

CITY OF MOUNTAIN VIEW

EVELYN AVENUE CORRIDOR PRECISE PLAN

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P(18)

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

DECEMBER 13, 1994

RESOLUTION NO. 15782

<u>AMENDED</u>	<u>RESOLUTION NO.</u>	<u>SUMMARY</u>
March 28, 1995	15807	Changes provisions regarding treatment of existing businesses.
September 12, 1995	15872	Revises Concept Illustration to delete second street connection between Villa and Dana Streets. Revises text.
May 13, 1997	16110	Changes reconstruction provisions for nonconforming commercial/ industrial uses.
September 25, 2001	16638	Prohibits office and R&D uses in the Mixed-Unit Residential Area and the Small-Lot R-1 Area and requires public hearing for new businesses involving a change in parking category.
June 19, 2007	17220	Adds previous Zoning Administrator-approved uses to the Support Commercial Area.

March 10, 2010	17483	Amendments to the Support Commercial Area to increase the maximum height, number of stories and maximum floor area ratio.
April 27, 2010	17492	Changes to density, height, setbacks and building entrances in the Mixed-Unit Residential Area.

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Summary of Impacts and Required Mitigations from Environmental Impact Report

Chapter I

PURPOSE AND GOALS OF THE PRECISE PLAN

PURPOSE AND GOALS OF THE PRECISE PLAN

The *Evelyn Avenue Corridor Precise Plan* promotes beneficial change in an area that is poised for redevelopment. The principal elements are a new residential area that emulates the qualities of the Old Mountain View Neighborhood, a commercial area that supports Downtown and adjacent residential areas, a multi-modal Downtown Transit Center, and a clear hierarchy of streets and roadways, with Evelyn Avenue improved as an attractive Downtown entrance.

A number of factors have combined in recent years to promote change in the Plan Area. These include plans to extend the Tasman Corridor Light Rail line to Mountain View from San Jose and Milpitas, Downtown's ongoing revitalization effort, the regional shortage of housing and residentially zoned land, and growth and development in surrounding areas. In response to these factors, the City Council approved the *Evelyn Corridor Phase I Concept Plan* in July 1991.

The *Phase I Concept Plan* provided a vision to guide land use and development policy until additional technical analyses could be performed and a new Precise Plan prepared. This Precise Plan modifies and implements the *Phase I Concept Plan* in response to these analyses, and supersedes the Plan Area's previous zoning.

The Precise Plan contains development standards and design guidelines to facilitate sensitive, high-quality new development. It also sets forth policies and standards for publicly sponsored capital improvements in the Plan Area that support new development while addressing existing issues and problems. Capital improvement policies focus on: (a) right-of-way dimensions, lane configurations, traffic controls and design treatments for Evelyn Avenue and other Plan Area streets; and (b) development associated with expansion of train, light rail, and bus services on the site of the existing CalTrain station.

The Plan is accompanied by an Environmental Impact Report that assesses the various impacts that could result, and incorporates the mitigation measures recommended by the EIR to address these impacts.

The Plan's development and public improvements policies, land use and density criteria, and specific design guidelines are the basis for creating a distinctive, mixed residential and commercial area that achieves the following goals:

- A. *Encourage new residential development that extends the neighborhood qualities and physical characteristics of Old Mountain View.*
- B. *Provide for and coordinate new residential development at densities that support Downtown businesses and transit use.*

- C. *Provide for and coordinate commercial uses that support Downtown businesses, nearby neighborhood areas and transit users.*
- D. *Create an efficient, attractive multi-modal transit facility that capitalizes upon Downtown revitalization potential, linking train, light rail, and bus riders directly to Castro Street.*
- E. *Modify the street network in the Plan Area to accommodate existing and future traffic levels and protect neighborhood areas from traffic intrusion.*
- F. *Improve Evelyn Avenue as an attractive gateway to Downtown.*

Chapter II

PLAN CONCEPT, PRINCIPLES AND OBJECTIVES

PLAN CONCEPT, PRINCIPLES AND OBJECTIVES

The Land Use Plan and the Plan Concept Illustration on the following pages illustrate the land use and capital improvements policies for the *Precise Plan Area*. The principles and objectives listed below provide the basis for the specific use and development criteria contained in this Plan. These principles, and the descriptive introduction to each plan area, provide the basis for interpreting the discretionary aspects of the plan, both as to uses and development standards. These principles are based on and derive from the policies of the adopted *General Plan*, including the *1990 Housing Element*, as well as the *Zoning Ordinance* and the *Evelyn Avenue Corridor Phase I Concept Plan*.

- A. **Residential Emphasis.** The majority of the Plan Area should be devoted to residential use, accommodating several housing types and residents in terms of household size, family composition, income, and age.
- B. **Commercial Transition.** There should be a gradual transition, over time, from existing commercial uses to new residential uses.
- C. **Density Transition.** To make the intensity of new residential development compatible with surrounding existing residential areas, densities should be lowest along Dana Street, adjacent to existing single-family homes, and highest along Evelyn

Avenue, adjacent to a major roadway and transit connections.

- D. **“Support Commercial” Development.** Commercial development should be permitted along the north side of Evelyn Avenue. This development should accommodate and could be the future location for the types of uses that exist in the Precise Plan area today, such as building supply, auto services, and others that reflect market demand generated by Downtown businesses, nearby residential areas and transit users. It should not compete, however, with the specialty, restaurant, and civic focus of Downtown
- E. **Neighborhood Character.** A strong sense of neighborhood shall be created in the Plan’s residentially designated areas. New residential development should be organized around public streets, with buildings oriented to streets and streets designed as publicly accessible open space.
- F. **The Role of Development Standards and Design Guidelines.** The Plan Area contains a number of individual parcels under separate ownership that make implementing a master plan more difficult than if it were under a single ownership. The majority of the Plan Area will be developed incrementally over time in the form of separate development projects. Precise Plan development standards and design guidelines will coordinate parcel-by-parcel development in keeping with the Land Use Plan and Plan Concept illustration.

G. Plan Areas. To facilitate coordinated development, four Plan Areas are established:

1. *The Evelyn Corridor Small Lot R-1 Area* – a 5.5-acre area with frontage along the south side of Villa Street. This area includes an existing outdoor lumber storage yard, the Portuguese Hall, and an auto service business.
2. *The Evelyn Corridor Mixed-Unit Area* – an 11-acre area that includes two blocks bounded by View Street, Calderon Avenue, Evelyn Avenue, and Villa Street. The entire westerly block is occupied by the Minton Door Company. The easterly block is occupied by Minton Lumber and Supply Company and a variety of retail, commercial service, and light industrial uses.
3. *The Evelyn Corridor Support Commercial Area* – a 4.9-acre area along the northerly side of Evelyn Avenue. This area was vacant at the time of the original Precise Plan adoption but since 1999 has been occupied by the Tech Farm development with office, R&D and other commercial uses.
4. *The Transit Services Area* – a 4.5-acre area that contains the City-owned open space adjacent to Castro Street and the CalTrain Station and parking area.

H. Pedestrian and Vehicular Access.

Clear, convenient, safe and inviting pedestrian and vehicular access to and through the Plan area shall be provided. New vehicular access ways shall be coordinated with existing streets and intersections and shall reflect the existing Downtown street grid. New streets serving the *Small Lot* and *Mixed-Unit Areas* shall run north-south, reflecting existing lot line patterns and connecting through to existing east-west streets.

I. East-West Traffic Circulation.

Evelyn Avenue shall be the principal route for traffic flow between the east and west sides of the Plan Area. It should be linked with Villa Street to provide a cross-town route that accommodates and encourages through traffic to use it, rather than local residential streets.

