parks and Open Space (page 142)
- Trails (page 145)
- Community Facilities (page 146)
- Programs and Services (page 146)
- Arts (page 146)
- Trees, Gardens and Landscaping (page 147)

Parks and Open Space

Mountain View is home to two large regional open spaces, Shoreline at Mountain View Regional Park and Stevens Creek Trail. They account for about 80% of the City's total parks and open space acreage. Other parks in the city offer recreational amenities including play structures, aquatics, tennis facilities, athletic fields and picnic areas (Figure 6.1).

Park Performance Standards

Well-designed park systems incorporate a variety of park types and supply open space within convenient walking distance of neighborhoods. Cities generally adopt park performance standards to direct their development and management. A classification system defines park types by their size, function and ideal service area (Table 6.1). Park types help the City assess the distribution of activities, ensuring a balanced mix of active and passive uses and other distinct recreational opportunities. Identifying a target service area helps planning for parks that are accessible to residents.

Mountain View's Park Acreage, Distribution and Accessibility

Mountain View's Parks and Open Space Plan identifies a range of park types and uses residential characteristics, size, type and location of existing parks to determine where additional park

capacity could most benefit the community. The POSP also pinpoints locations where improved pedestrian and bicycle crossings are needed to ensure safe access.

Mountain View has four general park types: regional parks/open space, community parks, neighborhood parks and mini parks (Table 6.2).

The City's standard specifies at least three acres of parkland per 1,000 residents. In 2010, Mountain View's 972 acres of parkland exceeded this standard, with about 13.5 acres of parkland per 1,000 residents. The City's Shoreline at Mountain View Regional Park and the Stevens Creek Trail contribute many acres to the City's parkland resources. Without them, Mountain View has 187 acres of parkland, or 2.6 acres per 1,000 residents.

One of the City's long-standing goals is to equitably distribute open space throughout the community, so that all residents will be within safe and comfortable walking distance of a park. Improved accessibility to parks makes it more convenient for the community to play, exercise, feel a connection to nature and share open space and facilities with others. As community gathering places, local parks also help residents identify more strongly with their neighborhoods. Increasing the number of community, neighborhood and smaller local mini parks is an important strategy in achieving this goal of offering Mountain View residents an accessible and well-balanced range of park facilities.

As of 2010, the POSP's highest near-term priorities included developing a community park between Central Expressway and Highway 101, and

Figure 6.1: Parks, 2010

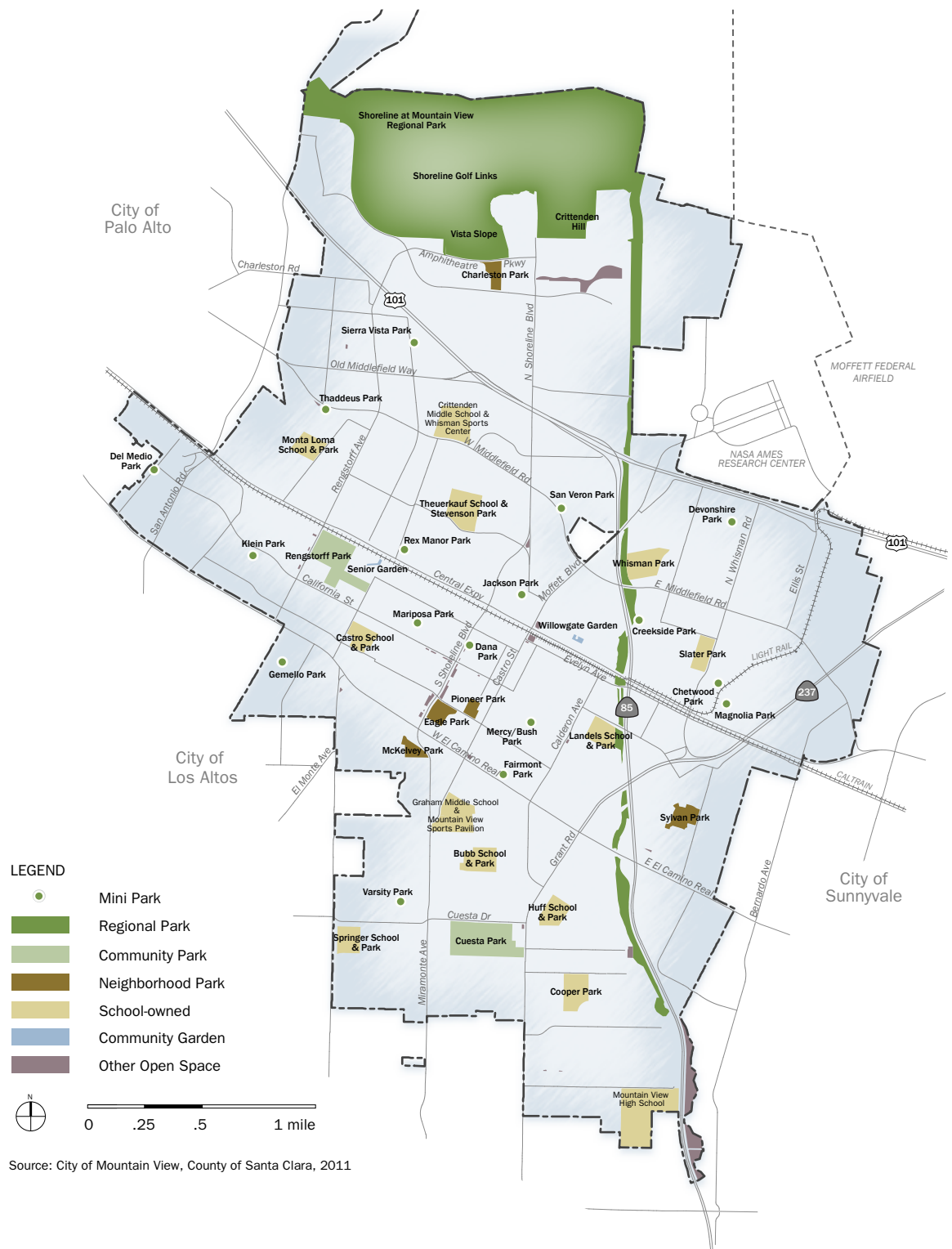


Table 6.1 Park Types

Type of Park or Facility	Service Area	Size
Mini Park	1/2-mile	0-3 acres
Neighborhood Park	1 mile	3-15 acres
Community Park and/or Recreational Facility	Entire City	15-50 acres (not including recreational facilities and parking lots)
Regional Park	Entire Region	50+ acres

Table 6.2 City Parks, 2012

Park Type	Number of Parks	Open Space Acres	Percentage of Total Acreage
Mini Parks	17	12.0	1.2%
Neighborhood Parks–City-Owned	5	47.8	4.9%
Neighborhood Parks–School District-Owned	13	84.8	8.7%
Community Parks	2	50.1	5.1%
Regional Parks and Open Space (including Stevens Creek Trail)	1	777.5	80.0%
Total	38	972.2	100.0%

establishing additional neighborhood parks and mini parks in the San Antonio, Sylvan-Dale, Rengstorff, Stierlin, Thompson and Whisman POSP Planning Areas. These priorities will evolve with updates to the POSP and will be adjusted as new facilities are developed. The POSP includes a regularly updated list of parks with their acreage and facilities.

Parkland Dedication Ordinance

Mountain View's Parkland Dedication Ordinance requires residential development projects to dedicate parkland to serve new population growth. It is not feasible for many smaller residential

projects to dedicate land, so the City collects an equivalent or "in-lieu" fee. This fee is a major source of funding for acquiring and developing parks. The City monitors where parks are needed and uses in-lieu fees and other funding sources to buy land as opportunities arise.

