East Whisman Precise Plan Community Workshop #1 Summary

German International School of Silicon Valley
310 Easy Street, Mountain View, California
July 16, 2016, 9:00AM-12:00PM

On Saturday, July 16, 2016, the City of Mountain View hosted a workshop to engage with community members about the East Whisman Precise Plan. The workshop was held at the German International School and took place from 9am until 12pm. The event was attended by approximately 60 community members and interested parties.

The workshop commenced with an opening statement by Mountain View Mayor Pat Showalter. Mayor Showalter discussed the importance of the City's General Plan, key elements of the Precise Plan, and the importance of community participation and collaboration in the process. Following Mayor Showalter, Lindsay Hagan, Project Planner for the City of Mountain View, provided a more detailed overview of the Precise Plan project, describing what a Precise Plan is and its relationship to the City's General Plan, discussing City Council direction on studying the addition of housing in the area, and outlining the planning process. After Ms. Hagan, Eric Yurkovich of Raimi + Associates, project consultant, provided a brief overview of existing conditions in the plan area and explained the interactive workshop exercises. Copies of the presentation of the workshop are available on the project website: http://www.mountainview.gov/eastwhisman. A video of the workshop is available on the KMTV Youtube Channel: https://youtu.be/UYTdYJhwSlM.

The workshop included three exercises:

1. **Visioning activity.** Workshop participants were divided into small groups of six to eight community members and asked a series of discussion questions regarding their vision of East Whisman. Each table included a facilitator who asked the following questions to the group:
    a. What is your vision for the East Whisman Precise Plan area?
    b. In the future, will East Whisman look the same or will it be different? What will be the same and what will be different?
    c. What do you think is missing from East Whisman?
2. **Visual preference survey.** In the large group, all participants were shown a PowerPoint presentation of fourteen slides with varied images of land uses (e.g. offices, housing, mixed-use development, retail, or parks), buildings, and pedestrian/bicycle improvements. Using a key pad polling system, participants were asked to vote in "real-time" on which image they liked the most and aligned with their vision of East Whisman, in order to assess the group's overall preferences on scale, height, character, architecture style, and other aesthetic elements of potential development in East Whisman.

3. **Individual mapping exercise.** Returning to the same small groups, participants were each given a map of the plan area and stickers representing different land uses to place where they preferred office, housing, retail, parks/open space, and community facilities in East Whisman. Additionally, participants marked where they desired ground-floor retail and new bicycle/pedestrian connections in the plan area. Each table also identified and discussed transition areas between the East Whisman Precise Plan area and surrounding neighborhoods and between different land uses within the plan area.

In addition to the workshop, the City of Mountain View hosted an online survey from August 2, 2016 to August 12, 2016 to gather additional input. Similar questions from the workshop were asked in the online survey in twenty-four questions. A total of thirty-one participants completed the survey and a summary of the results are provided as an appendix to this report.

Exercise #1: Visioning Discussion Summary

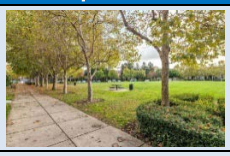
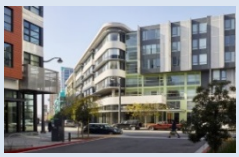
In the first exercise, participants were separated into eight small groups to discuss visioning questions over the course of a half hour. Each table included a facilitator, whose role was to manage the small group discussion and to ensure that everyone had a chance to speak and share their ideas. Each group appointed a reporter to record ideas from group members, and to capture the three top ideas from the group. The following questions and results were summarized in the report-back worksheets filled out by each group reporter (see Appendix for copies of the report-back sheets):

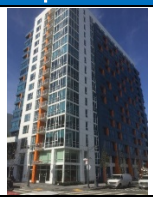
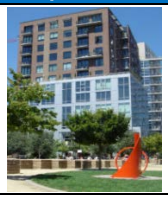
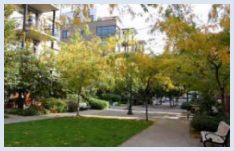
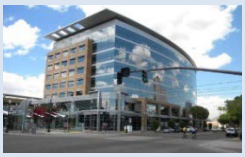
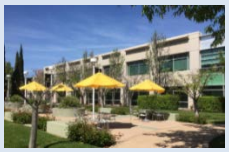
What is your vision for the East Whisman Precise Plan area?

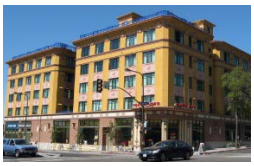
- **Housing.** Additional housing in East Whisman. Housing should vary in style and intensity. Housing should be affordable to a variety of income levels and people.
- **Retail/Services.** Greater neighborhood services, including grocery stores, restaurants, and shops, should be in East Whisman. Retail should be in residential and office mixed-use developments.
- **Transit-oriented development.** Intensified land use around the Middlefield VTA station for regional transportation connections.
- **Jobs/Housing Balance.** Housing that supports the amount of jobs to create a livable neighborhood.
- **Connectivity and walkability.** Better walkability and connectivity for cyclists and pedestrians to and within East Whisman, connecting to Sunnyvale and adjacent areas – including over/under Central Expressway. Safe and accessible paths and bicycle/pedestrian networks.
- **Traffic management.** Better transportation connections and policies to manage traffic in the area.
- **Open space.** More parks, open space, and public plazas with high-quality landscaping throughout the plan area.

Exercise #2: Visual Preference Survey

In the second exercise, all participants were shown a PowerPoint presentation with a succession of images to vote on their visual preference. Fourteen slides were shown to the audience and each slide had four photo options to select from. Participants used live key-pad polling clickers to vote for what they would like to see in East Whisman. Instant results of the voting were shown after each slide. The audience showed a moderate consensus towards activity-centered open space, green plazas, mid-rise developments, and a strong preference towards separated bike and pedestrian paths. Below are the results for each question and slide.