J. Neighborhood Traffic Protection.

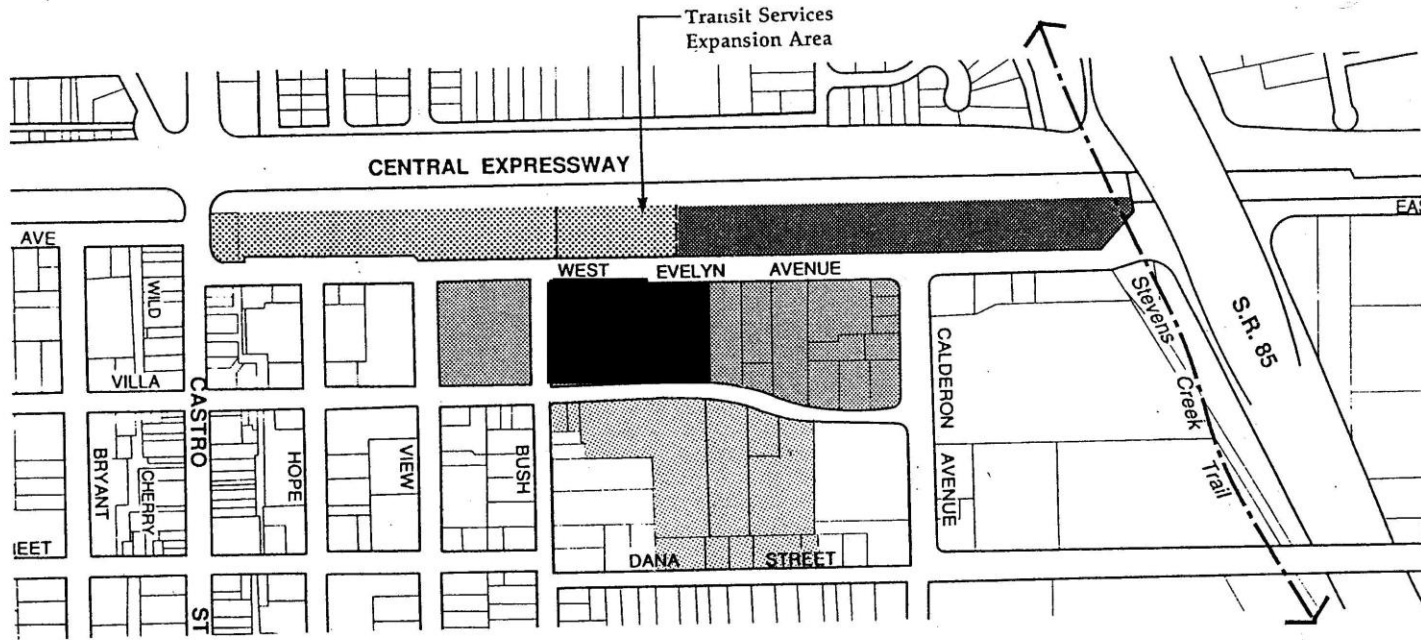
Traffic generated by uses in the Plan Area should, to the extent feasible, be encouraged to use peripheral collector and arterial streets in order to minimize intrusion into neighborhood streets.






K. Transit Services Area Access.

The Transit Services Area should be easily accessible to vehicles, pedestrians, and bicycles in order to encourage public transit use.

L. Evelyn Avenue Design.

Evelyn Avenue shall be widened to accommodate projected future traffic levels in the Precise Plan Area.



- | | |
|--|--|
| <ul style="list-style-type: none">  Transit Services Area <ul style="list-style-type: none"> • Caltrain, LRT, and Bus Passenger Transfer Stations • Parking • Retail, Office, and Support Commercial  Support Commercial Area <ul style="list-style-type: none"> • 0.75 FAR • Retail Sales and Service Uses • Heavy Commercial Uses | <ul style="list-style-type: none">  Mixed-Unit Residential Area <ul style="list-style-type: none"> • Single Family Attached or Detached, Apartments or Condominiums • 15 -25 du/ac  Small Lot R-1 Area <ul style="list-style-type: none"> • Single Family Attached or Detached • 11 du/ac  Mixed-Unit Residential Subarea A <ul style="list-style-type: none"> • Attached Apartments • 58 du/acre |
|--|--|

EVELYN AVENUE CORRIDOR
LAND USE PLAN AREAS

As widening and/or new development occurs, gracious walks, lighting, street trees and supporting landscape plantings shall be established along its frontage. Designated bike lanes shall be provided that connect the eastern boundary of the Plan Area to Downtown's transit facilities and Castro Street.

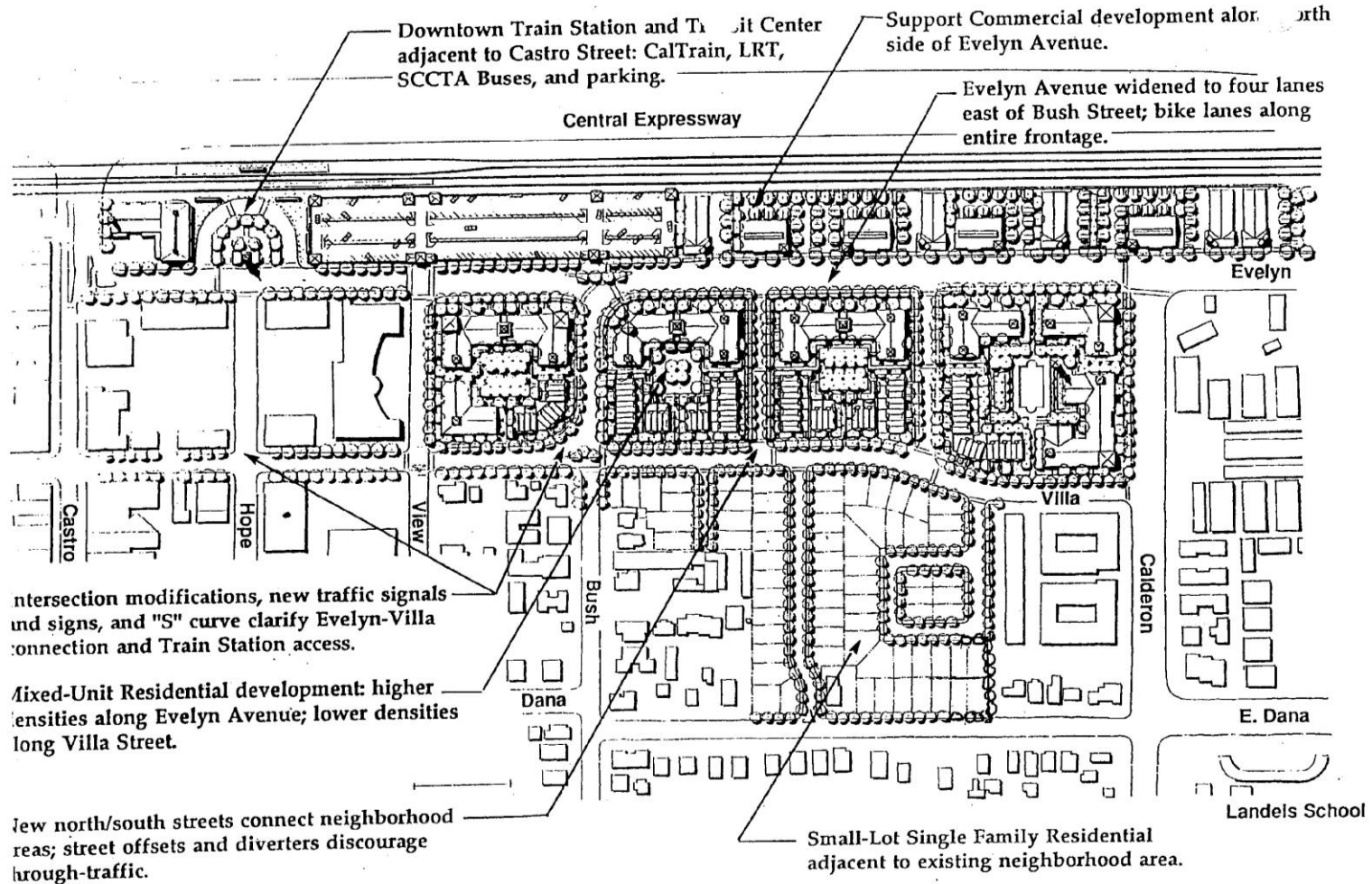
of sites within the Plan Area. The Plan's design guidelines will be relied upon as qualitative performance criteria that allow and encourage design creativity. The Plan will place equal emphasis on architectural and site design excellence.

M. Street Frontage Amenities. New development within the Plan Area shall be required to install and maintain street trees, planting strips, and other frontage amenities as specified in the Plan's development standards.

N. A Downtown Gateway. The new Downtown Train Station and Transit Center should include an attractive, station-related commercial building and pedestrian open space adjacent to the corner of Evelyn Avenue and Castro Street. The building shall create a landmark at this highly visible Downtown gateway, and create a link between the station and Downtown.

O. Location of Transit Facilities. Intermodal transfer and platform areas within the Train Station and Transit Center shall be located on the westerly side of the facility, as feasible given technical requirements for the various transit modes, in order to focus station activity as close to Downtown as possible.

P. The Development Review Process. The Plan emphasizes the review process, with early dialogue regarding design alternatives for development



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PLAN CONCEPT ILLUSTRATION

Chapter III

DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

Development Standards address those aspects of development that are essential to achieve the goals of the Precise Plan. They are specifications for site development and building design, such as permitted land uses, building height, and setbacks. Standards must be adhered to and typically use the word “shall.”

Design Guidelines, on the other hand, provide guidance for new development in terms of more subjective considerations, such as district character or design details. They serve as criteria for design review by City staff and the City Council. Guidelines typically employ the word “should.” Variations are permitted if they will substantially aid in meeting the Principles and Objectives of the Plan.