School District Lands

Many residents rely on nearby schools to provide neighborhood recreational resources. Joint-use agreements between the City and Mountain View Whisman School District allow for shared public access to school grounds and facilities. The school district owns

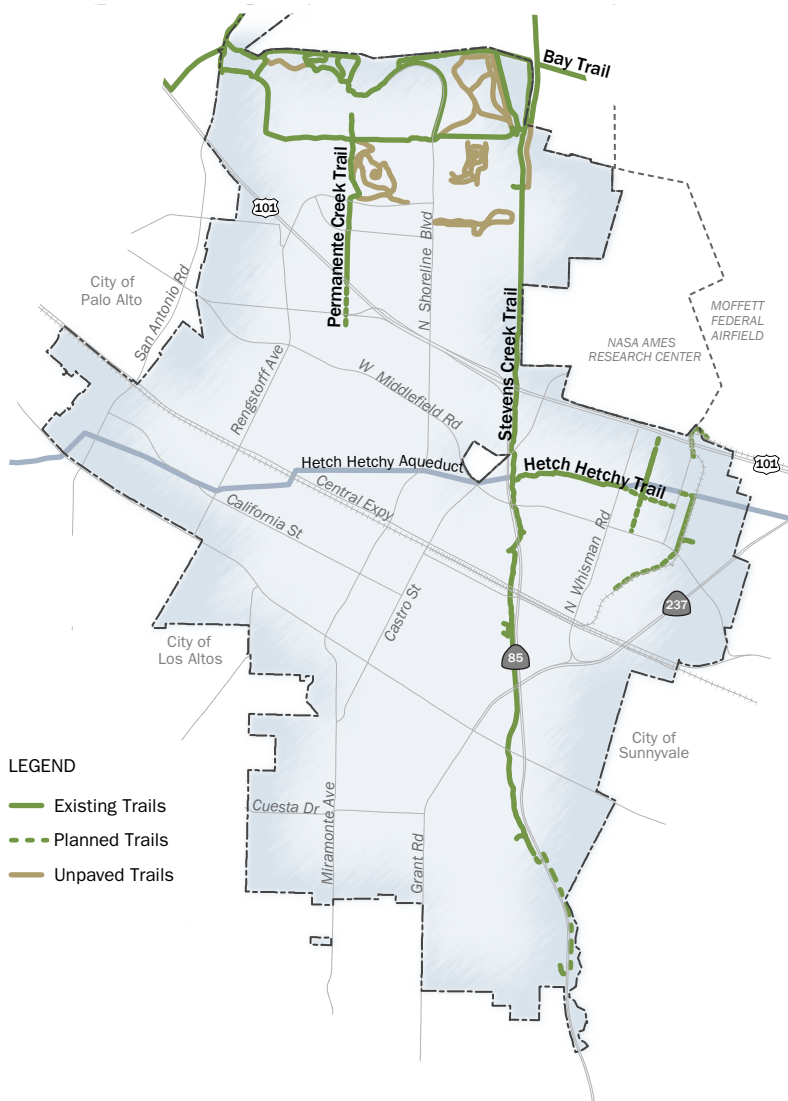


about two-thirds of Mountain View's neighborhood park acreage, 85 out of 133 acres. These school sites, typically five acres or more, provide most of the city's facilities for sports such as baseball, softball and soccer. Mountain View's long-standing policy supporting cooperative agreements with the school district allows joint use of 12 school park sites for recreation outside of school hours. These sites include all active and inactive school sites in the district in addition to one school in the Los Altos School District. In exchange, the City maintains the parks and open space at Mountain View Whisman School District sites. The City and the district have also cooperated to build two athletic complexes that serve the entire community.

Trails

The City's multi-use trails connect neighborhoods and parks throughout the community and help make walking and bicycling attractive alternatives to driving. In recent years, Mountain View has made significant progress in extending several trails across the city. Most of the Stevens Creek Trail, the portion that stretches from Shoreline to south of El Camino Real, is complete. Parts of the Permanente Creek Trail, the Light Rail Trail and the Hetch Hetchy Trail are also complete or are in advanced planning stages (Figure 6.2).

Figure 6.2: Trails



in the two community parks. Shoreline at Mountain View Regional Park has a golf course and the historic Rengstorff House. In addition, the City operates Deer Hollow Farm, a historical working farm and educational center at a Midpeninsula Regional Open Space District preserve outside the city limits.

Programs and Services

Mountain View offers a wide range of recreation, library and educational programs for all ages. These include classes, sports leagues, teen and senior programming, special events, teen drop-in at the Library and many other activities. The City's programming is continually evolving to respond to changing demographic and social needs. Some of the new areas of interest are environmental education, health and wellness, after-school programs, parenting workshops and other programs identified in the City's Recreation Plan and Youth Action Plan. New youth sports and the growth of adult sports leagues have increased the demand for more playing fields. Child care is also an important growing need in the community. The City operates the Child Care Center at Rengstorff Park, but also supports high-quality and affordable child-care services and facilities throughout the city. Mountain View will require creative solutions for delivering programs and services to meet the changing needs of the community.

Arts

Art and cultural programs offer civic interaction, education and enrichment. Mountain View's Center for the Performing Arts is a year-round venue for theater, dance and musical programs. Programs expand beyond

Community Facilities

Mountain View's community facilities draw residents together for social, recreational, educational and enrichment purposes. Major community facilities include the Library, Mountain View Center for Performing Arts, Senior Center, Child Care Center, Community Center, two swimming pools and a tennis complex. These facilities are in the Downtown Civic Center area and

the Center itself with performances in nearby parks. The City also actively supports visual arts through programs that include requiring public art in new public projects.

Trees, Gardens and Landscaping

Trees, gardens and landscaping provide aesthetic, environmental and health benefits. Trees produce oxygen, improve air quality, remove greenhouse gases from the atmosphere and provide shade and cooling. Trees and landscaped areas also help reduce stormwater runoff and supply habitat for birds, insects and animals. Fruit trees and vegetable gardens reflect Mountain View's agricultural past and can offer healthy local food as well as a source of physical activity for gardeners.

The City maintains a comprehensive inventory of street and park trees and manages their maintenance, replacement and expansion. Mountain View's Heritage Tree Ordinance ensures that trees are protected or replaced when removal is unavoidable. The City also sponsors two community gardens—the Senior Garden and the Willowgate Community Garden. Use of drought-tolerant and salt-tolerant plants, many of which are natives, minimizes the amount of water needed for public and private landscaping in Mountain View.



Looking Forward

Following are some distinct opportunities and challenges the City of Mountain View is likely to face over the life of the General Plan, and key strategies for addressing them. These strategies should be top priorities to advance the Parks, Open Space and Community Facilities Element goals and policies which are described in the next section, and to inform decision making over the life of the General Plan.

More park space with population growth. As more housing is built, the City needs to add park acreage within residential areas to serve the increased population. The General Plan includes policies for expanding parks and open space, purchasing additional private land for parks, and using easements, leases, cooperative agreements and grants from other agencies to increase park acreage.

A balanced distribution of parks. As a long-term goal, the City aims to provide an equitable distribution of parks and recreational opportunities within comfortable walking distance of homes. The General Plan supports POSP recommendations to provide a new community park and additional neighborhood and mini parks in several underserved areas.

Removal of barriers to bike and pedestrian access. In addition to a balanced distribution of parks throughout the city, the General Plan includes policies for better bicycle and pedestrian access to parks, especially across barriers such as busy streets. Access across Highway 101 to the Bay and Shoreline Park is a particular challenge, addressed in part by building the Permanente Creek Bicycle/Pedestrian Overcrossing over Highway 101.

Continued collaboration with school districts. The City is working toward a system of parks that equitably spans residential neighborhoods. In the meantime, existing resources owned by school districts provide excellent potential to fill residents' needs for convenient access to parks and community facilities. A key General Plan strategy involves continued collaboration with the Mountain View Whisman School District and the Mountain View-Los Altos Union High School District to explore mutual interests and joint-use agreements that could help meet City park and open space needs.

Expansion of the trail network. Continued expansion of the City's trail system is a top priority, including completion of several trails and links through entry points, pathways and bridges.

Healthy and sustainable landscaping. Mountain View values healthy and sustainable landscaping. The General Plan continues this emphasis on maintaining and improving trees, plants and landscaping throughout the city. This includes caring for street trees, protecting heritage trees, improving and planting new public landscaping and community gardens and requiring private landscaping improvements with new development.

Goals and Policies

Parks, open space and community facilities (POS) goals are broad statements describing the City's future direction. Policies are more specific direction for achieving each goal. Actions for putting these goals and policies into effect are detailed separately in the General Plan's Action Plan.