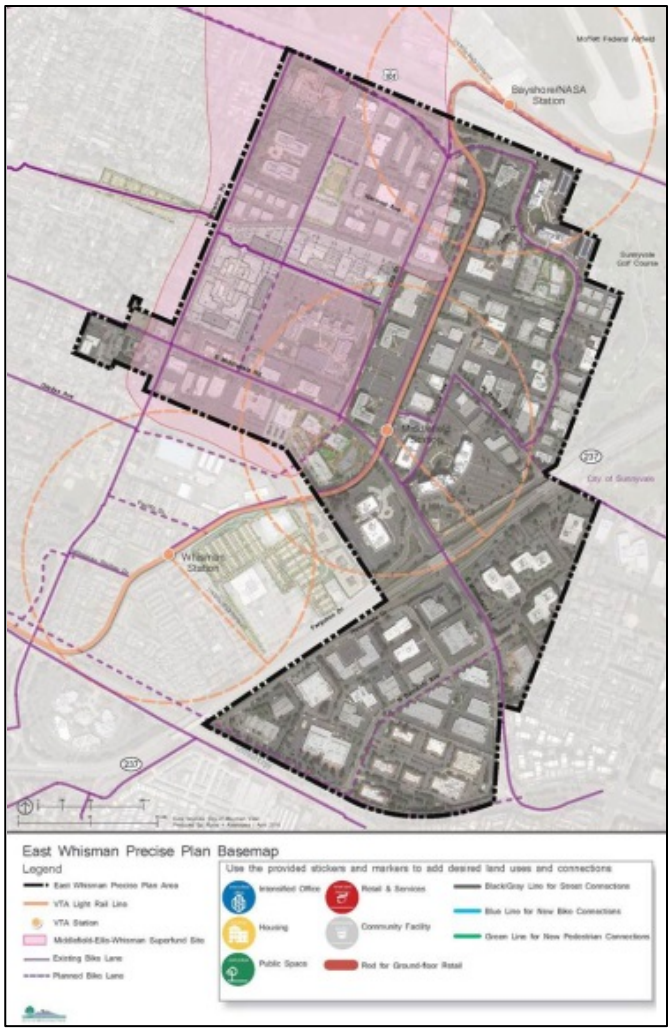
Question	Option A	Option B	Option C	Option D
1: What type of open space do you prefer for the area?				
Total: 42	8	**12**	**12**	10
(no vote: 5)	19%	**29%**	**29%**	23%
2: What type of plaza do you prefer for the area?				
Total: 47	4	16	**18**	9
(no vote: 0)	9%	34%	**38%**	19%
3: What scale of housing do you prefer for the area				
Total: 44	15	**16**	10	3
(no vote: 3)	34%	**36%**	23%	7%
4: What residential building do you prefer for the area?				
Total: 44	3	6	**21**	14
(no vote: 3)	7%	13%	**48%**	32%
5: What residential building do you prefer for the area?				
Total: 37	4	3	**24**	6
(no vote: 10)	11%	8%	**65%**	16%

Question	Option A	Option B	Option C	Option D
6: What residential building do you prefer for the area?				
Total: 35	1	2	**24**	8
(no vote: 12)	3%	6%	**68%**	23%
7: Which residential sidewalk do you prefer for the area?				
Total: 45	**18**	3	8	16
(no vote: 2)	**40%**	7%	18%	35%
8: Which commercial sidewalk do you prefer for the area?				
Total: 43	13	**16**	11	3
(no vote: 4)	30%	**37%**	26%	7%
9: Which type of paths or greenways do you prefer for the area?				
Total: 43	2	1	18	**22**
(no vote: 4)	5%	2%	42%	**51%**
10: Which type of bike path do you prefer for the area?				
Total: 32	2	2	**19**	9
(no vote: 15)	6%	6%	**59%**	28%
11: Which type of office environment do you prefer for the area?				
Total: 35	6	1	12	**16**
(no vote: 12)	17%	3%	34%	**46%**

Question	Option A	Option B	Option C	Option D
12: Which mixed-use building do you prefer for the area?				
Total: 34	11	4	3	**16**
(no vote: 13)	32%	12%	9%	**47%**
13: Which retail building do you prefer for the area?				
Total: 34	2	0	**22**	10
(no vote: 13)	6%	0%	**65%**	29%
14: Which type of retail experience do you prefer in the area?				
Total: 41	12	**15**	11	3
(no vote: 6)	29%	**37%**	27%	7%

Exercise #3a: Individual Mapping

For the third exercise, each participant was given a map of the plan area and a set of land use stickers to place where they wanted certain land uses, depicting their individual concept plan for East Whisman. Participants were given one sheet of stickers with eight (8) intensified office dots, eight (8) housing dots, four (4) open space/park dots, two (2) retail dots, and two (2) community services dots. Markers were also provided to add notes to the maps, and for drawing ground-floor retail locations and new pedestrian, bicycle, and other transportation connections/networks. Facilitators were present during the exercise to answer questions and provide background on recent development projects, existing conditions, and other relevant information. When finished, participants discussed their maps within their small groups.