Illustrative Building Prototypes for each Plan Area illustrate application of the Standards and Guidelines and forms of development desired by the City.

Standards and Guidelines begin on the following pages:

Small Lot R-1 Area – Page 6

Mixed-Unit Residential Area – Page 15

Support Commercial Area – Page 27

Transit Services Area – Page 35

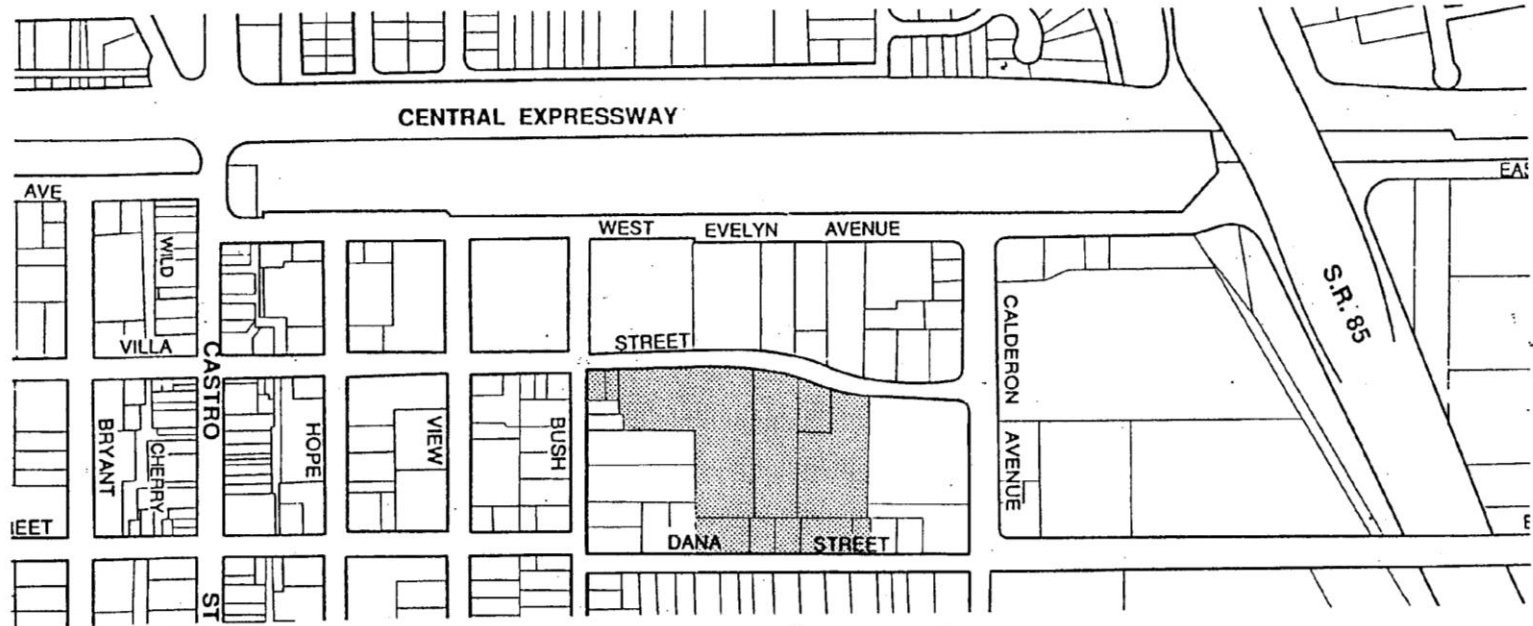
Site Improvements and Landscaping – Page 40

SMALL LOT R-1 AREA

Description. The *Evelyn Corridor Small Lot R-1 Area* is located within the block bounded by Villa Street on the north, Dana Street on the south, Calderon Avenue on the east, and Bush Street on the west. In keeping with the Small Lot R-1 Area’s proximity to Downtown’s shops, services and public facilities, new residential development will create a more compact single-family neighborhood area than exists elsewhere in the City of Mountain View (i.e., lots will be considerably smaller).

All homes in the *Small Lot R-1 Area* will face neighborhood-scale streets, with street trees, planting strips, and pedestrian-scale streetlights provided as part of new development. Buildings will reflect the architectural styles and design elements common throughout the Old Mountain View Neighborhood, such as front porches, bay windows and recessed garages. Front setbacks will be smaller, however, and used primarily for street definition, with usable yard areas to the side or rear of residences.

The Portuguese Lodge is a prominent local institution located within the *Small Lot R-1 Area*. It occupies 1.4 acres and has three community buildings and a caretaker’s house. The lodge has been in its present location since 1935 and is used for religious, social and community activities. Buildings are not historic, but they represent an important element of cultural diversity in Mountain View. The Precise Plan allows for the continued use of the site by the Portuguese Lodge or similar community club or lodge, although if redeveloped, the Plan calls for *Small Lot R-1* use.



Permitted Uses:

- Single Family @ 11 du/ac

Lot Size:

- 2,700 s.f. min./3,000 s.f. avg.

Lot Coverage/FAR:

- 40% Maximum
- 0.66 FAR max.

Building Height:

- 2 Floors/25' Maximum

Setbacks:

- Front: 15' Minimum
- Side: 8' min. between Buildings
- Rear: 15' min. House / 3' min. Garage; 7' min. for 2nd Story over Garage

Parking:

- 2 spaces Required; 1 in Garage
- Tandem Parking Permitted

EVELYN AVENUE CORRIDOR

SMALL LOT R-1 AREA

DEVELOPMENT STANDARDS

I. LAND USE

A. PERMITTED USES

1. **Attached or Detached Single-Family Residential** – at an average density of eleven (11) units per gross acre.
2. **Clubs, lodges and community-based and fraternal organizations.**
3. **Auto repair/towing business only at 365 Villa Street.**

B. ACCESSORY USES

1. **Boarding Houses.**
2. **Customary Home Occupations** – subject to the provisions of City Code Section 36.39.3.
3. **Other Accessory Uses** – and accessory buildings not to exceed forty (40) square feet customarily appurtenant to a permitted use.

C. PROVISIONAL USES

1. **Additional Uses** – determined by the Zoning Administrator to be of the same general character as those listed above.

D. SPECIAL CONDITION: DANA STREET

Singly developed single-family houses fronting on Dana Street shall

be subject to the provisions of City Code Section 36.9.

II. LOT SIZE AND BUILDING COVERAGE

A. LOT SIZE

1. **Minimum Lot Area** – For detached units on individual lots, minimum lot area shall be two thousand seven hundred (2,700) square feet, provided the average lot area for the development is three thousand (3,000) square feet.

B. BUILDING COVERAGE

1. **Maximum Lot Coverage** – for residential and accessory structures shall be forty percent (40%). This is an average for all lots within a project (i.e., individual lots may have more or less lot coverage).
2. **Maximum Floor Area Ratio** – for residential and accessory structures shall be 0.66 of lot area. This is an average for all lots within a project (i.e., individual lots may have a lower or higher floor area ratio).

III. BUILDING HEIGHT AND SETBACKS

A. HEIGHT – As measured from top of existing or planned curb to top of cornice, parapet, or midpoint of a peaked roof:

1. **Maximum** – two (2) floors and twenty-five feet (25').
2. **Exceptions** – subject to City review.

B. FRONT SETBACKS – Buildings shall face public or publicly accessible private streets or ways. Setbacks shall be measured from the back-of-walk for new streets and from the right-of-way line for existing streets unless otherwise indicated. It is the intent of the Plan that a relatively uniform setback distance be maintained along streets.

1. **Minimum** – fifteen feet (15').
2. **Roofed Open Porches** – may extend a maximum of five feet (5') into the setback area.
3. **Trellises and Arbors** – may be permitted subject to City review; see Design Guidelines.
4. **Garages** – attached or detached shall be set back a minimum of five feet (5') from the front facade of the residential structure and a minimum of twenty feet (20') from the sidewalk. At least fifty percent (50%) of lots within a development project shall have

garages located at the rear of the lot and shall be mixed throughout the development to maintain an attractive, landscaped street frontage.

5. **Minimum Front Yard**

Landscaped Area – A minimum of fifty percent (50%) of required front setback areas within a project must be retained as surface not designed for automobile use.

6. **Special Condition: Dana**

Street – Front setbacks along Dana Street shall be twenty feet (20').

C. SIDE SETBACKS

1. **Minimum** – Minimum building setbacks from property lines shall not be required. However, the minimum distance between structures shall be eight feet (8'). The majority of structures within a project shall be separated by more than eight feet (8').
2. **Corner Lots** – minimum shall be ten feet (10') from the side property line.
3. **Exceptions** – subject to City review:
 - a. **“Zero lot line” residences** – may have one side setback of zero feet (0') provided the other side setback is a minimum of fifteen feet (15'). Duplex structures shall be designed to appear as two distinct residences.