Parks and Open Space

Parks and open space policies outline means of acquisition, distribution, design and protection of parks, open space and park facilities.

Goal POS-1: *An expanded and enhanced park and open space system.*

Policies

POS 1.1: Additional parkland. Expand park and open space resources to meet current City standards for open space acreage and population in each neighborhood.

POS 1.2: Recreation facilities in new residential developments. Require new development to provide park and recreation facilities.

Goal POS-2: *Parks and public facilities equitably distributed throughout the community and accessible to residents and employees.*

POS 2.1: Distribution of parks. Give priority for park acquisition to the Planning Areas identified in the Parks and Open Space Plan.

POS 2.2: Connectivity and transit access. Improve connectivity and transit accessibility to parks.

POS 2.3: Pedestrian and bicycle access. Improve pedestrian and bicycle access to parks, and create new connections to parks to minimize pedestrian and bicycle travel distances.

POS 2.4: Access to Bay and natural areas. Promote safe access to San Francisco Bay, creeks, scenic features and other natural resources in the city and surrounding region.

POS 2.5: Schools. Pursue strategies for preserving its park and open space areas if a school site is declared surplus by the school district.

POS 2.6: Diverse park amenities. Design parks to address a range of activities for diverse populations.

Goal POS-3: *Open space areas with natural characteristics that are protected and sustained.*

Policy

POS 3.1: Preservation of natural areas. Preserve natural areas, creeks and Shoreline at Mountain View Regional Park primarily for low-intensity uses. In special circumstances more active uses may be permitted if the overall natural character of the larger area is retained.

Goal POS-4: *Parks and public facilities that are well designed and integrated with the surrounding neighborhood.*

Policies

POS 4.1: Community involvement. Involve and empower the community in planning and carrying out open space programs.

POS 4.2: Park design. Implement high-quality park amenities and design.

Goal POS-5: *Cooperation between the City and local school districts to meet shared open space, recreation and education needs.*

Policies

POS 5.1: Cooperation with school districts. Continue cooperative arrangements with school districts to use open space and facilities at schools for public parks, playgrounds and recreation programs and establish new arrangements.

POS 5.2: Schools and open space. Collaborate with the school district on new school development and intensification to accommodate population growth while preserving and protecting public parks and playgrounds.

POS 5.3: School facilities. Ensure school facilities are constructed to serve community needs to the extent allowed by state law.

POS 5.4: School facility needs. Collaborate with local school districts on their facility needs and provide information on development and growth trends.

Trails

Trails policies encourage recreation, improve health and reduce greenhouse gas emissions by providing active transportation links to neighborhoods, parks, transit and other destinations throughout Mountain View.

Goal POS-6: *An integrated system of multi-use trails connecting to key local and regional destinations and amenities.*

Policies

POS 6.1: Citywide network of pathways. Develop a citywide network of pedestrian and bicycle pathways to connect neighborhoods, employment centers, open space resources and major destinations within the city.

POS 6.2: At-grade crossings. Minimize at-grade crossings of major roads when building new trails.

Programs and Services

Policies for programs and services promote an exceptional quality of life for diverse residents through classes, cultural events, venues for social gatherings, sports leagues, the Library, special events, child care and other programs and services.

Goal POS-7: *A broad range of recreational and cultural programs and services that meet diverse community needs.*

Policies

POS 7.1: Diverse needs. Ensure that programs and services meet the diverse needs in the community for users such as seniors, youth, non-English speaking groups and special-needs groups.

POS 7.2: Programming partnerships. Strengthen partnerships and outreach with the nonprofit, public and private sectors to enhance recreational and educational programming.

POS 7.3: Balanced individual and organized sports use. Balance programming for individual users and organized sports uses.

POS 7.4: Culture and history. Use parks and recreation facilities to improve awareness and understanding of Mountain View's culture, links to its past and relationships with Sister Cities.

POS 7.5: Library services. Provide high-quality library services and resources that address community needs and goals.

POS 7.6: Volunteerism. Enhance city volunteerism and education programs.

Goal POS-8: *Safe, high-quality and affordable child-care services and facilities for residents and workers.*

Policy

POS 8.1: Child care. Facilitate and encourage new child-care facilities and operators in the city.

Community Facilities

Community facilities policies focus on community centers, fire stations, City offices and other facilities. Facilities should be welcoming to all residents, serve as important community amenities, protect public safety and meet high standards for sustainability.

Goal POS-9: *High-quality, accessible, flexible, well-maintained and environmentally sustainable public facilities.*

Policies

POS 9.1: Sustainable design. Promote sustainable building materials, energy-efficient and water-efficient designs, permeable paving and other low-impact features in new public buildings.

POS 9.2: Changing needs. Design new facilities with the flexibility to accommodate changing community needs.

POS 9.3: Maintenance. Provide adequate maintenance and upgrades for all City facilities.

POS 9.4: Americans with Disability Act accessibility. Implement accessibility improvements at public facilities as required by the Americans with Disabilities Act and the Uniform Building Code.

Arts

Arts policies are intended to contribute to residents' lifelong education and enjoyment by supporting performing arts programming, particularly centered around the Mountain View Center for the Performing Arts. They are also intended to continue a vibrant public art program.

Goal POS-10: *A thriving performing arts community through programming, services and facilities.*

Policy

POS 10.1: Performing arts space. Ensure that performers and artists have a variety of performance spaces and venues.

Goal POS-11: *A commitment to the visual arts that contributes to a lasting cultural legacy for the community.*

Policy

POS 11.1: Diverse and accessible visual arts. Encourage visual arts that celebrate the diversity and aspirations of the city and are accessible to the entire community.

Trees, Gardens and Landscaping

Policies for trees, gardens and landscaping are intended to beautify the city, to increase residents' access to nature, to promote environmental sustainability through comprehensive tree and landscaping programs, and to promote physical activity, health and environmental sustainability through community gardening and edible landscaping.

Goal POS-12: *Goal POS-12: A healthy urban forest and sustainable landscaping throughout the city.*

Policies

POS 12.1: Heritage trees. Protect trees as an ecological and biological resource.

POS 12.2: Urban tree canopy. Increase tree canopy coverage to expand shaded areas, enhance aesthetics and help reduce greenhouse gases.

POS 12.3: Planter strip. Require tree planter strips to be wide enough to support healthy trees and well-maintained public infrastructure.

POS 12.4: Drought-tolerant landscaping. Increase water-efficient, drought-tolerant and native landscaping where appropriate on public and private property.

POS 12.5: Salt-tolerant vegetation. Promote the use of salt-tolerant vegetation that can use recycled water.

Goal POS-13: *Edible landscaping that provides food for people, foraging opportunities for wildlife and community gardens for the health and enjoyment of the community.*

Policies

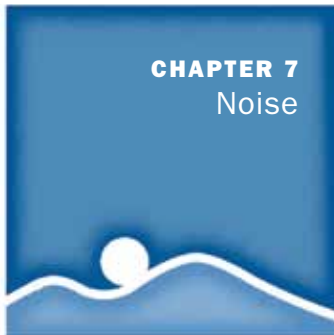
POS 13.1: Community gardens. Encourage urban agriculture and community gardens.

POS 13.2: Gardens at schools. Collaborate with school districts to create edible gardens and landscaping on school property.

POS 13.3: Edible landscaping. Encourage edible landscaping plans for public and private developments.

CHAPTER 7

Noise



Protecting the community from excessive or harmful noise is an important part of sustaining a high quality of life. The purpose of this Noise Element is to guide policies for addressing exposure to current and projected noise sources in Mountain View. The Element covers State Government Code requirements and the State Office of Noise Control Guidelines.

The Element begins with a Context section, followed by a Land Use Compatibility section which outlines acceptable noise standards for the City's land use categories (page 162). Then, a Looking Forward section highlights opportunities, challenges and key strategies (page 165). The final section sets forth the specific goal and policies (page 166) for each topic area.

Context

To help guide decisions on land use, this Element outlines policies to decrease noise and reduce its effects. Noise contour maps in this section show areas of the city exposed to freeway, railway and other major noise sources. By highlighting these areas and establishing noise and land use compatibility standards, the City can reduce conflicts between noise and land use and lessen noise sources that reduce the quality of life.