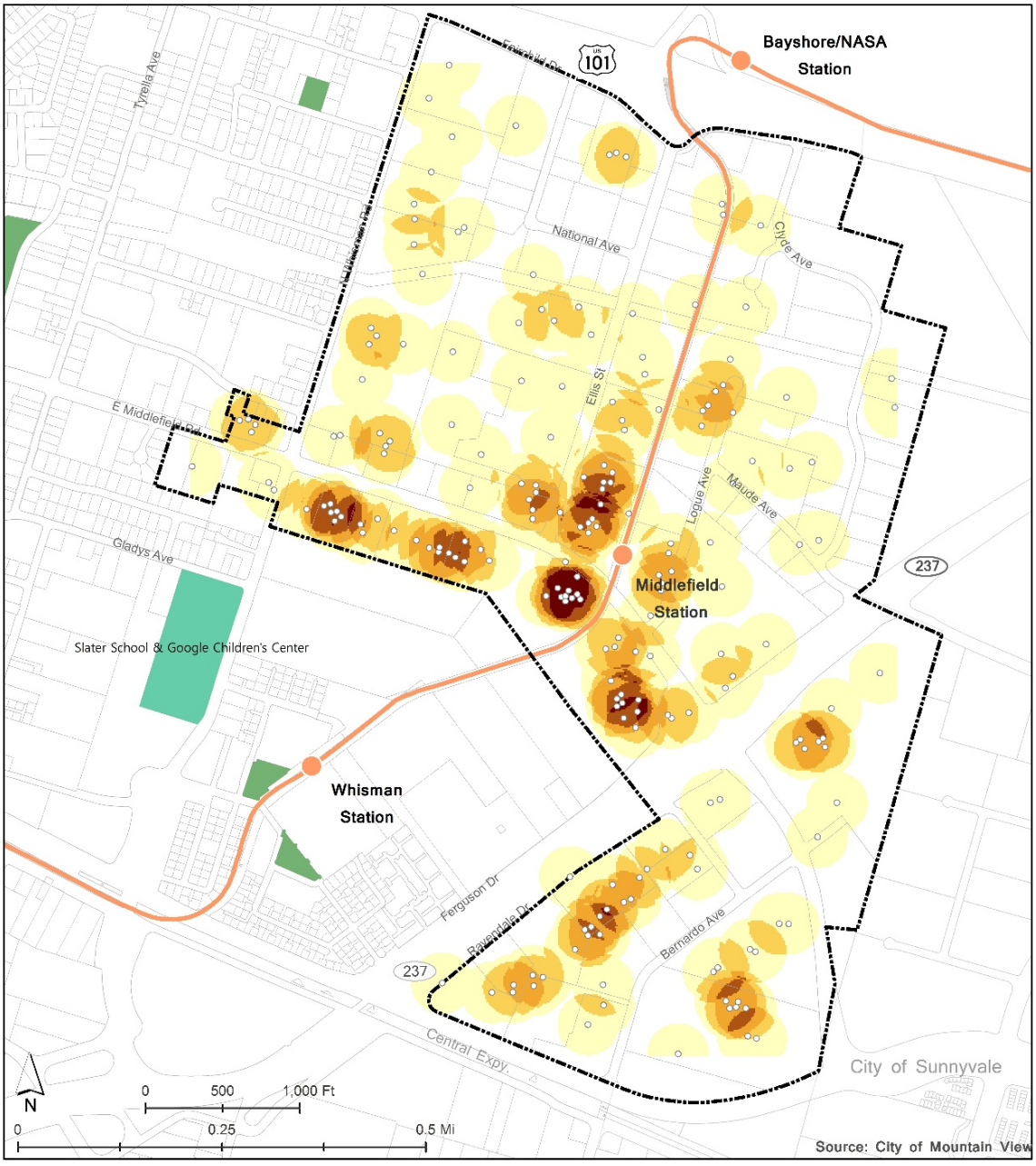


Overall the majority of participants (33 of 42, 73%) placed residential, retail, and intensified office within the plan area. Five participants chose not to place any new office in the area, and four participants did not place any residential in the plan area.

After the completion of the exercise, each map created by a participant was entered and coded into Geographic Information System (GIS) and tabulated to see the highest concentration of dot placement for each use. Maps on the following sheets show the relative concentrations for housing, intensified office, retail, and open space/park uses.

Housing Results

Housing sticker placement was mostly concentrated along East Middlefield Road (along the southern portion), around the Middlefield VTA Station, and southeast of State Route 237 along Bernardo Avenue. The darker colors illustrate the greatest overlap of housing stickers.



Community Workshop Results: Housing Locations

- Very high number of stickers placed here
- High number of stickers placed here
- Medium number of stickers placed here
- Low number of stickers placed here
- Very low number of stickers placed here
- Housing Sticker Placement
- Schools
- Parks
- VTA Light Rail Line & Stations
- Precise Plan Boundary

City of Mountain View

Office Results

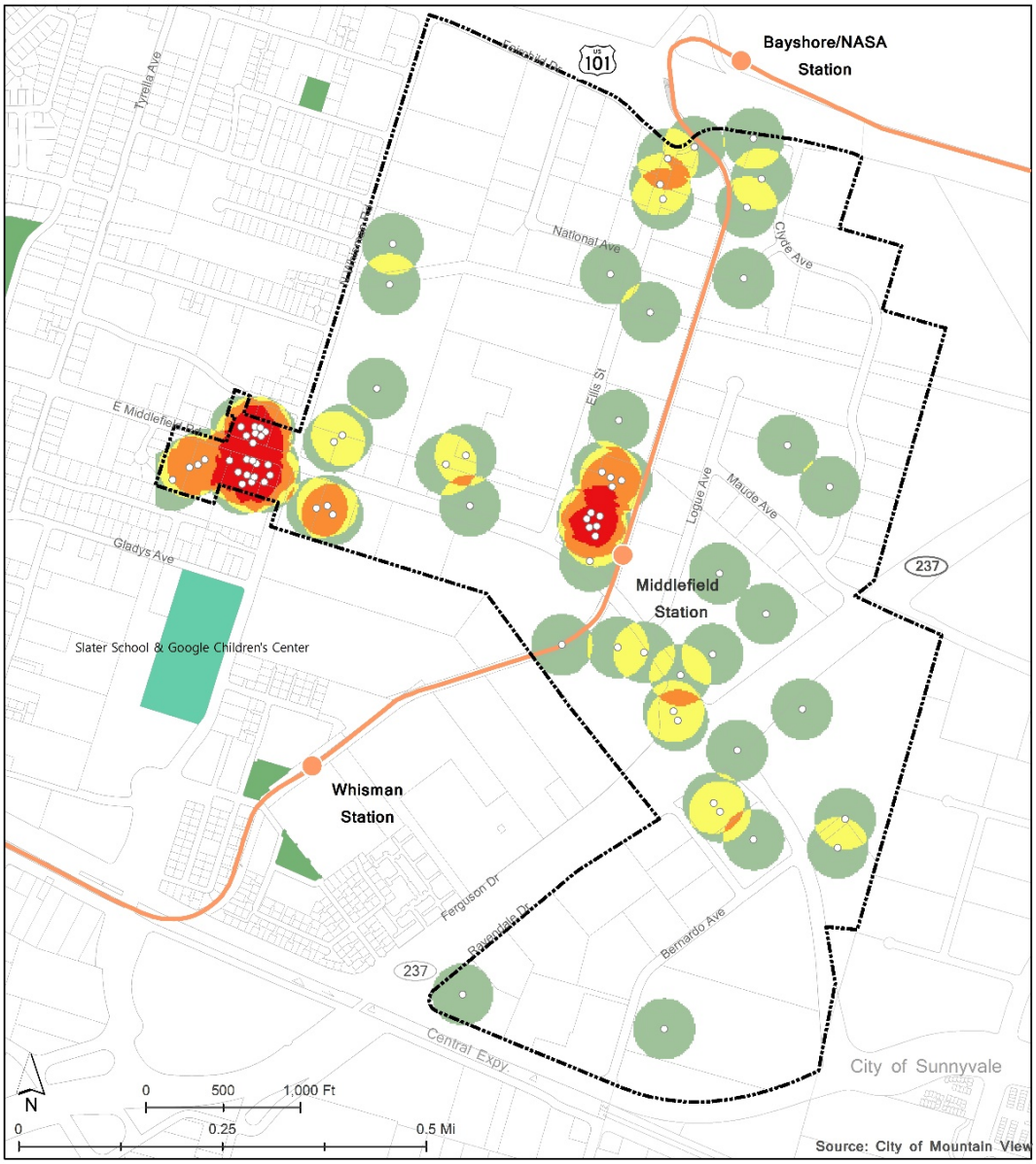
In contrast to housing, the locations for intensified office development stickers were largely concentrated along the eastern side of Ellis Street, along south side of Clyde Avenue, along Highway US 101, and both sides of State Route 237. Some participants showed a preference for office around Middlefield VTA Station. The darker colors illustrate the greatest overlap of office stickers.