- b. **Uninhabitable building elements** – such as chimneys and projecting eaves up to three feet (3’).
- c. **Accessory buildings abutting property lines** – up to a height of eight feet (8’) provided the distance between accessory and the principal structures is no less than five feet (5’).

D. REAR SETBACKS

- 1. **Minimum** – shall be fifteen feet (15’).
- 2. **Exception** – The first floor of the portion of a building containing a garage may have a rear yard setback of three feet (3’) and a second story setback of seven feet (7’) except when the lot shares a property line with a lot zoned for or developed with single-family houses in which case the second story setback must be ten feet (10’).

SITE DEVELOPMENT AND PARKING

- A. **BLOCK PATTERN** – All development shall be configured into a pattern of generally rectilinear blocks, with new streets and access drives linking to surrounding City streets.
- B. **PUBLIC STREETS** – New north-south public streets required to serve

new development shall generally conform to the following criteria:

- 1. **Design Criteria** – In general, streets within the area shall be dedicated public rights-of-way and shall conform to minimum City standard design criteria. Streets within the Evelyn Corridor Plan Area shall generally be designed to be straight to reflect the pattern of surrounding streets and Plan Area parcelization. Streets shall be designed to address the following issues:
 - a. Safe distance between intersections.
 - b. Safe travel on and turning to/from curved portions of streets.
 - c. Safe sight distances at intersections and along horizontal, curved sections of streets.
 - d. Streets shall be offset along Villa Street and not continue straight through between Dana and Evelyn Streets to discourage north-south through traffic subject to review by the Public Works Department.
 - e. Intersection of new streets with Dana Street shall be designed to be “right-in/right-out” only, to discourage through traffic.
 - f. If a new street serving new residential development does

not connect through from Villa Street to Dana Street, it shall exit onto Villa Street only. Consideration shall also be given to providing a pedestrian/bicycle connection from the south end of the new street to either Dana Street or Calderon Avenue in order to improve the connection for residents of the new housing with existing neighborhood residents and Landels School.

2. **Rights-of-way Widths** – minimum forty-five feet (45’).
3. **Curb-to-curb Widths** – minimum twenty seven feet (27’) provided twenty feet (20’) clearance is provided for moving vehicles per Fire Department requirements.
4. **Walks** – Four and one-half foot (4.5’) wide level sidewalk separated from the curb shall be provided consistent with City policy.
5. **Planting Strips** – a minimum of four and one-half feet (4.5’) in width shall be established along all new streets and planted with grass and/or a low-growing groundcover.
6. **Curbs** – Vertical curbs must be provided in street improvements; rolled curbs will not be permitted.

C. DRIVES AND DRIVEWAYS

1. **Maximum Width of Curb Cuts** – shall be eleven feet (11’) for a

driveway for a one-car garage or one-way entrance drive to a common lot, and eighteen feet (18’) for a driveway for a two-car garage or two-way entrance drive.

2. **Two-Car Width Curb Cuts** – In order to provide for a frontage that is not dominated by automobiles and automobile-related surfaces, two-car width curb cuts and/or two-car width driveways within the front setback area shall not be permitted on adjacent lots.
3. **Shared Parking Facilities** – Special consideration shall be given to design of shared and/or common lots or garages.
4. **Paved Parking or Driveway Area** – shall not exceed fifteen percent (15%) of the total area of the lot(s). However, garages located more than forty feet (40’) from the front of the property are encouraged, and related paved parking or driveway area may be exempted from the fifteen percent (15%) coverage limit.

D. PARKING

1. **Amount** – two (2) resident parking spaces shall be provided per dwelling unit. At least one (1) of the resident parking spaces shall be in a garage. Tandem parking is permitted.
2. **Garages** – shall be located to the side and/or rear of buildings in accordance with the setback standards established above.

- a. **Width**—The street-facing facade of individual garage structures shall not exceed twenty feet (20’).
 - b. **Garage doors**—shall be provided for all garages.
- and no side less than fifteen feet (15’) in length.

E. SITE AND PUBLIC IMPROVEMENTS

1. **Street Trees**—Shade trees shall be planted at approximately twenty-five feet (25’) on center within the required planting strip. If street trees are provided in “parking pockets” (see Design Guidelines), and are no further apart than forty feet (40’) on center, street trees within planting strips may not be required subject to City review.
2. **Streetlights**—Pedestrian-scale streetlights shall be installed as part of all new development. Luminares shall be approximately thirteen feet (13’) in height and located within the required planting strip at intervals of approximately ninety feet (90’). Lights shall be traditional in design, reflecting the “acorn” lights common throughout the Old Mountain View Neighborhood.
3. **Usable Yard Area**—Each developed parcel shall have at least one rectilinear side yard or rear yard space with a minimum area of four hundred (400) square feet
4. **Minimum Rear Yard Landscaped Area**—A minimum of seventy percent (70%) of rear yard areas within a project must be retained as open space not occupied by garages or carports. This is an average for all lots within a project (i.e., individual lots may have more or less open space area).
5. **Open Space at Grade Level**—shall occupy no less than forty-five percent (45%) of the area of the lot(s). Open space area does not include areas designed for automobile use. However, garages located more than forty feet (40’) from the front of the property are encouraged, and a portion of the related paved parking or driveway area may be counted toward the forty-five percent (45%) open space area.
6. **Fences**—along rear property lines and side property lines past the front setback/yard area shall be a maximum of six feet (6’) in height. Fences within the front setback area shall be a maximum of three feet (3’) in height. Decorative trellises or arbors associated with gates may exceed this height subject to City review. (See “Site Improvements and Landscaping” section for recommendations on types and materials.) For fences on corner lots, the special provisions in Section 36.40.4 (3) of the Mountain View City Code shall apply.

7. **Screen Walls** – Property lines common with commercial/industrial property or clubs and lodges shall have a minimum seven (7) foot high acoustically constructed noise wall (impervious to air flow) as a buffer.
8. **Landscape Materials** – see “Site Improvements and Landscaping.”

F. BUILDING DESIGN

1. **Historical Architectural Forms** – common to the Old Mountain View Neighborhood shall be used. These include front porches, bay windows, dormer windows, and peaked roofs (e.g., gable, pyramid, or hip roofs).
2. **Variety in the Design of Buildings** – shall be required in order to create block frontages that are varied and attractive. Facades, massing, and roofs should vary as appropriate to the architectural style employed.
3. **Privacy** – Buildings shall be designed and/or arranged to avoid windows facing windows across side and rear lot lines.
4. **Appurtenances, Modifications, and Accessory Buildings** – For developments of ten (10) lots or more, a master plan which establishes rules for modifications or additions to any building structures will be required. The master plan shall be prepared by the project architect and address such

structures as fences, trellises, spas, sun-shades, and accessory buildings, as well as modifications to principal buildings. These rules shall be approved by the Zoning Administrator. The development’s Covenants, Conditions and Restrictions (CC&Rs) shall specifically state that the master plan establishes the rules for additions/modifications to the development and that changes to the master plan require Community Development Department approval.

- G. **NOISE** – Residential units and exterior residential spaces shall be designed to achieve desired noise levels specified in the General Plan to the extent feasible (i.e., 45 Ldn for interiors and 55 Ldn for exteriors).

DESIGN GUIDELINES

- A. **EXISTING R-1 GUIDELINES** – The City’s “Design Guidelines for Single Family Homes” should be referred to, especially Chapter V, “Guidelines for Small Lots.” In instances where these guidelines conflict with the provisions of the Precise Plan, the Precise Plan shall apply.
- B. **ARCHITECTURAL STYLES** – Historic styles characteristic of the Old Mountain View Neighborhood should be reflected. From most to least prevalent, these styles are:
 1. **Craftsman/Bungalow** – wide-gable roofline, deep eaves, prominent roof rafters/ knee braces, large front porch, tapering porch

columns, multi-pane windows, dormer windows, shingle, clapboard or stucco siding, porch arbors/trellises.

2. **Transitional Pyramid/Four Square** – square/cube building shape, high hipped or pyramidal roof, multiple dormer windows, moderate sized front porch, turned porch posts, palladian vents.
3. **Colonial Revival** – symmetrical front facade with main entrance in center, small to moderate front porch, shuttered windows, hipped or pedimented gable roof, portico/arbors for walks/porches.
4. **Mission/Spanish Revival** – tile roof with low pitch, divided arched windows, stucco walls with surface relief, small to large front porch, wrought iron railings, arched vents.

C. **ENTRANCES** – to all buildings should be part of a clear entry sequence, extending from the public sidewalk to the private front door. The following elements are recommended:

1. **Front Porches** – with a minimum depth of five feet (5') to accommodate outdoor seating.
2. **Low Hedges, Fences and/or Entry Gates** – to define the edge between the public street and private property.