The Context section is organized according to these topics:

- Noise Terms and Definitions (page 158)
- Existing Noise Conditions (page 159)
- City Noise Ordinances (page 162)

Noise Terms and Definitions

This section includes some background technical terms and definitions describing noise and how it is perceived and measured. Additional technical information is in the General Plan Environmental Impact Report (EIR).

Ambient Noise Level – The all-encompassing noise associated with a given environment at a specified time, usually a composite of nearby and far-away sound from many sources coming from many directions.

Decibel (dB) – A decibel is a unit of measurement that indicates the relative amplitude of a sound. The 0 point on the dB scale is the lowest sound level

that the healthy, unimpaired human ear can detect. People can hear changes of 3dB or more; changes of less than 3dB can only be perceived in a laboratory. Sound levels in decibels are calculated logarithmically. Each 10 decibel increase sounds like the noise has approximately doubled.

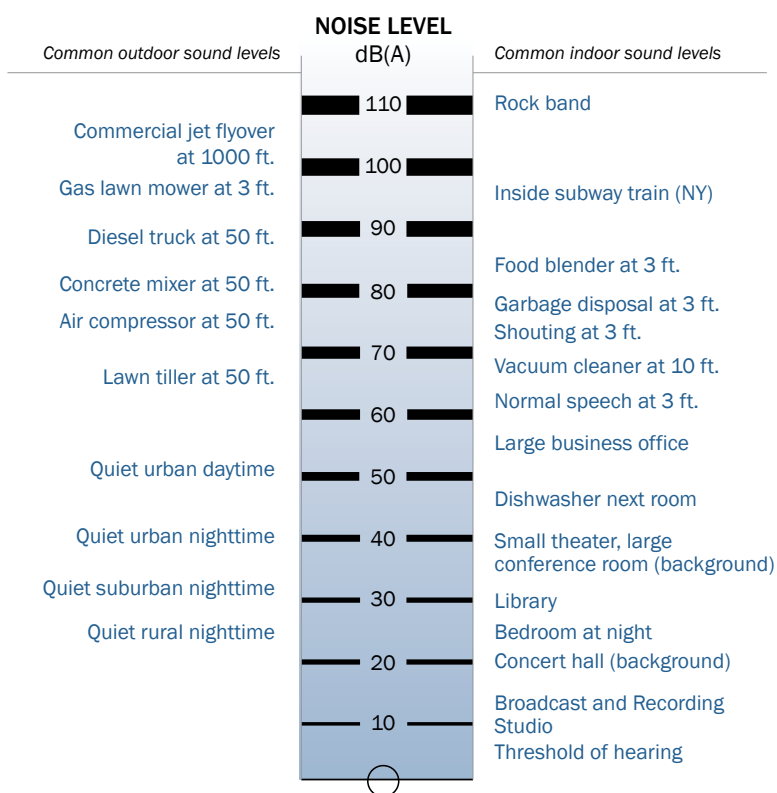
A-Weighted Sound Level (dBA) – The human ear is not equally sensitive to all sound frequencies, so there is a special frequency-dependent decibel rating scale to relate noise to human sensitivity. It is a process called “A-weighting,” expressed as “dBA.” An A-weighted decibel scale approximates the range of human sensitivity to sounds of different frequencies. All sound levels discussed in this Element are A-weighted, unless reported otherwise (Figure 7.1).

Equivalent Sound Level (Leq) – Leq represents an average of the sound energy over a specified period. It is useful because sound levels can vary substantially in a short time.

Day-Night Level (Ldn) – Ldn is the energy average of A-weighted sound levels occurring over an entire day, with a 10 dB penalty added to A-weighted sound levels occurring during nighttime hours between 10 p.m. and 7 a.m.

Community Noise Equivalent Level (CNEL) – The 24-hour A-weighted average sound level from midnight to midnight, obtained after adding 5 dBA to sound levels occurring during the evening from 7 p.m. to 10 p.m. and after adding 10 dBA to sound levels at night between 10 p.m. and 7 a.m.

Figure 7.1: Typical A-Weighted Sound Levels



Source: Compiled by LSA Associates, Inc., 2009

Existing Noise Conditions

The existing noise environment in Mountain View was documented through short-term and long-term, or 24-hour, noise measurements of noise-sensitive locations throughout the city with nearby stationary noise sources. Complete noise-monitoring locations and results are documented in the General Plan Current Conditions Report, August 2009 (Chapter 12, Section 12.8 Noise).

The noise-monitoring results show that existing noise levels throughout the city ranged from 51.2 to 72.1 dBA Leq. The calculated Ldn at the long-term 24-hour noise monitoring location is 65 dBA Ldn. This range of noise level is typical of an urbanized setting that is not located near busy streets. In addition to roadway traffic, aircraft flights, landscaping maintenance equipment, construction, loading and unloading, commercial activities and everyday neighborhood activities contribute to the ambient noise environment.

Transportation Noise Sources

Primary transportation noise sources include major roadways, railways and airports, all major noise contributors in Mountain View.

Vehicle Noise

Motor vehicles and their distinctive sounds are a dominant noise source in Mountain View. The amount of noise varies according to many factors such as traffic volume, the percentage of cars and trucks, average traffic speed and the distance from a noise source. Major contributing roadway noise sources in Mountain View include Highway 101, Highway 237, Highway 85, Central Expressway, El Camino Real and other arterial and collector roadways throughout the city.

Rail Noise

Mountain View has two Caltrain stations, one at San Antonio and the other Downtown. There are four Valley Transportation Authority (VTA) light rail stations. They are Middlefield, Whisman, Evelyn and Downtown Mountain View. The NASA/Bayshore station is next to city limits. The Caltrain and VTA light rail operate daily service on separate tracks, sharing the rail corridor along Central Expressway between Whisman Road and Downtown.

The Caltrain rail line passes through the city along the south side of Central Expressway and is the dominant noise source along this corridor. The nearest land uses to this corridor include residential and commercial uses south of the rail line. On weekdays, the Caltrain line includes many commuter trains traveling north and south.

Trains and their track noise, engines and horns are intermittent. Buildings are close to the tracks with no sound walls. All of this influences the overall effect of train noise. Light rail service is not as noisy because its trains are electric and travel more slowly.