Community Workshop Results: Office Locations

- Very high number of stickers placed here
- High number of stickers placed here
- Low number of stickers placed here
- Very low number of stickers placed here
- Office Sticker Placement
- Schools
- Parks
- VTA Light Rail Line & Stations
- Precise Plan Boundary

Retail Results

Retail sticker placement showed two areas of strong concentration: (1) at the intersection of Whisman Road and East Middlefield Road in the existing shopping center, and (2) around the Middlefield VTA station. Some alternative location preferences were shown on either side of State Route 237 along Middlefield Road, and around the intersection of Ellis Street and Clyde Avenue (where the current Specialty's Café is located). The darker colors illustrate the greatest overlap of retail stickers.

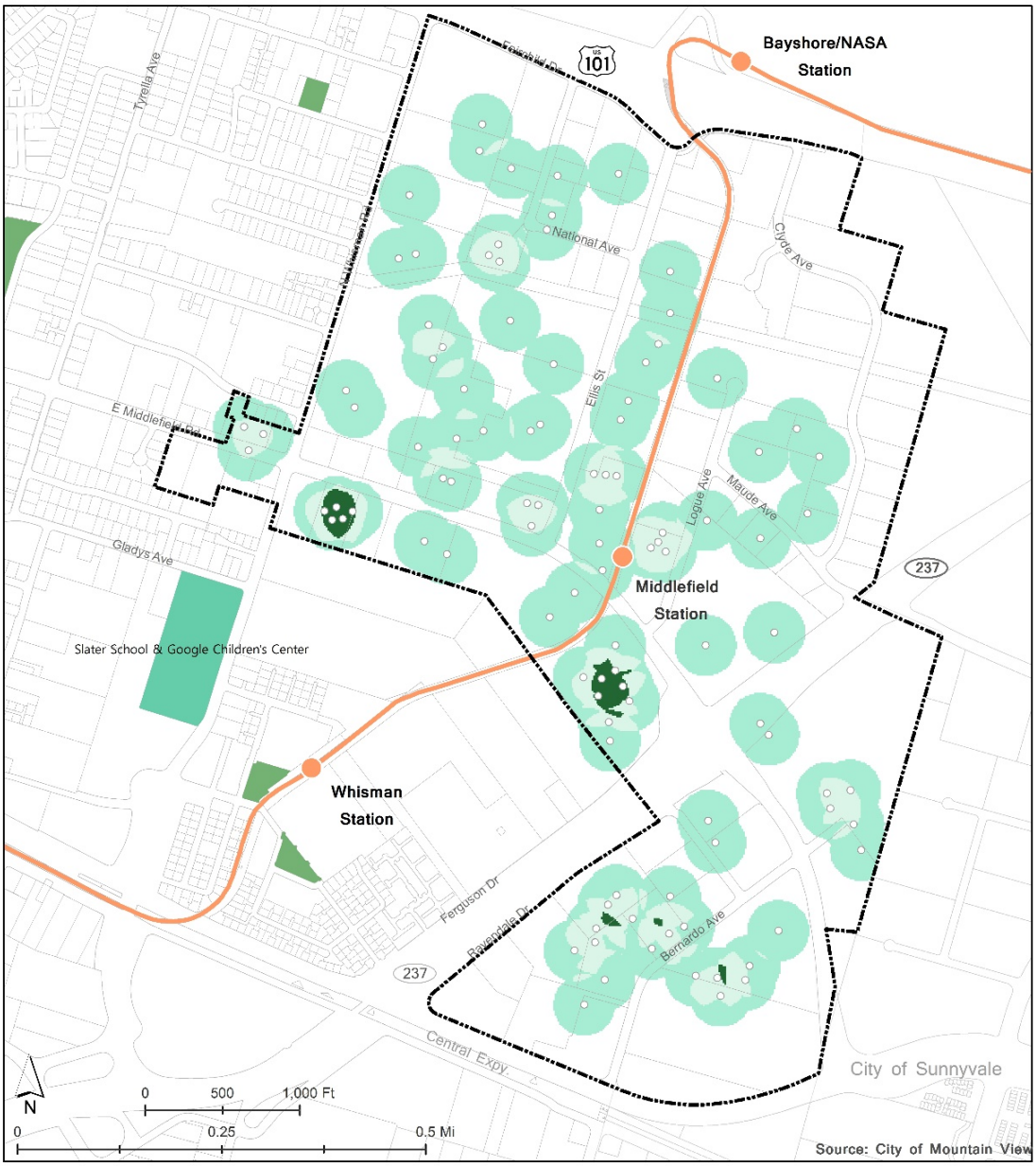


Community Workshop Results: Retail Locations

- Very high number of stickers placed here
- High number of stickers placed here
- Low number of stickers placed here
- Very low number of stickers placed here
- Retail Sticker Placement
- Schools
- Parks
- VTA Light Rail Line & Stations
- Precise Plan Boundary

Open Space Results

Stickers for parks/open space were distributed evenly throughout the plan area, with some noticeable concentrations adjacent to existing residential development and near some participants housing sticker locations. Park/open space stickers were also placed along the west and south border of the Precise Plan area, indicating a desire for green transitions into existing neighborhoods. The darker colors illustrate the greatest overlap of park/open space stickers.