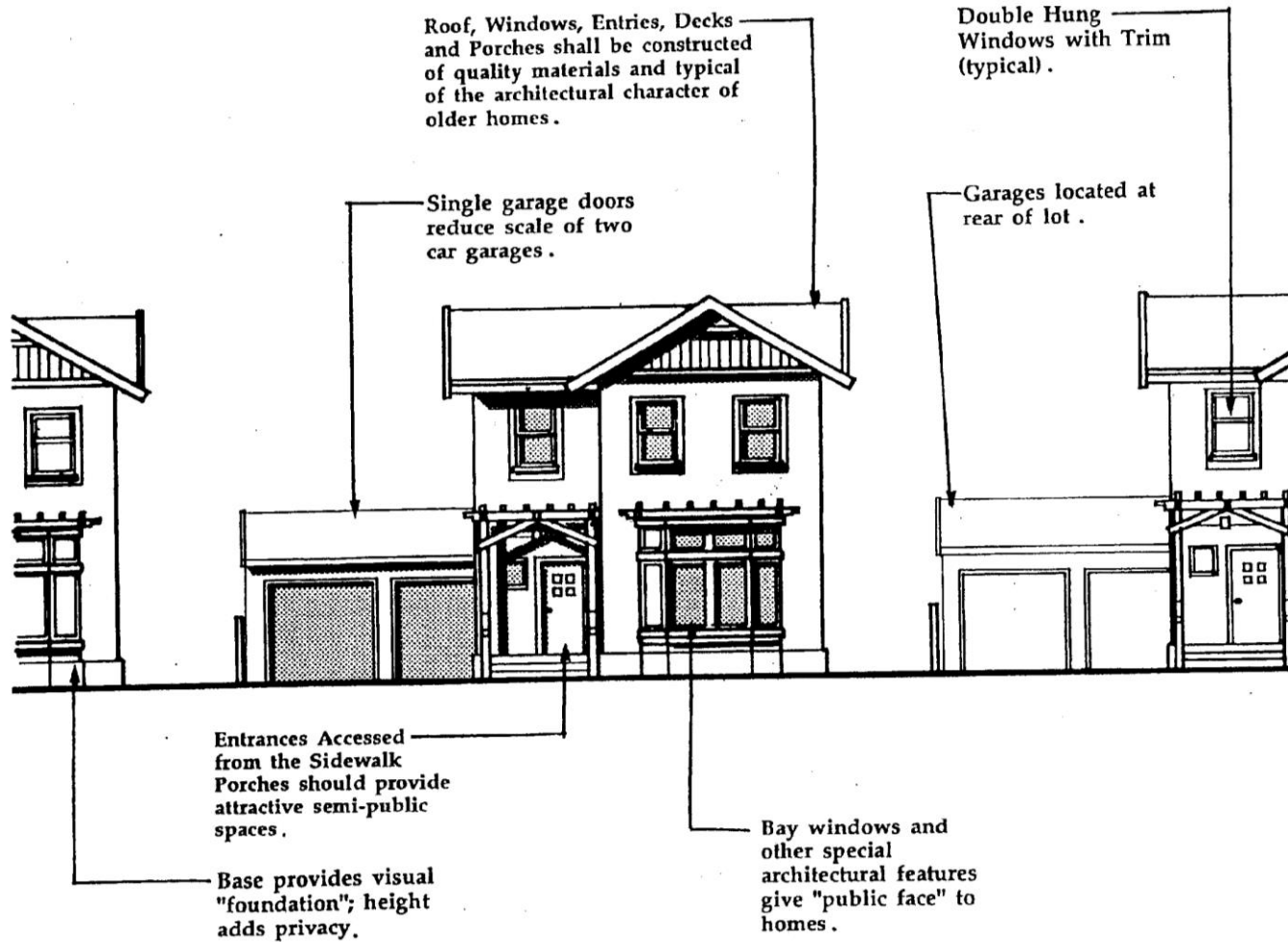
3. **Ornamental Lighting** – of porches and walks to add attractiveness, safety, and security.

4. **Freestanding Landscape Elements** – such as trellises, arbors, and special plant materials that add character to yard spaces and/or accent the entry sequence.

D. **WINDOWS** – Windows are a major element of building character and quality. They are particularly important within the context of Old Mountain View and Downtown.

1. **Composition** – All windows within a building should be related in operating type, proportions, or trim. Other unifying elements should be used, such as common sill or header lines.
2. **Design and Placement** – To create relief and texture, windows should be recessed from the wall surface, with true muntins and built-up sills and trim.

Architectural Guidelines



PROTOTYPE ILLUSTRATION
SMALL LOT R-1 AREA

3. **Window Inset**—Glass should be inset a minimum of three inches (3”) from the exterior wall surface to add relief to the wall surface; this is especially important for stucco buildings.
 4. **Special Windows**—bays and/or dormers should be used to add interest and a domestic expression to facades.
- E. **SOLAR ACCESS**—Solar exposure should be considered in the design of new housing developments. Designs that keep buildings cool in summer and warm in winter are encouraged.
- F. **OUTBUILDINGS**
1. **General**—Outbuildings of all types should have an architectural style and detailing that matches the main building in terms of surface materials, trim, fenestration, roof materials, and color.
 2. **Freestanding Garages**—should be unobtrusive, preferably located at the rear of properties to minimize visual impact.
 3. **Built-in Garages**—should blend with the form of the residence.
 4. **Single-Car Garage Doors**—are strongly recommended for two car garages, with windows, surface panels, and/or other forms of architectural detailing to make them attractive.
- G. **ON-STREET PARKING POCKETS**—May be permitted on local access streets subject to City review. Street trees should be planted in curbed planters within the parallel parking zone to add street amenity and help to slow traffic. Curbed planters should extend no more than five feet (5’) from the face of curb. Spacing should be no closer than twenty-five feet (25’) on center to allow room for curbside parking, and no further than fifty feet (50’) on center to maintain a consistent street tree planting.
- H. **PLANT MATERIALS**—See Page 40.

MIXED-UNIT RESIDENTIAL AREA

Description. The *Evelyn Corridor Mixed – Unit Residential Area* includes the blocks bounded by Evelyn Avenue on the north, Villa Street on the south, Calderon Avenue on the east, and View Street on the west. Standards and guidelines for the *Mixed-Unit Residential Area* promote a mix of multi-unit and single-family housing types that are compatible with existing residences in the Old Mountain View Neighborhood and the boulevard street scale and character of development envisioned for Evelyn Avenue.

Densities will be lower along Villa Street and Calderon Avenue, and higher adjacent to the Train Station and Transit Center and along Evelyn Avenue. New development will incorporate architectural features such as peaked roofs, and porches and stoops, and site improvements, such as streetside walks, planting strips, street trees, and ornamental streetlights, to create an attractive, intimate, higher-density residential area. Wider planting strips and walks will be used to enhance Evelyn Avenue as a boulevard entrance to Downtown. As required in the *Small Lot R-1 Area*, new blocks and streets must connect to surrounding City streets. Where needed, surface parking lots will be located in the interior of blocks and planted with shade trees in an “orchard parking” arrangement.

The *Mixed-Unit Residential Area* provides for a density of 15-25 units per acre. Subarea A of this Residential Area

provides for a density of 58 units per acre. Housing types that promote home ownership are encouraged.

DEVELOPMENT STANDARDS

I. LAND USE

A. PERMITTED USES

1. **Multi-Unit Residential** – at a density of fifteen (15) to twenty-five (25) units per acre.
2. **Multi-Unit Residential (Subarea A)** – at a density of fifty-eight (58) units per acre.
3. **Single-Family Attached or Detached** – at a density of fifteen (15) to twenty-five (25) units per acre.
4. **Commercial Uses** – allowed under the General Commercial zone, subject to provisions on Page 53, “Status of Commercial Uses.”

B. ACCESSORY USES

1. **Customary Home Occupations** – subject to City review.
2. **Offices** – incidental and customarily necessary to the conduct of a permitted use.
3. **Accessory Uses and Buildings** – customarily appurtenant to a permitted use.

C. PROVISIONAL USES

1. **Public Halls, Lodges, and Clubs.**
2. **Public and Quasi-Public Buildings and Uses** – of a recreational, educational, religious, cultural, or public service type.
3. **Additional Uses** – determined by the Zoning Administrator to be supportive of those listed above.

D. **MINIMUM PARCEL SIZE** – shall be one (1) acre for multi-unit development and two thousand (2,000) square feet for single-family detached and attached parcels.

E. **MINIMUM PARCEL WIDTH** – shall be one hundred fifty feet (150') for multi-unit development. No minimum is established for single family development.

F. **DENSITY TRANSITION** – Density shall be lower along the Villa Street frontage and higher along the Evelyn Avenue frontage and near the train station. Changes in density and/or building mass shall be gradual; see Design Guidelines for recommendations.