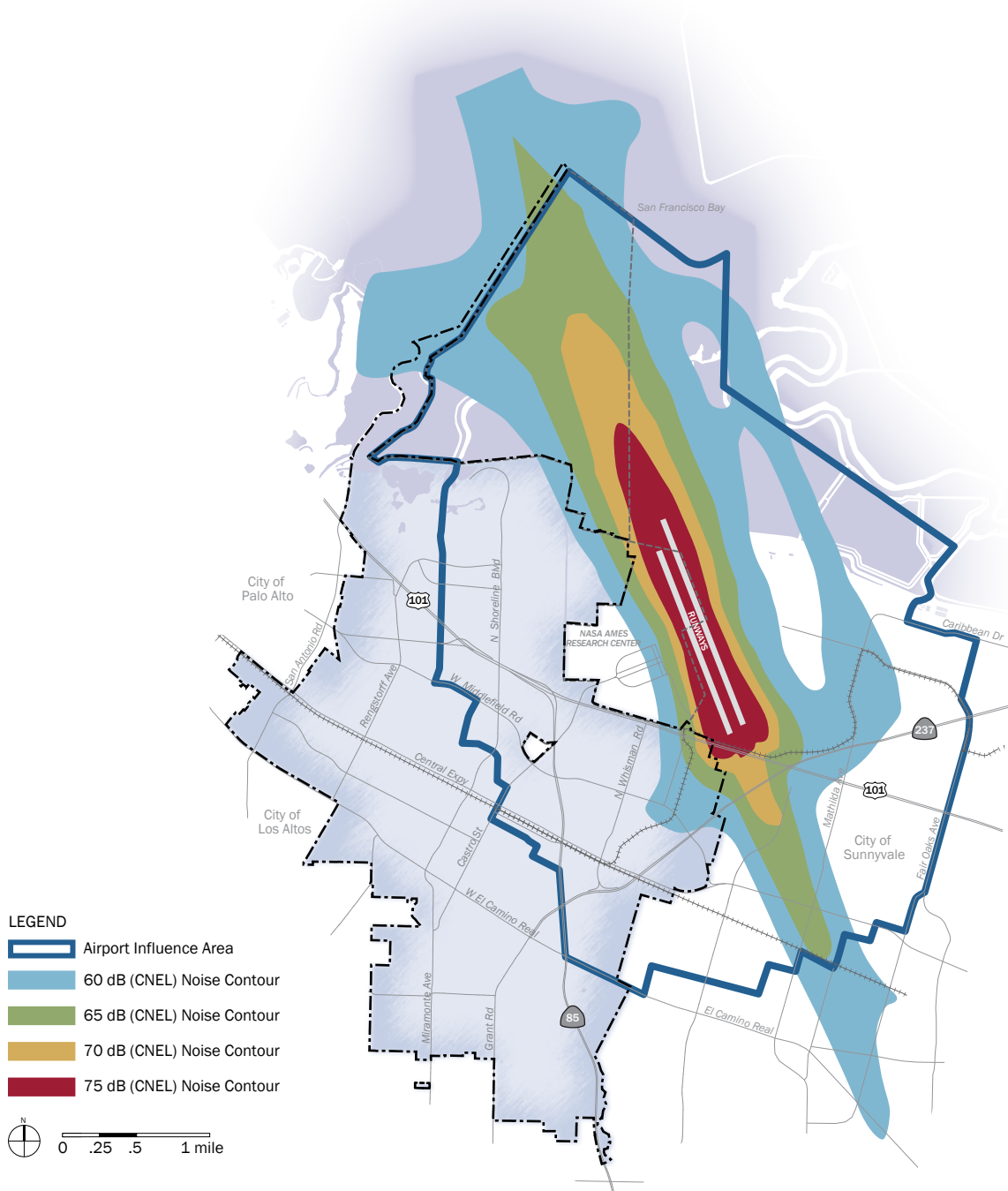
Mountain View used guidelines in the FTA publication "Transit Noise and Vibration Impact Assessment" to calculate noise levels from trains along the Caltrain rail line. The calculation assumes that trains have one diesel locomotive and about four cars traveling at up to 70 miles per hour. Without warning horns, the noise level at 50 feet from the center of the rail line is approximately 85 dBA Ldn. This level goes up to about 86 dBA when trains sound their warning horns before passing street-level railroad crossings.

High-Speed Rail

As of 2011, preliminary plans show high-speed trains operating through Mountain View on or near the Caltrain right-of-way. New trains could eliminate some current sources of noise because two street-level crossings would need to be removed to accommodate high-speed trains. This would reduce the noise from current train horns.

The high-speed trains also would likely use electric cars, which would eliminate the low-frequency sounds from diesel locomotives. However, aerodynamic effects may make high-speed trains noisier than conventional trains. Ground vibration caused by high-speed trains is expected to be similar to vibration from conventional trains with steel wheels on steel rails.

Figure 7.2: Aircraft Noise Contours, 2022, and Airport Influence Area



Map is for planning purposes only. See the Comprehensive Land Use Plan for Moffett Federal Airfield (Santa Clara County) for more information.

Source: Santa Clara County Planning Office, Airport Land Use Commission

Airport Noise

Aircraft flights over Mountain View contribute to local ambient noise levels and affect which land uses are appropriate in different areas. Airports near Mountain View include Moffett Federal Airfield, Palo Alto Airport, San Jose International Airport and San Francisco International Airport.

Moffett Federal Airfield is immediately northeast of Mountain View. Parts of the city are within its 60 dBA CNEL noise contour, including open space, business parks and industrial land, all of which are compatible uses for airport noise levels. Santa Clara County's Comprehensive Land Use Plan (CLUP) has detailed background information, policy guidance, and a noise contour map for Moffett Federal Airfield (Figure 7.2). The CLUP also includes noise restrictions and land use compatibility standards for surrounding cities, including Mountain View.

Mountain View does not have much airport noise. The city is outside the 55 dBA CNEL noise contour of the Palo Alto Airport, the San Jose International Airport and the San Francisco International Airport. These last two occasionally produce aircraft noise, but not a significant amount.

Stationary Noise Sources

Construction, cooling and heating systems, parking lots and special events are among the stationary noise sources in Mountain View.

Construction Noise

Construction noise includes demolition, excavation, delivery of materials, grading and building construction on a project site or staging area. Construction noise is typically louder than background noise, but short-term noise

stops when construction is finished. All construction activity is required to comply with the City's noise ordinance standards.

Section 8.23 of the City Code restricts the hours of operation for noise-producing construction equipment. The operation of pile drivers, steam shovels and pneumatic hammers used in construction, demolition or other repair work is restricted to the hours of 7 a.m. to 6 p.m. Monday through Friday. No noise-producing construction activity is permitted on Saturday, Sunday or holidays without written approval from the City. If the hours of construction activity change, then the general contractor, applicant, developer or owner is required to erect a sign at a prominent location on the construction site to let subcontractors and material suppliers know of the working hours.

Other Stationary Noise

Mechanical systems for heating, ventilation and air conditioning; delivery trucks idling and loading and unloading; and recreation activities and parking lot operations produce stationary noise. Service and delivery truck activities are the loudest. Loading and unloading delivery trucks can produce maximum noise levels from 75 dBA to 85 dBA Ldn at 50 feet. Typical parking lot activities generate approximately 60 dBA to 70 dBA Ldn at 50 feet.

Stationary noise sources also include business or industrial operations such as storage facilities and lumber yards. General business activity and noise from special events or festivals are also stationary sources. Seasonal concerts at Shoreline Amphitheatre produce noise in the surrounding area, including neighboring Palo Alto. As a result, the Amphitheatre has an agreement

with the City of Palo Alto to identify measures to reduce noise levels when necessary.

City Noise Ordinances

The City's codes address noise issues and protect the community from exposure to excessive noise from sources such as construction activity, animals, amplified sound and stationary equipment. These codes specify how noise is measured and regulated. The City's Zoning Ordinance also includes noise regulations and standards for uses such as drive-in and drive-through sales, commercial and industrial land uses and sensitive uses such as child-care centers. Noise is also regulated through project conditions of approval. The Mountain View Police Department and the City Attorney's office enforce noise violations.

Land Use Compatibility

The State of California identifies homes, hotels, schools and hospitals as particularly sensitive to noise. Housing is highly sensitive because noise can interfere with residents' rest and relaxation. Acceptable noise levels can also vary among different residential land uses. In general, single-family neighbor-

hoods are considered to be the most sensitive to noise. Cities may identify other uses as noise sensitive, such as parks, libraries and child-care centers. Other land uses such as commercial, industrial and office uses are generally not as sensitive to noise as housing. These uses can generate significant noise themselves, and some have lower human occupancy. Examples of these land uses include manufacturing, utilities, parking lots and transit stations.

The City has established outdoor noise environment guidelines for different land use categories (Table 7.1). These guidelines are based on sound levels that do not interfere with people's activities or threaten their well-being. The four categories are: normally acceptable, conditionally acceptable, normally unacceptable and clearly unacceptable.

The City has projected the future noise impacts from roadway, rail, airport and other sources in the community to 2030 (Figure 7.3). These projections can be used to support design considerations in new land use projects and to inform decisions on land use changes. For example, projections identify locations where new residential might be "normally unacceptable" under future conditions.

Using the Outdoor Noise Environment Guidelines (Table 7.1, next page)

- This chart provides general guidance for siting new land uses, given future noise environments.
- If a site's noise environment is in the "normally acceptable" range, conventional construction should be adequate to achieve interior noise levels compatible with activities characteristic of the land use. Figure 7.3 provides guidance for the approximate location of "normally acceptable" noise environments in 2030.
- The Noise Policies contain specific standards for noise levels in residential developments. These policies ensure that noise levels for housing are limited, both indoors and in outdoor active-use areas.