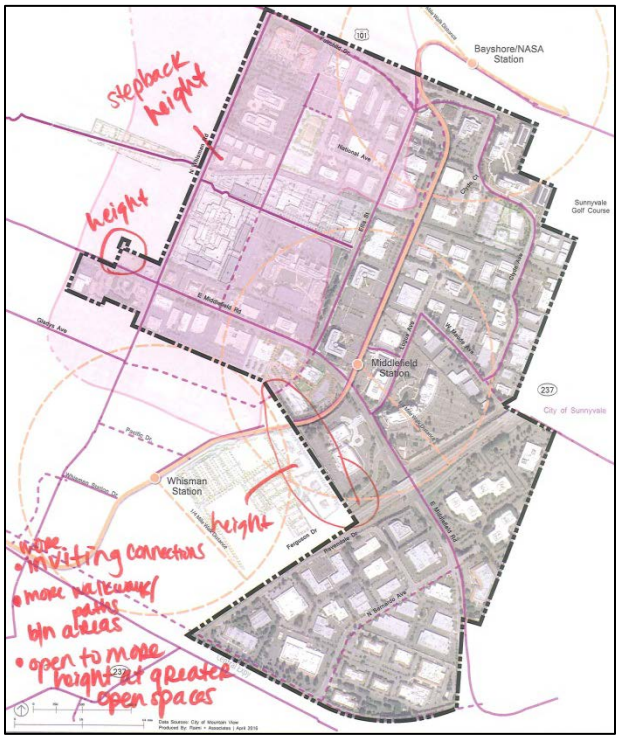


Community Workshop Results: Park/Public Space Locations

- Very high number of stickers placed here
- High number of stickers placed here
- Low number of stickers placed here
- Very low number of stickers placed here
- Park/Public Space Sticker Placement
- Schools
- Parks
- VTA Light Rail Line & Stations
- Precise Plan Boundary

Exercise #3b: Transitions

As a second part of the third exercise, each table discussed how development should transition between the East Whisman area and surrounding neighborhoods and within the plan area between different land uses. The following are comments that emerged from the small groups. Please note, several of the comments about development intensity along Whisman Road conflict with one another.



- Place taller buildings along Whisman Road, East Middlefield Road, and freeways.
- Place office buildings away from plan area edges to reduce traffic next to surrounding neighborhoods.
- Reduce interference with adjacent Agricultural land (the orchard).
- Place mixed-use next to residential uses as a transition.
- Place lower-density housing or lower-intensity office near existing residential neighborhoods on Whisman Road.
- Place more intense housing on Middlefield Road to transition to existing residential housing south.
- Use green space around Precise Plan border as a transition. More green/tree line streets around transition areas.
- Use step-back massing to break up taller, bulkier buildings. Be considerate of building height adjacent to existing neighborhoods.

Workshop participants also made the following comments about the circulation network:

- Connect pedestrian path and bicycle bath across the Central Expressway through an underpass on Bernardo Ave.
- Develop bike and pedestrian connections to and from Middlefield Station.
- Separate pedestrian/bicycle paths from each other and the street.

Conclusions

Overall, there was broad agreement and support for improved bicycle and pedestrian access throughout and into East Whisman and VTA stations, as well as a desire for more open space, parks, and green paths. Connections to existing paths and to currently inaccessible areas are critical. While the larger group generally supported housing in East Whisman, office was still seen as a primary land use in the area. Greater intensity of office could be acceptable if

transportation issues are tackled in a comprehensive manner and if placed away from existing residential neighborhoods.

Some of the major takeaways of the workshop were:

- New housing (at low and medium intensities) was generally seen as acceptable or even beneficial to the Plan Area, to help the jobs/housing balance and affordability in the area.
- Intensified office was generally seen as acceptable in the plan area.
- New residential development should be clustered so as to generate a true "neighborhood," and/or structured around a public open space(s); and, new housing could act as a transition from existing residential neighborhoods.
- Mixed-use development (with ground-floor retail) was acceptable in the right places (three key potential nodes were identified by many participants: Whisman Road/Middlefield Road, Middlefield VTA Station, and around Specialty's); and, mixed-use development could transition between residential and office land uses.
- Higher-intensity office should be placed away from existing residential neighborhoods, along major roadway corridors, and freeways.
- Fostering character and introducing new open space and connections should be a goal of new developments.
- New development along the border of the plan area (particularly on N. Whisman Road) must respect the neighborhoods across the street, and not overwhelm with height and bulk.
- More retail and local-serving services are desired overall, especially if new residents arrive.
- There were differing ideas about what should occur along Bernardo Avenue in the southeast portion of the plan area. Some participants supported a housing-focused, while others expressed interest for this area to remain as office uses.

Appendices

1. Summary of Online Survey Results

2. Report-Back Sheets

Appendix 1

Online Survey Results

East Whisman Precise Plan Community Workshop #1
Online Survey Summary

The City of Mountain View hosted an online survey through Open City Hall from August 2, 2016 to August 12, 2016 to gather additional input on the East Whisman Precise Plan area. Similar questions from the July 16th workshop were asked in the twenty-four question online survey. In total, thirty-one participants completed the survey. This document is a summary of their responses.