II. **BUILDING HEIGHT AND SETBACKS**

A. **HEIGHT** – as measured from top of existing or planned curb to top of cornice, parapet, or mid-point of a peaked roof shall be as follows:

1. a. **Maximum** – two (2) floors and twenty-five feet (25') immediately adjacent to Villa Street; three (3) floors and thirty-six feet (36') elsewhere.

b. **Maximum (Subarea A)** – two (2) floors and twenty-five feet (25') immediately adjacent to Villa Street; three (3) floors and thirty-six feet (36') along Bush Street and four (4) floors and fifty feet (50') elsewhere.

2. **Exceptions** – subject to City review:

a. **Above subsurface parking** – buildings may exceed the maximum height by three and one-half feet (3.5'). Developments with a frontage of over two hundred feet (200') may exceed the height limit by an average of three and one-half feet (3.5') not to exceed a maximum height of five feet (5').

b. **Special architectural features** – such as towers or cupolas.

- c. **Rooftop structures** – such as elevator and mechanical equipment enclosures or roof deck trellises and gazebos. These may exceed the height limit by ten feet (10'), provided they are set back a minimum of ten feet (10') from building walls and are screened by a parapet or sloping roof.

B. **FRONT SETBACKS** – Buildings shall face public or publicly accessible private streets or ways. Setbacks shall be measured from the back-of-walk for new streets and from the right-of-way line for existing streets unless otherwise indicated.

- 1. **Minimum for Multi-Unit Buildings** – ten feet (10').
- 2. **Along Evelyn Avenue** –
 - a. Minimum setback from back of walk shall be twenty feet (20'). Single-family houses and multi-unit buildings shall face Evelyn Avenue, except that single-family detached houses occupying less than a block width – approximately three hundred feet (300') – or having fewer than ten (10) units in a row along Evelyn Avenue shall side onto Evelyn Avenue.
 - b. **Subarea A (Along Evelyn Avenue)** – Minimum setback from the back of walk shall be fourteen feet (14').

- 3. **One-Story Open Porches** – may extend a maximum of five feet (5') into the setback area.
- 4. **See Small Lot R-1 Area Standards** – for requirements related to front yards and garages for single family development.

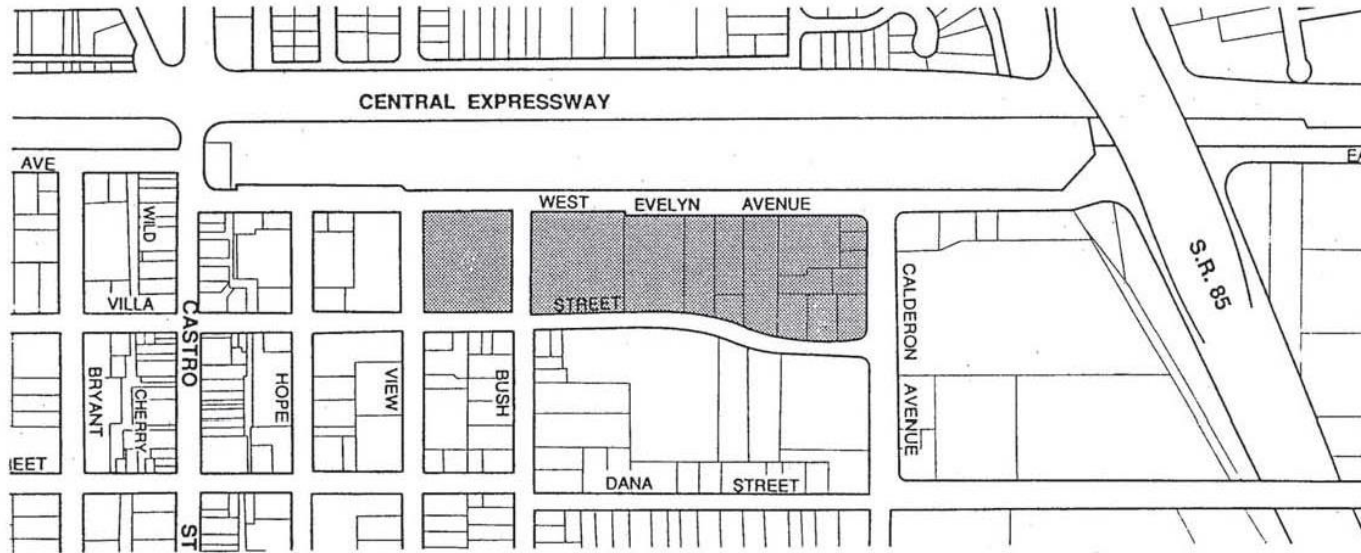
C. SIDE AND REAR SETBACKS

- 1. **Minimum for Multi-Unit Buildings** – twenty feet (20') from property lines and thirty feet (30') between buildings.
- 2. **Exceptions for Multi-Unit Buildings** – subject to City review:
 - a. **Uninhabitable building elements** – such as chimneys and projecting eaves up to five feet (5');
 - b. **Accessory buildings abutting property lines** – up to a height of eight feet (8') outside of the front setback area;
 - c. **Accessory buildings set back** – up to a height of twelve feet (12') if set back a minimum of four feet (4') from property lines.
- 3. **Minimum for Single Family Buildings** – see *Small Lot R-1 Area standards* for detached. No side setbacks required for attached; rear setbacks shall be a minimum of fifteen feet (15').

4. **Single-Family Buildings Along Evelyn Avenue** – minimum setback from back of walk shall be twenty feet (20’).

III. SITE DEVELOPMENT AND PARKING

- A. **BLOCK PATTERN** – All development shall be configured into a pattern of generally rectilinear blocks, with new streets and access drives linking to surrounding City streets.
- B. **SITE ACCESS**
 1. **Streets** – public streets shall be encouraged to serve new development. See *Small Lot R-1 Area* standards for public streets for new streets that are bordered by *Small Lot R-1* development on both sides. Street design for residential streets shall generally conform to the following:
 - a. **Rights-of-way widths for public streets** – no minimum; maximum sixty feet (60’).



PERMITTED USES:

- Single-Family and Multi-Unit Residential @ 15-25 du/ac
- Existing Commercial

Subarea A:
Multi-Unit Residential @ 58 du/ac

LOT SIZE:

- 1 acre min. for Multi-Unit
- 2,000 s.f. min. for Single-Family

HEIGHT:

- 2 Floors/25' near Villa
- 3 Floors/36' max. elsewhere

Subarea A:

- 2 Floors/25' near Villa
- 3 Floors/36' along Bush
- 4 Floors/50' max. elsewhere

SETBACKS – MULTI-UNIT:

- Front: 10' min. except 20' along Evelyn Avenue
- Side and Rear: 30' min. between Buildings
- Front Subarea A: 14' along Evelyn Avenue

SETBACKS – SINGLE-FAMILY:

- Front: 15' min. except 20' along Evelyn Avenue
- Side: 8' min. between Buildings, except 10' min. along Evelyn Avenue

- Rear: 15' min. House/3' min. Garage, except 10' min. along Evelyn Avenue; 7' min. for 2nd Story over Garage

OPEN SPACE – MULTI-UNIT:

- Common: 150 s.f. min. per unit
- Private: 60 s.f. min. per unit

PARKING:

- 2 spaces per 2BR unit min.
- 1 space per 1BR unit min.
- 15% spaces Visitor-Accessible in Multi-Unit

**EVELYN AVENUE CORRIDOR
MIXED-UNIT RESIDENTIAL AREA**

- b. **Curb-to-curb widths for public streets** – thirty-six feet (36') with on-street parking and twenty-eight feet (28') with no on-street parking, except at approved pedestrian bow-out and other facilities. In these instances, the curb-to-curb width must accommodate two-way vehicle travel. No width is specified for private streets, but they must be wide enough for two-way vehicle travel and emergency access.

All streets, public or private, should include the following:

- c. **Walks** – Detached four and one-half foot (4.5') wide level sidewalk separated from the curb by a planting strip shall be provided consistent with City policy.
- d. **Planting strips** – a minimum of four and one-half feet (4.5') in width shall be established along all streets and planted with grass and/or a low-growing groundcover and street trees.
- e. **Curbs** – Vertical curbs must be provided in street improvements; rolled curbs will not be permitted.
- f. **Design criteria** – New public streets within the area shall be dedicated public rights-of-

way and shall conform to minimum City standard design criteria and construction specifications for residential streets, with any exceptions to be approved by the Public Works Department. In general, streets, public or private, within the Evelyn Corridor Plan Area shall be designed to be straight to reflect the pattern of surrounding streets and Plan Area parcelization. Streets shall be designed to address the following issues:

- (i) Safe distance between intersections.
- (ii) Safe travel on and turning to/from curved portions of streets.
- (iii) Safe sight distances at intersections and along horizontal, curved sections of streets.
- (iv) Safe sight distances at the driveway approaches entering streets, particularly at approaches to depressed driveways leading to underground garages.
- (v) Streets shall be offset along Villa Street to discourage north-south through traffic subject to review by the Department of Public Works.

g. **Special Condition: Evelyn Avenue Frontage** – A walk eight feet (8') in width and a curbside planting strip ten feet (10') in width shall be established to create a boulevard appearance, establish adequate planting area for large-scale species of shade trees, and provide additional buffering for residences.