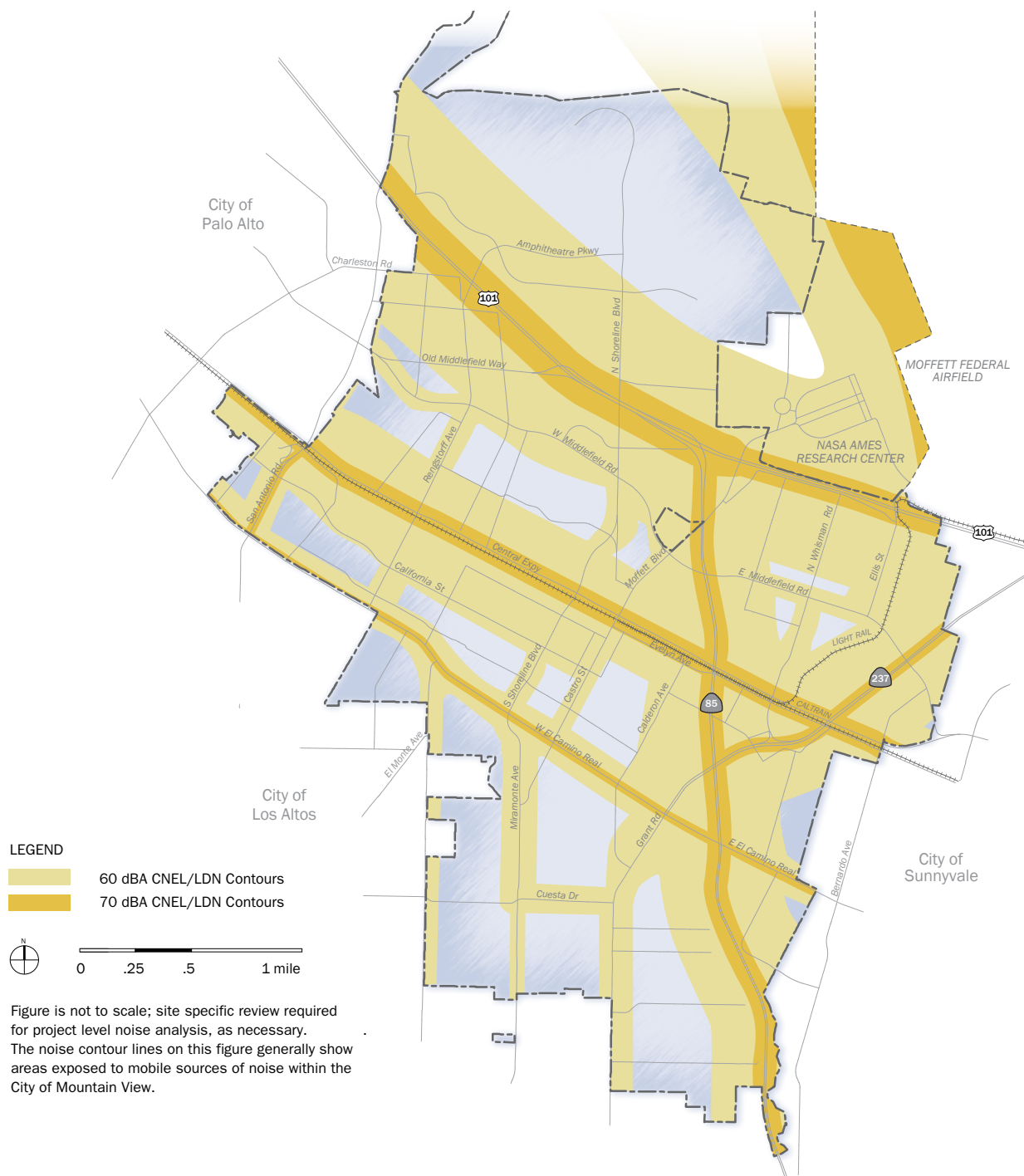
Table 7.1 Outdoor Noise Environment Guidelines

Land Use Category	Community Noise Exposure in Decibels (CNEL) Day/Night Average Noise Level in Decibels (Ldn)						
	55	60	65	70	75	80	85
Residential–Single-Family, Duplex, Mobile Homes	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Residential–Multi-Family Transient Lodging–Motels, Hotels	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Schools, Libraries, Churches, Hospitals, Nursing Homes	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Normally Unacceptable	Clearly Unacceptable
Auditoriums, Concert Halls, Amphitheaters, Sports Arenas, Outdoor Spectator Sports	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Playgrounds, Neighborhood Parks	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Normally Unacceptable	Clearly Unacceptable
Office Buildings, Business Commercial and Professional	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Normally Unacceptable
Industrial, Manufacturing, Utilities, Agriculture	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable

- NORMALLY ACCEPTABLE**
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
- CONDITIONALLY ACCEPTABLE**
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.

- NORMALLY UNACCEPTABLE**
New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
- CLEARLY UNACCEPTABLE**
New construction or development clearly should not be undertaken.

Figure 7.3: Noise Contours, 2030



Looking Forward

Following are some distinct opportunities and challenges the City of Mountain View is likely to face over the life of the General Plan, and key strategies for addressing them. These strategies should be top priorities to advance the Noise Element goal and policies described in the next section, and inform decision making over the life of the General Plan.

City noise regulating codes. The City will update as necessary and continue enforcing City Codes regulating noise to help contribute to Mountain View's high quality of life.

Land use compatibility. During planning and development decisions, the City will continue to rely on the Outdoor Noise Environment Guidelines to ensure land use compatibility (Table 7.1).

Protection of noise-sensitive uses. Noise-sensitive uses such as residential development, schools, child-care facilities and hospitals must continue to be protected from noise and vibration impacts from freeways, arterials, railroads and airport use.

NASA Ames coordination. Coordinating with NASA Ames on development plans for the NASA Ames Research Center and continuing use of the Moffett Federal Airfield are important steps in addressing and mitigating existing and potential noise sources.

California High-Speed Rail. Construction of a proposed high-speed train system in California that would link Los Angeles to the San Francisco Bay Area could create noise and vibration impacts in Mountain View. As more information on this project becomes available, it should be used accordingly when conducting noise and vibration studies and land use planning along this corridor.

Goal and Policies

The Noise (NOI) goal is a broad statement describing the City's future direction. Policies provide more specificity for achieving this goal. Actions for implementing this goal and these policies are detailed separately in the General Plan's Action Plan.

Goal NOI-1: *Noise levels that support a high quality of life in Mountain View.*

Policies

NOI 1.1: Land use compatibility. Use the Outdoor Noise Environment Guidelines as a guide for planning and development decisions (Table 7.1).

NOI 1.2: Noise-sensitive land uses. Require new development of noise-sensitive land uses to incorporate measures into the project design to reduce interior and exterior noise levels to the following acceptable levels:

- New single-family developments shall maintain a standard of 65 dBA Ldn for exterior noise in private outdoor active use areas.
- New multi-family residential developments shall maintain a standard of 65 dBA Ldn for private and community outdoor recreation use areas. Noise standards do not apply to private decks and balconies in multi-family residential developments.
- Interior noise levels shall not exceed 45 dBA Ldn in all new single-family and multi-family residential units.
- Where new single-family and multi-family residential units would be exposed to intermittent noise from major transportation sources such as train or airport operations, new construction shall achieve an interior noise level of 65 dBA through measures such as site design or special construction materials. This standard shall apply to areas exposed to four or more major transportation noise events such as passing trains or aircraft flyovers per day.

NOI 1.3: Exceeding acceptable noise thresholds. If noise levels in the area of a proposed project would exceed normally acceptable thresholds, the City shall require a detailed analysis of proposed noise reduction measures to determine whether the proposed use is compatible. As needed, noise insulation features shall be included in the design of such projects to reduce exterior noise levels to meet acceptable thresholds, or for uses with no active outdoor use areas, to ensure acceptable interior noise levels.

NOI 1.4: Site planning. Use site planning and project design strategies to achieve the noise level standards in NOI 1.1 (Land use compatibility) and in NOI 1.2 (Noise-sensitive land uses). The use of noise barriers shall be considered after all practical design-related noise measures have been integrated into the project design.

NOI 1.5: Major roadways. Reduce the noise impacts from major arterials and freeways.

NOI 1.6: Sensitive uses. Minimize noise impacts on noise-sensitive land uses, such as residential uses, schools, hospitals and child-care facilities.