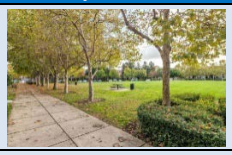
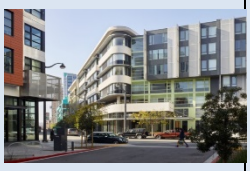
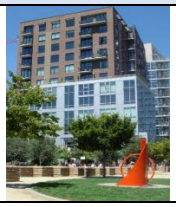
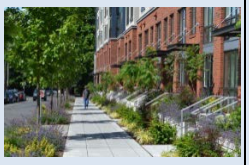
Part 1: Visioning

Online survey participants were asked to share their vision for East Whisman. The following are summarized results:

- **A neighborhood**. A modern, urban neighborhood with a balance of commercial, residential, retail, educational, open space, and transportation amenities. A healthy, diverse community that defines the character of the neighborhood. A community culture with parks and a community center to create a neighborhood. A jobs/housing balance.
- **Housing**. New housing in East Whisman. Housing that is affordable to a range of incomes, including for teachers and police, supports adults with developmental delays and disabilities, and includes a variety of unit sizes and development intensities.
- **Retail and services**. More retail, shops, outdoor cafes, grocery store/markets, and restaurants in the plan area to support new housing and existing jobs. Food and retail uses affordable to all. Retail located in the ground floor of mixed-used buildings.
- **Transit-oriented development**. Mixed-use retail/housing around VTA light rail stations.
- **Office**. Higher intensity office (six-stories) with underground parking focused along freeways.
- **Connectivity**. Better pedestrian and bicycle access to retail areas and VTA light rail stations. A greenway network. Hetch-Hetchy greenway extension to Maude Avenue and the Middlefield VTA Station. Trails to and from the Hetch-Hetchy greenway.
- **Transportation hub**. Transportation hub for shuttles and buses that reroutes traffic away from North Whisman Road.
- **Safety**. Increased safety in East Whisman. Urban design features to support safe places.
- **Parks and open space and landscaping**. Better public open space facilities including benches, public art, exercise equipment, and a dog park. More greenery, landscaping, and trees. More family-oriented park and recreational areas.
- **Parking**. Parking provided off-street and underground.
- **Utilities**. Electricity/phone/cable lines located underground.

Part 2: Visual Preference Survey

Online survey respondents were asked fourteen questions with varied images of land uses (e.g. offices, housing, mixed-use development, retail, or parks), buildings, and pedestrian/bicycle improvements. Each participant was asked to select which image they liked the most and aligned with their vision of East Whisman, in order to assess their overall preferences on scale, height, character, architecture style, and other aesthetic elements of potential development in East Whisman. Below are the results for each question.

Question	Option A	Option B	Option C	Option D
1: What type of open space do you prefer for the area?				
Total: 31	7	6	**14**	4
(no vote: 0	23%	19%	**45%**	13%
2: What type of plaza do you prefer for the area?				
Total: 31	5	10	**12**	4
(no vote: 0)	16%	32%	**39%**	13%
3: What scale of housing do you prefer for the area				
Total: 31	**16**	7	5	3
(no vote: 0)	**52%**	23%	16%	9%
4: What residential building do you prefer for the area?				
Total: 31	2	4	**17**	8
(no vote: 0)	6%	13%	**55%**	26%
5: What residential building do you prefer for the area?				
Total: 30	7	6	**13**	4
(no vote: 1)	23%	20%	**44%**	13%
6: What residential building do you prefer for the area?				
Total: 27	2	3	**14**	8
(no vote: 4)	7%	11%	**52%**	30%
7: Which residential sidewalk do you prefer for the area?				
Total: 31	8	5	**9**	**9**
(no vote: 0)	26%	16%	**29%**	**29%**

Question	Option A	Option B	Option C	Option D
8: Which commercial sidewalk do you prefer for the area?				
Total: 31	**16**	9	3	3
(no vote: 0)	**51%**	29%	10%	10%
9: Which type of paths or greenways do you prefer for the area?				
Total: 31	4	0	5	**22**
(no vote: 0)	13%	0%	16%	**71%**
10: Which type of bike path do you prefer for the area?				
Total: 31	2	2	**14**	13
(no vote: 0)	6%	6%	**45%**	42%
11: Which type of office environment do you prefer for the area?				
Total: 31	5	2	6	**18**
(no vote: 0)	16%	6%	19%	**58%**
12: Which mixed-use building do you prefer for the area?				
Total: 31	2	7	1	**21**
(no vote: 0)	6%	23%	3%	**68%**
13: Which retail building do you prefer for the area?				
Total: 31	0	0	**18**	13
(no vote: 0)	0%	0%	**58%**	42%
14: Which type of retail experience do you prefer in the area?				
Total: 31	**10**	7	4	**10**
(no vote: 0)	**32%**	23%	13%	**32%**

Part 3: Land Uses and Placement

For the third part of the survey, each respondent was asked a general question about whether they supported a land use (housing, retail, and office) in the plan area and then a specific question about where they would like to see that land use in the plan area. The following tables summarize survey results:

Number of Participants who Support a Land Use in Plan Area			
Survey Question	**Yes**	**No**	**Undecided**
Do you support the addition of housing in the East Whisman Precise Plan area?	24 (77%)	3 (10%)	4 (13%)
Do you support intensifying new office development in the area?	9 (29%)	10 (32%)	12 (38%)
Do you support expanding/adding new retail in the plan area?	27 (87%)	2 (6%)	2 (6%)