2. **Driveways** – to on-site parking garages or lots serving multi-unit development shall reflect the criteria below. See *Small Lot R-1 Area* standards for single-family development.

a. **Ramping driveways** – shall be located beyond the back of sidewalk, with a maximum grade of twenty percent (20%) and adequate sight distance.

b. **Setback from adjacent properties** – shall be a minimum of five feet (5').

c. **Setback from adjacent buildings** – shall be a minimum of three feet (3').

d. **Maximum number of curb cuts** – shall be one (1) two-way curb cut or two (2) one-way curb cuts per one hundred fifty feet (150') of frontage.

e. **Maximum width of curb cuts** – shall be eleven feet (11') for a one-way driveway and

eighteen feet (18') for a two-way driveway. Driveway entrances may be flared along Evelyn Avenue to accommodate its higher traffic speeds. However, flares shall occur within the planting strip and not extend into sidewalk areas.

C. BUILDING ACCESS

1. **Direct Pedestrian Access** – shall be provided from public streets to the main building entrance (i.e., pedestrian access to buildings shall not require walking across parking lots).

D. **OUTDOOR SPACE: MULTI-UNIT DEVELOPMENT** – Common, usable outdoor space shall be provided for all multi-unit buildings. A minimum of one hundred fifty (150) square feet shall be provided for each unit; see Design Guidelines. Private outdoor deck or patio space shall also be provided with at least sixty (60) square feet for each unit. Private space shall be in the form of a patio or deck attached to the unit, not less than six feet (6') clear in any dimension.



"Pocket Parking" may be permitted along residential streets.

Planting strips containing street trees and street lights are required along all frontages.

Low hedges or fences are recommended to define public/private space.

Maximum height of subsurface parking is 5'/3.5' average.

Open porches may extend into the front setback area.

PROTOTYPE ILLUSTRATION

MIXED-UNIT RESIDENTIAL AREA

E. OUTDOOR SPACE: SINGLE-FAMILY DEVELOPMENT

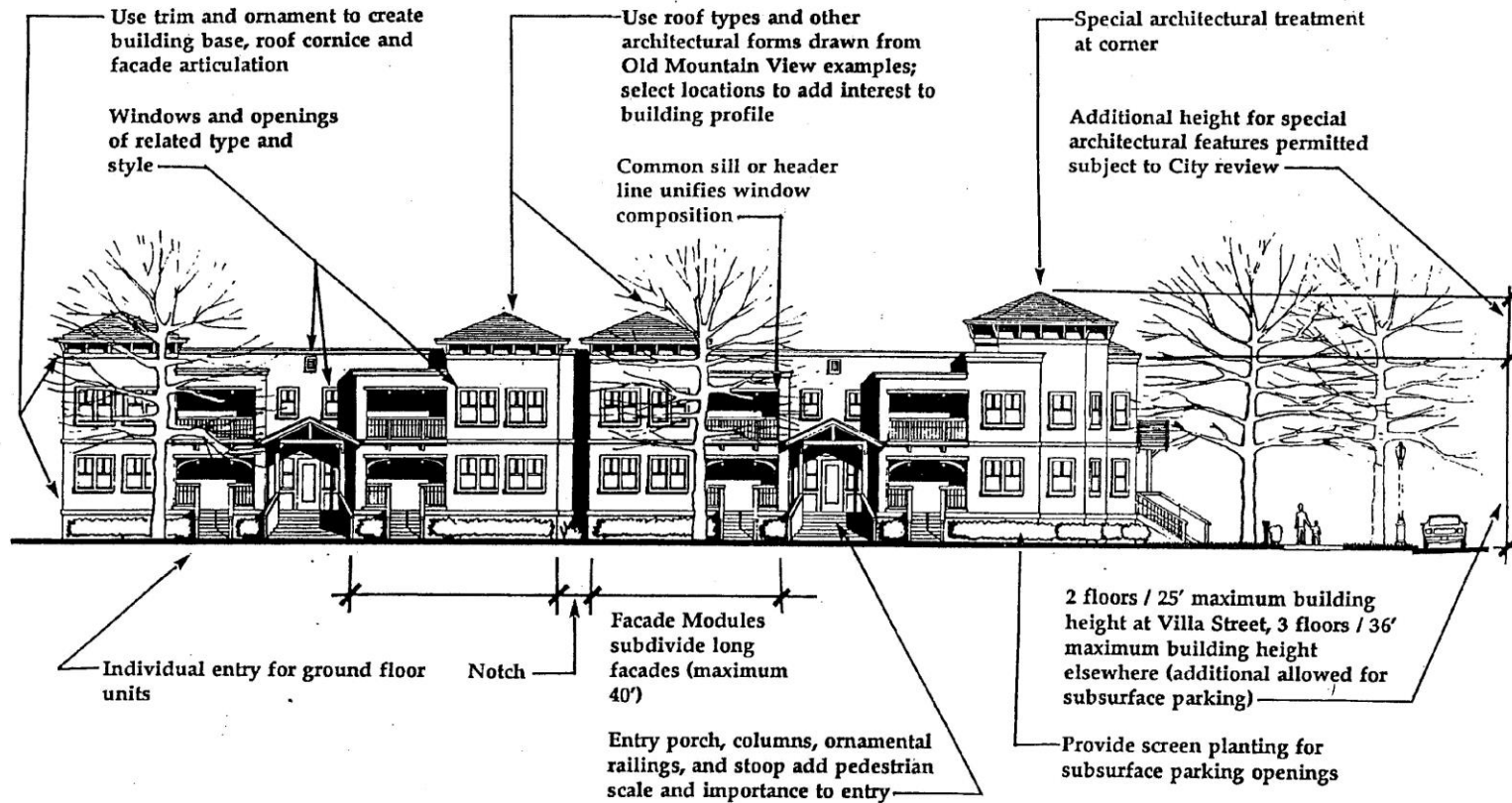
1. **Usable Yard Area** – Each developed parcel shall provide at least one rectilinear side yard or rear yard space with a minimum of four hundred (400) square feet and no side less than fifteen feet (15') in length.
2. **Open Space at Grade Level** – shall occupy no less than forty-five percent (45%) of the area of the lot(s). Open space area does not include areas designed for automobile use. However, garages located more than forty feet (40') from the front of the property are encouraged, and a portion of the related paved parking or driveway area may be counted toward the forty-five percent (45%) open space area.

F. PARKING – Requirements for multi-unit development are listed below. See *Small Lot R-1 Area* for single-family development.

1. **Requirements** – two (2) spaces per two-bedroom unit or larger; one (1) space per one-bedroom unit or studio. This is lower than generally required throughout the City to reflect proximity to transit facilities. The zoning administrator may require a parking study prepared by an independent traffic engineering professional to determine if further reduction in parking requirements is warranted.

2. **Visitor Parking** – Fifteen percent (15%) of the required parking spaces shall be freely accessible to visitors without security gates and/or other facilities that would deter their use.
3. **Subsurface Garages** – The majority of parking for the project should be depressed at least partially below grade so that pedestrians do not walk along blank parking garage walls. For buildings with partially underground parking structures, the finished floor height of the podium (concrete slab between parking and living areas) should be no more than an average of three and one-half feet (3.5') above sidewalk grade, not to exceed five feet (5') above sidewalk grade.
4. **Location and Screening of Surface Parking Lots** – shall always be to the rear or side of buildings; in no case shall surface parking lots be closer to surrounding public walks than twenty feet (20'). The perimeter of parking areas and driveways adjacent to streets and sidewalks shall be screened with an attractive low wall, fence, or line of piers. (See "Site Improvements and Landscaping" section for guidelines for wall and fences.)
5. **Surface Parking Areas Shall be Planted** – with shade trees at a ratio of one (1) tree for every three (3) spaces in an "orchard" planting arrangement.

Architectural Guidelines



PROTOTYPE ILLUSTRATION

MIXED-UNIT NEIGHBORHOOD AREA

6. **Garage Doors** – or gates shall be provided for all garages. Maximum width for common garage entrances shall be twenty feet (20') for double doors and ten feet (10') for single doors.
7. **Freestanding Garages** – shall be located to the rear of buildings; see Design Guidelines.