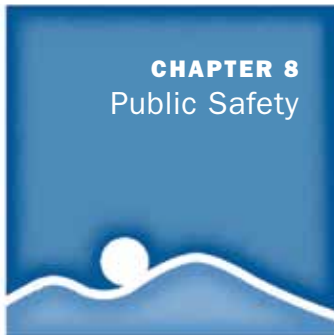
NOI 1.7: Stationary sources. Restrict noise levels from stationary sources through enforcement of the Noise Ordinance.

NOI 1.8: Moffett Federal Airfield. Support efforts to minimize noise impacts from Moffett Federal Airfield in coordination with Santa Clara County's Comprehensive Land Use Plan.

NOI 1.9: Rail. Reduce the effects of noise and vibration impacts from rail corridors.

CHAPTER 8

Public Safety



Policing and fire protection are fundamental City services. Public safety responsibilities evolve as the community's needs change. Today they place greater emphasis on crime prevention, technology, hazardous materials and planning for major disasters including earthquakes, floods and fires.

The Element begins with a Context section, followed by a Looking Forward section that highlights opportunities, challenges and key strategies (page 175). The final section outlines the specific goals and policies for each topic area (page 176).

Context

In 2011, Mountain View had about 100 police officers and 70 fire-fighters. The administrative offices of the Police Department and the Fire Department are headquartered in the Police-Fire Building on Villa Street. Response time to calls for service is one of the primary measures of how well the departments serve the community. Both departments also manage other programs to ensure Mountain View's safety and security.

The Context section is organized according to these topics:

- Police (page 172)
- Fire, Emergency Response and Hazardous Materials (page 172)
- Emergency Preparedness (page 173)

Police

The Police Department's primary mission is to maintain safety and protect the community through law enforcement, crime prevention and criminal apprehension. Mountain View practices "community-oriented policing," an approach that uses partnerships, organizational structure and problem solving to address the conditions that give rise to crime, social disorder and fear of crime. Some of the community-

policing programs are Neighborhood Watch and Business Watch groups, school resource officers, a Youth Services Unit that focuses on anti-gang activities and several volunteer programs including the Police Activities League and an Explorer post.

Mountain View is divided into four geographic beats. Although beats differ in size, the department's goal is to respond to high-priority calls in less than four minutes. Calls for police service, the majority for property crimes, are generally spread evenly throughout the city.

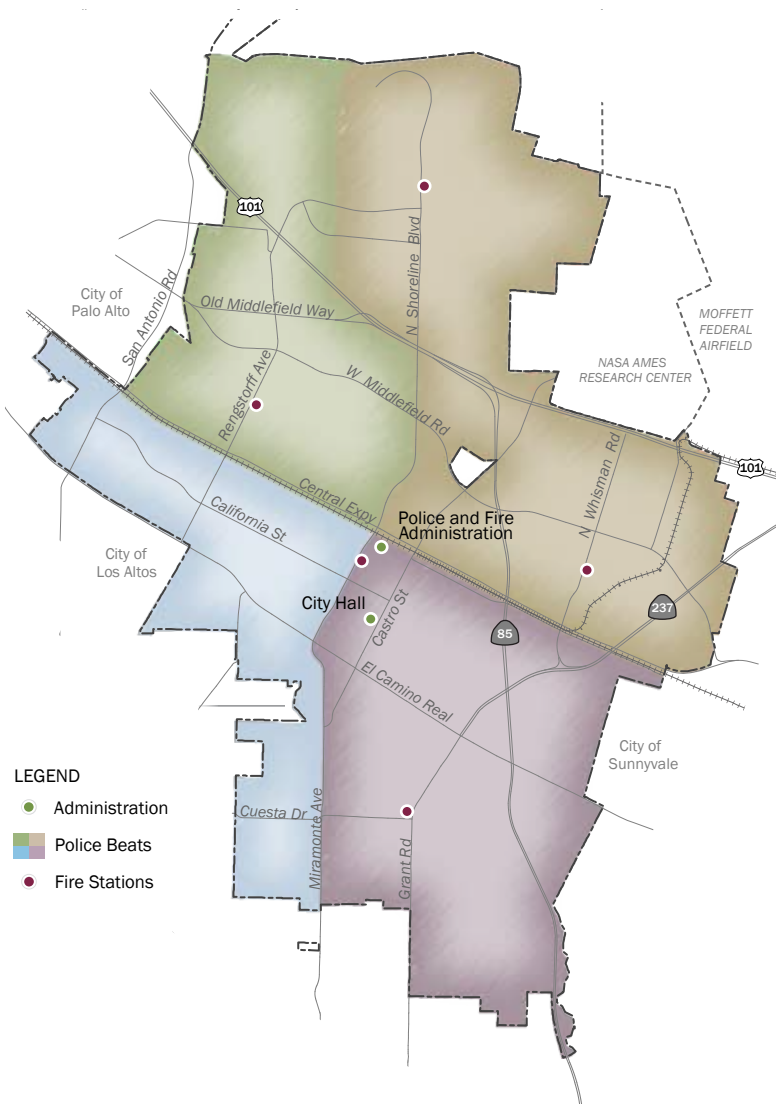
Real-time communication is an important part of policing. Mountain View participates in the Alert Santa Clara County system, which uses technologies to notify residents in emergencies. The police also use the Internet and social media to send out alerts and updates.

Fire, Emergency Response and Hazardous Materials

The Fire Department provides fire protection and emergency medical services. Firefighters are assigned to five stations strategically located throughout Mountain View (Figure 8.1). About 65% of the department's approximately 5,000 annual emergency calls are for medical service, and about 20 of the firefighters are paramedics. The department regularly achieves its goal of responding to each emergency call within six minutes.

The department reviews all new development plans, including building design and access for emergency vehicles, to

Figure 8.1: Public Safety Facilities



ensure they meet fire and safety codes. It also inspects industrial and commercial businesses for compliance with fire codes, with special attention to day care centers, convalescent and elderly care facilities and other places where people assemble such as restaurants, churches and clubs.

Since the 1970s, the department has had an increasingly important role in protecting residents from environmental hazards. It enforces local hazardous-materials storage codes, state regulations on underground chemical storage tanks and industrial waste discharge and federal and state regulations on the control of industrial waste and storm runoff. Firefighters respond first if hazardous or toxic gases or liquids are released accidentally.

As part of its annual permit process, the department inspects more than 300 businesses that use or store hazardous materials, requiring them to submit information about their use and storage. It also monitors businesses that generate harmful oils, greases and heavy metals to ensure that these by-products are removed or treated before wastewater is discharged into the sanitary sewer. Wastewater flows to the Palo Alto Regional Water Quality Control Plant and, after treatment, into San Francisco Bay.