Number of Participants who Support a Land Use in a Particular Location				
Location in Plan Area	**Housing (28 responses)**	**Retail (30 responses)**	**Office (29 responses)**	**Park/Open Space (27 responses)**
Do not support new/additional land use	2 (7%)	1 (3%)	10 (34%)	0
Whisman Road	12 (42%)	15 (50%)	7 (24%)	17 (62%)
Ellis Street	14 (50%)	15 (50%)	5 (17%)	17 (62%)
Fairchild Drive	13 (46%)	10 (33%)	6 (20%)	7 (25%)
Clyde Avenue	16 (57%)	8 (26%)	8 (27%)	10 (37%)
Maude Avenue	16 (57%)	9 (30%)	6 (20%)	8 (29%)
Middlefield Road	15 (53%)	20 (66%)	11 (37%)	15 (55%)
Logue Avenue	13 (46%)	8 (26%)	6 (20%)	8 (29%)
Bernardo Avenue	17 (60%)	8 (26%)	2 (6%)	11 (40%)
Ravendale Avenue	14 (50%)	11 (36%)	2 (6%)	6 (22%)
National Avenue	12 (42%)	8 (26%)	4 (13%)	7 (25%)
Around Middlefield VTA Light Rail station	24 (85%)	20 (66%)	9 (31%)	12 (44%)
Around Bayshore/NASA VTA Light Rail Station	20 (71%)	14 (46%)	11 (37%)	8 (29%)

Transitions

To address transitions to and within the planning area, respondents were asked:

> *"How do you see the Precise Plan boundary transitioning to the existing adjacent neighborhoods and between different land uses within the plan area? Where do you see these "transition areas" happening and how should the Plan address these areas?"*

Over half of the survey participants (16) did not respond to this question. The following section summarizes the results:

- **Walkability.** Walkable areas create transitions with parking either underground in retail/office buildings or in residential units.
- **Open Spaces/Parks/Green Spaces.** Use green spaces to transition to residential areas. Green space and plazas with greenery or water features would make a good transition between offices and residential areas. The southern portion of the plan area should be a park / open space to separate the existing residential area from the office area. The Hetch-Hetchy trail could be a transition.
- **Building Setbacks/Height**. Set office buildings back from road and transition massing in height slowly.
- **Street Buffers**. Most of the area's periphery is lined with wide streets, which provides a barrier to existing residential.
- **From Light Rail**. Transitions should be between the light rail and the surrounding areas, whether they are residential or business uses.
- **Between New and Old**. Transition should be on the boundaries between new and old development.
- **Residential Transitions**. Residential transition areas to blend residential to existing commercial. Denser housing on Middlefield Road and Whisman Road.

Other Comments

In addition to the survey questions, participants provided the following open-ended comments:

- Dense housing is key, but mixed-use is welcome. Not supporting the addition of more office space, because the plan seems to contain primarily office space as is.
- Go ahead and give developers the carrot of letting them build higher in exchange for first floor retail and open space that makes walking the neighborhood more inviting.
- Build up, up, up!
- Public areas should be inviting, with seating, and accessible to people with disabilities. Lots of trees! Housing should be denser and useful commercial enterprises should be encouraged to ease day-to-day travel for groceries, pharmacies, gas stations and cafes. Office space should be above retail space and limited. Prefer more housing.
- No more office space, we need housing and recreation spaces, please.
- The wrong incentives are to optimize for increasing land wealth for Mountain View residents.

- Please consider creation of transportation hub to remove google buses from North Whisman Road.
- It would be nice to build offices and shopping near the light rail stations, so folks can get there from the downtown trains.
- The guideline for parking on Ferguson Street needs to be stricter.

Appendix 2

Report Back Worksheets

Report-Back Worksheet

July Workshop: June 16, 2016

Table # 1 Facilitator: ~~Mariah~~ Mariya

Purpose: To provide summary notes of key ideas from each table, which will be reported back at the end of the workshop to all participants.

Directions: Please write 2-4 ideas for each topic below. Additional space for notes is located on the back.

Top ideas that illustrate the group's long-term 2030 vision for East Whisman:

1. Integrate ~~[illegible]~~ areas x both sides from 237 with
2. Integrate transportation services: new Bart corridor w/ light rail
3. Increased housing + retail services to address the continued growth of high intensity office development. to support quality of life

transit oriented not cars

Top ideas for the location and character of new development in East Whisman:

1. Retail needs to be along major transportation corridors and not only in office areas due to 5 day/wk
2. Embedded mixed uses + plazas office, housing, retail at transit hubs
3. Maintain presence of strong residential neighborhoods

Top ideas or key strategies for transition areas adjacent to and within East Whisman:

1. Higher density housing [w/ maybe retail] adjacent to higher density office on one side
2. & lower density housing to neighborhoods
3. Highest densities near freeway / transit [keep office traffic off neighborhood streets] & tall buildings away from low nt residential

Additional space for comments on back

CITY OF MOUNTAIN VIEW

EAST WHISMAN PRECISE PLAN

T2

Report-Back Worksheet

July Workshop: June 16, 2016

Table # 2 Facilitator: TROY

Purpose: To provide summary notes of key ideas from each table, which will be reported back at the end of the workshop to all participants.

Directions: Please write 2-4 ideas for each topic below. Additional space for notes is located on the back.

Top ideas that illustrate the group's long-term 2030 vision for East Whisman:

1. Better connection infront neighborhood
2. Grocery Store.
3. Taking better adv. of light rail.. Berryshow / NASA station

Top ideas for the location and character of new development in East Whisman:

1. Make Middlefield Station a hub for housing / mixed use.
2. More bike paths along H.H. & Light rail.
3. Make middlefield / Whisman a retail / mixed-use village.

Top ideas or key strategies for transition areas adjacent to and within East Whisman:

1. Height along Whisman, reducing Middlefield
2. Interface with orchard.
3. Height along 237 chan.

Note: Bernardo area a per place for housing due to isolation

Report-Back Worksheet

July Workshop: June 16, 2016

Table # 3 Facilitator: CLARISSA

Purpose: To provide summary notes of key ideas from each table, which will be reported back at the end of the workshop to all participants.

Directions: Please write 2-4 ideas for each topic below. Additional space for notes is located on the back.