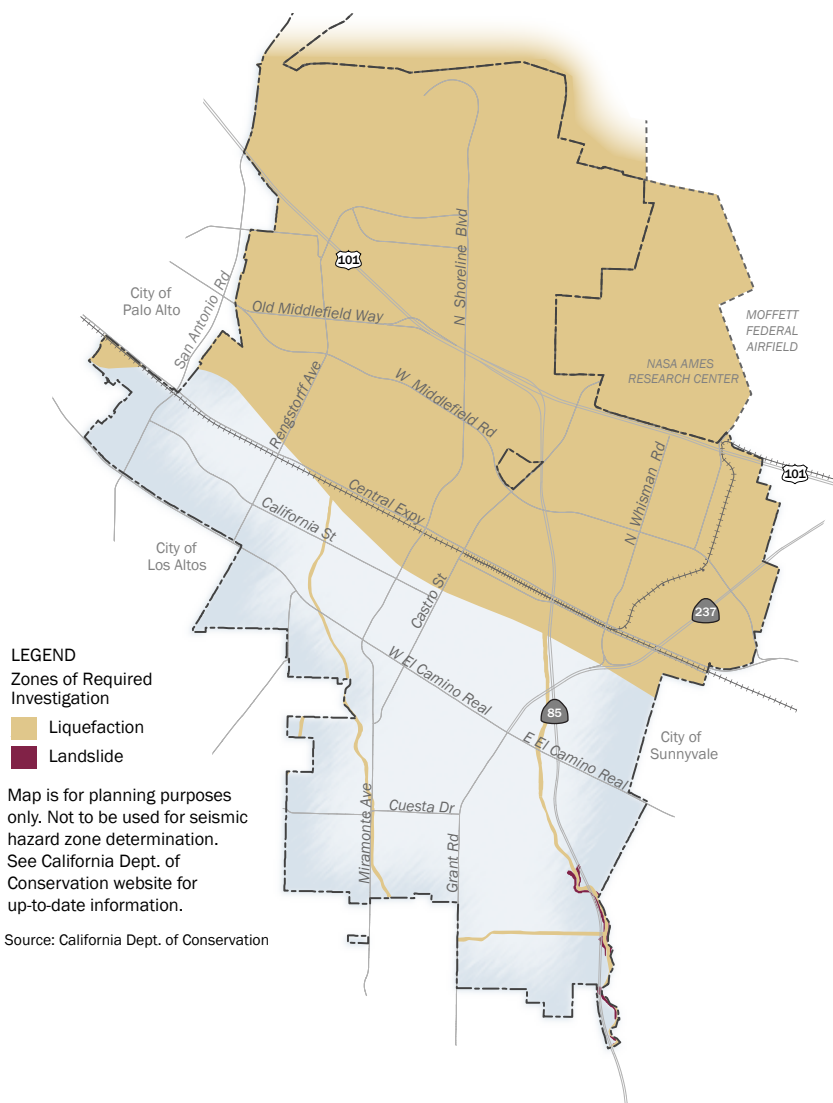
Emergency Preparedness

A large-scale emergency or disaster can seriously diminish or disrupt the City's ability to provide services and ensure public safety. Emergen-

cies could be a natural disaster such as earthquakes or flooding, technological disruption or a national security incident. Emergency preparedness means the activities undertaken before an emergency occurs so there is an effective and well-managed response.

Earthquakes are a significant disaster risk in the Bay Area. There are many ways to prepare for an earthquake to minimize its damage. The California

Figure 8.2: Seismic Hazard Zones



Geological Survey maps areas of liquefaction and landslide risk (Figure 8.2). These are areas where some new developments may need special mitigations to protect people in cases of permanent ground displacement. The California Building Code has requirements for construction that reduce the risks of buildings falling down in an earthquake.

Mountain View has an Office of Emergency Services and an Emergency Response Plan. The Emergency Plan clearly delineates lines of authority and includes standardized processes, protocols and procedures that emergency responders at every level of government will use in a disaster. Officials will coordinate and manage the City's emergency responses at the Emergency Operations Center in the Police-Fire Administration building. During a disaster, especially one affecting neighboring cities, the police and fire departments will be able to respond only to high-priority incidents that endanger lives. To maximize emergency preparedness resources, all City employees are required to stay at work or return to work, if possible, to carry out the City's Emergency Response Plan.

Residents should also prepare their own response plans. The Community Emergency Response Team (CERT) program is the primary preparedness program for residents. This program trains residents in basic disaster response skills such as fire safety, light search and rescue, team organization and disaster medical operations. Using their classroom and exercise training,



CERT members can assist others in their neighborhood or workplace after a disaster when firefighters and police officers are not immediately available to help. Neighborhood associations actively recruit new CERT members, conduct exercises and, in some instances, buy emergency supplies. The Office of Emergency Services also works with businesses and schools to ensure they conduct evacuation drills and have emergency plans and proper training.

The most effective disaster planning strives to eliminate or reduce the potential for hazards before a disaster occurs. As of 2012, Mountain View, along with 100 other cities and counties in the Bay Area, is preparing a multi-jurisdictional Hazard Mitigation Plan to address regional natural disasters such as earthquakes, flooding and sea-level rise.

Looking Forward

Following are some distinct opportunities and challenges the City of Mountain View is likely to face over the life of the General Plan, and key strategies for addressing them. These strategies should be top priorities to advance the Public Safety Element goals and policies described in the next section and inform decision making over the life of the General Plan.

Shared service agreements. Mountain View has several shared service agreements with neighboring cities regarding mutual aid and sharing Special Weapons and Tactics (SWAT) team resources.

As cities experience budget difficulties, more focus will be given to sharing public safety functions and resources including dispatch services, centralized records management, evidence storage, equipment, emergency planning, arson investigation and fire prevention. A sub-regional approach to public safety may provide a more efficient and effective way of delivering services to Mountain View residents.

Technology and training. As the public uses more advanced technologies, the Police Department must continue to keep pace with the latest in law enforcement and communications technology and training. This means working closely with neighboring cities through mutual aid and shared information as well as undergoing training to respond to cyber crime.

Calls for medical service. Almost two-thirds of calls to the Fire Department are for medical emergencies, not fires. Emergency medical training and access to special medical equipment are high priorities for first responders.

Hazardous materials and neighboring uses. Some businesses in Mountain View use hazardous materials or produce them as by-products. It is important to maintain detailed information about these materials and processes to ensure neighboring uses such as housing, schools and child-care centers are protected from accidental release of hazardous materials.

Goals and Policies

Public Safety (PSA) goals are broad statements describing the City's future direction. Policies provide more specific direction to achieve each goal. Actions for putting these goals and policies into effect are detailed separately in the General Plan's Action Plan.

Police and Fire Service

Police and fire service policies strive for a high level of service to the community.

Goal PSA-1: A high level of community safety with police, fire and emergency response services that meet or exceed industry-accepted service standards.

Policies

PSA 1.1: Adequate staffing. Maintain adequate police and fire staffing, performance levels and facilities to serve the needs of the community.

PSA 1.2: Design for safety. Support and promote crime prevention and fire safety strategies in the design of new developments.

Police and Community Safety

Police and community safety policies aim to reduce crime and improve the safety of the community.

Goal PSA-2: A total commitment to reducing criminal activity and instilling a feeling of safety and security in the community.

Policies

PSA 2.1: Community policing. Provide superior community-oriented police services.

PSA 2.2: Sense of safety. Ensure a sense of safety throughout the community.

PSA 2.3: Service and effectiveness. Explore ways to improve service delivery and police effectiveness.

PSA 2.4: Youth interaction. Expand opportunities for positive police and youth interaction.

PSA 2.5: Regional partnerships. Participate in regional partnerships to reduce crime and respond to emergencies.

PSA 2.6: Victims and special needs. Provide support to crime victims and people with special needs.

PSA 2.7: Police service levels and facilities. Ensure Mountain View Police Department service levels and facilities meet demands from new growth and development.

Fire and Hazardous Materials

Fire and hazardous materials policies protect the community from fire and environmental hazards.

Goal PSA-3: *A community protected from fire, hazardous materials and environmental contamination.*

Policies

PSA 3.1: Minimized losses. Minimize property damage, injuries and loss of life from fire.

PSA 3.2: Protection from hazardous materials. Prevent injuries and environmental contamination due to the uncontrolled release of hazardous materials through prevention and enforcement of fire and life safety codes.

PSA 3.3: Development review. Carry out development review procedures that encourage effective identification and remediation of contamination and protection of public and environmental health and safety.

PSA 3.4: Oversight agencies. Work with local, state and federal oversight agencies to encourage remediation of contamination and protection of public and environmental health and safety.

PSA 3.5: Peak water supply. Ensure sufficient peak-load water supply to address fire and emergency response needs when approving new development.

Emergency Preparedness

Emergency preparedness policies focus on planning and education to prepare the community for disasters and emergencies.

Goal PSA-4: *A well-prepared community that has developed plans to minimize risks from environmental and human-induced disasters.*

Policies

PSA 4.1: Emergency response plan. Maintain and update the City's emergency response plans.

PSA 4.2: Natural disasters. Minimize impacts of natural disasters.

Goal PSA-5: *The protection of life and property from seismic hazards.*

Policies

PSA 5.1: New development. Ensure new development addresses seismically induced geologic hazards.

PSA 5.2: Alquist-Priolo zones. Development shall comply with the Alquist-Priolo Earthquake Fault Zoning Act.

PSA 5.3: Technology. Use effective technologies to inform the community about potential hazards and emergency response.

PSA 5.4: Utility design. Ensure new underground utilities, particularly water and natural gas lines, are designed to meet current seismic standards.

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