Top ideas that illustrate the group's long-term 2030 vision for East Whisman:

1. RESIDENTIAL – MID DENSITY, STEP DOWNS, 40% TO ~~50%~~ of area for housing LIKE WHISMAN STATION; NOISE CONSTRAINTS
2. PARKS, OPEN SPACE, LANDSCAPING
3. PEDESTRIAN / BIKE - CLEMMER SIGNAGE
4. COMMERCIAL - GROCERY STORE, MIXEDUSE, RESTAURANTS, STORE

Top ideas for the location and character of new development in East Whisman:

1. ~~MORE~~ HOUSING; ~~SPECIFICALLY~~ PREDOMINANTLY TO SOUTH OF PRECISE PLAN
2. OFFICES NEAR MAIN AUTO ARTERIES; #3 BUT CONFLICT ABOUT INTENSIFICATION OF MIXEDUSES AROUND VTA VS
3. AUTO (TRANSIT VS. AUTO)

Top ideas or key strategies for transition areas adjacent to and within East Whisman:

1. OFFICE + GATEWAY (W/ RETAIL) TO NORTH
2. ~~PARK // PEDESTRIAN/BIKE BRIDGE~~
3. HOUSING & GREEN SPACE AS TRANSITION
4. OFFICE ALONG AUTO CORRIDORS

CITY OF MOUNTAIN VIEW

Additional space for comments on back

EAST WHISMAN PRECISE PLAN

Report-Back Worksheet

July Workshop: June 16, 2016

Table # 4 Facilitator: Brynn / Robert

Purpose: To provide summary notes of key ideas from each table, which will be reported back at the end of the workshop to all participants.

Directions: Please write 2-4 ideas for each topic below. Additional space for notes is located on the back.

Top ideas that illustrate the group's long-term 2030 vision for East Whisman:

1. Housing intensities - income / affordability levels
2. Transit oriented housing
3. Connecting across Central expway along Bernardo

Top ideas for the location and character of new development in East Whisman:

1. more retail & neighborhood services in east whisman. Central & on Eastern Middlefield.
2. Housing around Middlefield Station
3. Walkability

Top ideas or key strategies for transition areas adjacent to and within East Whisman:

1. Connect ~~over~~ across Central Exp. (undercross on Bernardo Ave)
2. Bike & Ped connections to Middlefield station
3. Seperated Bike/Ped Baths from the Street and eachother

Height

CITY OF MOUNTAIN VIEW

Additional space for comments on back

EAST WHISMAN PRECISE PLAN

Report-Back Worksheet

July Workshop: June 16, 2016

Table # 5 Facilitator: Diana

Purpose: To provide summary notes of key ideas from each table, which will be reported back at the end of the workshop to all participants.

Directions: Please write 2-4 ideas for each topic below. Additional space for notes is located on the back.

Top ideas that illustrate the group's long-term 2030 vision for East Whisman:

1. Mixed use - Residential that is affordable & practical (more low level/~~one~~ accessible) buildings
2. Addition of green space w/ walkability & improved shuttle services - Addition of bike paths.
3. Some people liked Santana Row concept some wanted traditional neighborhoods.

Top ideas for the location and character of new development in East Whisman:

1. Intensify commercial/office space near HEB & 101
2. Residential near Ravendale/Central
3. Middlefield - Mixed use
   More bike paths and walking space (to Sunnyvale)

Top ideas or key strategies for transition areas adjacent to and within East Whisman:

1. More mixed use next to residential areas
2. Glady's transition sensitivity as this is a smaller street
3. More green/tree lining around transition areas.

CITY OF MOUNTAIN VIEW

Additional space for comments on back

EAST WHISMAN PRECISE PLAN

Report-Back Worksheet

July Workshop: June 16, 2016

Table # 6 Facilitator: Eric

Purpose: To provide summary notes of key ideas from each table, which will be reported back at the end of the workshop to all participants.

Directions: Please write 2-4 ideas for each topic below. Additional space for notes is located on the back.

Top ideas that illustrate the group's long-term 2030 vision for East Whisman:

1. Connectivity / walk bikecability
2. Commercial retail and resteraunts to serve office and residential space
3. Public space open space

Top ideas for the location and character of new development in East Whisman:

1. orient offices towards freeways
2. First floor retail space on Ellis/Middlefield/Whisman
3. Parking + enter away from residential

Top ideas or key strategies for transition areas adjacent to and within East Whisman:

1. retail between offices
2. First floor retail w/
3.

CITY OF MOUNTAIN VIEW

Additional space for comments on back

EAST WHISMAN PRECISE PLAN

Report-Back Worksheet

July Workshop: June 16, 2016

Table # 7 Facilitator: Carly

Purpose: To provide summary notes of key ideas from each table, which will be reported back at the end of the workshop to all participants.

Directions: Please write 2-4 ideas for each topic below. Additional space for notes is located on the back.

Top ideas that illustrate the group's long-term 2030 vision for East Whisman:

1. Better transportation and managing traffic
2. Medium-density housing
3. mixed-use and service centers
4. more retail (grocery) ~~and~~ at Middlefield & Whisman

Top ideas for the location and character of new development in East Whisman:

1. Intensified office near freeways
2. Transport hub north end of Area (NASA station)
3. mixed use housing near Middlefield station
4. More parks & community Centers

Top ideas or key strategies for transition areas adjacent to and within East Whisman:

1. Use green space as a transition
2. Traffic/noise from commercial business
3. Increased focus on bike & ped paths

CITY OF MOUNTAIN VIEW

Additional space for comments on back

EAST WHISMAN PRECISE PLAN

Report-Back Worksheet

July Workshop: June 16, 2016

Table # 8 Facilitator: LINDSAY

Purpose: To provide summary notes of key ideas from each table, which will be reported back at the end of the workshop to all participants.

Directions: Please write 2-4 ideas for each topic below. Additional space for notes is located on the back.

Top ideas that illustrate the group's long-term 2030 vision for East Whisman:

1. walkable, tree canopy, increased open space
2. ~~open space, park~~
3. diversity of people & incomes
4. Residential ~~concerns over traffic~~

Top ideas for the location and character of new development in East Whisman:

(*) 1. - large park / open space (tolerate greater heights by large open spaces)

(*) 2. - mixed use residential/office/retail/ground floor retail

- office density around transit centers

3. - height transitions from residential to commercial, particularly along perimeter

- add housing (job/more housing balance)

Top ideas or key strategies for transition areas adjacent to and within East Whisman:

1. mixed use

2.

3.

CITY OF MOUNTAIN VIEW

Additional space for comments on back

EAST WHISMAN PRECISE PLAN