G. SITE AND PUBLIC IMPROVEMENTS

1. **Street Trees** – Shade trees at a spacing of approximately twenty-five feet (25') on center shall be planted within required curbside planting strips.
2. **Streetlights** – Pedestrian-scale streetlights shall be installed as part of all new development. Luminaires shall be approximately thirteen feet (13') in height and located within the required planting strip at approximately ninety feet (90') on center. Lights shall be traditional in design, reflecting the “acorn” lights common throughout the Old Mountain View Neighborhood.
3. **Signs** – One identification sign is permitted for each multi-unit lot. The aggregate sign area for any lot shall not exceed five (5) square feet for each acre or portion of an acre within the lot, provided, however, that any lot may have an area of twenty-five (25) square feet and no sign shall exceed fifty (50) square feet.

Signs shall be further regulated by the requirements of Section 36.11.13 of the Zoning Ordinance.

4. **Screen Fences or Walls:**
 - a. **Adjacent to commercial development** – attractive screen fences or walls shall be provided along property lines to screen service areas and parking areas.
 - b. **Height of screen fences and walls** – not adjacent to streets and sidewalks shall be six feet (6') in height. Fences and walls may be seven feet (7') in height along property lines in common use commercial or industrial uses. (See “Site Improvements and Landscaping” section for recommendations for type and materials.)
5. **Special Condition: Evelyn Avenue** – An attractive low wall or fence shall be provided two feet (2') from back of walk; wall or fence shall be a maximum of 48” in height. Shade trees shall be planted at a spacing of approximately twenty-five feet (25') on center within the required planting strip. A low growing groundcover planting shall be established within the planting strip. Ornamental streetlights shall be installed at approximately one hundred twenty five feet (125') on center.

6. **Trash and Service Equipment** – including satellite receiving dishes, shall be located away from streets and enclosed or screened by landscaping, fencing or other architectural means.
 - a. **Rooftop equipment** – shall be screened on all sides and shall be integrated architecturally in the building design.
 - b. **Recycling containers** – locations shall be included in design plans.
7. **Plant Materials** – see “Site Improvements and Landscaping” section on Page 40.

H. BUILDING DESIGN

1. **Historical Architectural Forms** – common to the Old Mountain View Neighborhood shall be used. These include front porches, bay windows, dormer windows, and peaked roofs; see Design Guidelines.
2. **Variety in the Design of Building Facades** – shall be required so that block frontages are varied and attractive.
3. **Privacy** – Buildings shall be designed and/or arranged to avoid windows facing windows across side and rear building setback areas.

4. **See Small Lot R-1 Area** – for appurtenances, modifications and accessory buildings.

- I. **NOISE** – Residential units and exterior residential spaces shall be designed to achieve desired noise levels specified in the General Plan to the extent feasible (i.e., 45 Ldn for interiors and 55 Ldn for exteriors).
- J. **MAINTENANCE OF COMMON AREAS** – For all developments, the developer shall prepare CC&Rs addressing issues of common interest in terms of maintenance of common open space, tree planter areas, planting strips, and walks.

DESIGN GUIDELINES

Note: Guidelines A through C apply to both multi-unit and single-family development. Guidelines D through M apply primarily to multi-unit development. For additional guidelines related to single-family development, see *Small Lot R-1 Area*.

- A. **DENSITY TRANSITION** – should occur in one of the following ways:
 1. **At the Rear Property Line** – Density changes may occur at the rear property line or across a rear alley; dramatic density changes shall not occur between facing buildings (i.e., across a street).
 2. **Across an Open Space** – A green or park may be used to separate facing buildings of different densities.

3. **Along Streets** – Density may change along a street so that facing buildings remain the same or similar in form and density.
- B. **MAXIMUM EAST-WEST BLOCK DIMENSION** – should be four hundred feet (400'). A dimension of three hundred feet (300') is recommended.
- C. **PARKING POCKETS** – may be permitted on local access streets subject to City review. Street trees should be planted in curbed planters within the parallel parking zone to add street amenity and help to slow traffic. Curbed planters should extend no more than five feet (5') from the face of curb. Spacing should be no closer than twenty five feet (25') on center and/or twenty-five feet (25') from driveway curb cuts to allow for curbside parking, and no further than fifty feet (50') on center to maintain a consistent street tree planting.
- D. **COMMON OPEN SPACE** – should contain both landscaped/garden areas and hardscape areas that encourage social interaction.
1. **Common Landscaped Space** – A usable landscaped green and/or garden space should comprise between seventy percent (70%) and eighty percent (80%) of the common outdoor space. The space should be in the form of a courtyard, side yard, rear yard, or common green for larger developments. Space should be seventy-five percent (75%) enclosed by buildings, low walls, low fences, or linear landscaping (e.g., hedges or rows of trees) and not be bordered by surface parking areas on more than one side.
 2. **Common Hardscape Space** – Between twenty percent (20%) and thirty percent (30%) of common outdoor space should be in the form of unit-paved or gravel areas, common roof deck space, or any combination of the two. Hardscape space shall be connected directly to the required landscaped space by stairs, walks, and/or ramps if necessary.
- E. **GENERAL BUILDING DESIGN** – Multi-unit buildings should be compatible in form with single family houses, yet have a high-quality, Downtown residential character. Building materials and design should be long-lasting in order to create a living environment that holds its value over time. Buildings should employ classic, traditional styles rather than modern, high-tech styles that incorporate extensive amounts of hard and/or reflective surfaces.
1. **Architectural Features** – that add human scale, such as courtyards, porches, balconies, trellises and bay windows, are recommended. Buildings should not have large, blank or monotonous surfaces; rather, design should include

sufficient detailing, texture, color differentiation and three-dimensional articulation to create appropriately scaled, interesting structures. Special architectural features that relieve flatness of facades such as recessed windows with authentic muntins, architectural trim with substantial depth and detail, bay windows, window boxes, dormers, entry porches, etc., are recommended.

2. **Facade Module** – Building facades should be designed so as to give individual identity to each vertical module of units. Long facades should be divided into shorter segments a maximum of forty feet (40') and preferably twenty-five feet (25') in width.

In larger projects with frontages of over one hundred feet (100'), modules should be separated by such techniques as a deep notch (in plan) between the modules; varying architectural elements (e.g., window color, roof shape, window shape, stoop detail, railing type); and/or varying the color of individual modules within a harmonious palette of colors.

- F. **ARCHITECTURAL STYLES** – Elements of the historic styles characteristic of the Old Mountain View Neighborhood should be reflected. From most to least prevalent, these styles and their principal characteristics are:
 1. **Craftsman/Bungalow** – wide-gable roofline, deep eaves, prominent roof rafters/knee braces, large front porch, tapering porch columns, multi-pane windows, dormer windows, shingle, clapboard or stucco siding, porch arbors/trellises.
 2. **Transitional Pyramid/Four Square** – square/cube building shape, high hipped or pyramidal roof, multiple dormer windows, moderate front porch, turned porch posts, palladian vents.
 3. **Colonial Revival** – symmetrical front facade, main entrance in center, small to moderate front porch, shuttered windows, hipped or pedimented gable roof, portico/arbors for walks/porches.
 4. **Mission/Spanish Revival** – tile roof with low pitch, divided arched windows, stucco walls with surface relief, small to large front porch, wrought iron railings, arched vents.
- G. **BUILDING ENTRANCES** – should be part of a clear entry sequence, extending from the public sidewalk to the private front door. The

following elements are recommended:

1. **Stoops and/or Open Porches** – should face the street at regular intervals which correspond to the vertical modules of building units. The stoops should be wide enough for people to sit on and to make entries inviting. At least two of the following three items should be incorporated at each entry point: address, doorbell and mailbox. Open porches should have attractive bulkheads or balustrade railings and a roof that complements the pitch and materials of the main roof.
 2. **Stairs** – should be boxed and framed by attractive stepped bulkheads walls or balustrade railings. Bullnose treads are recommended. Open or “floating” exterior stairs should not be used.
 3. **Low Hedges, Fences and/or Entry Gates** – should be used to define the edge between the public street and private property.
 4. **Ornamental Lighting** – of porches and walks to highlight entrances and add security.
 5. **Freestanding Landscape Elements** – such as trellises, arbors, and special landscape materials that add character to yard spaces and/or accent the entry sequence.
- H. **BUILDING MATERIALS** – Building materials shall be high-quality, long-lasting, and durable, with a minimum life span of fifty (50) years for siding and forty (40) years for roofing. Examples of such materials include stucco or clapboard for siding; tile or asphalt shingles for roofs. Construction drawings and construction techniques shall demonstrate high-quality detailing and use of materials.
- I. **WINDOWS** – are an important element of facade composition and an indicator of overall building quality:
1. **Composition** – All windows within a building, large or small, should be related in operating type, proportions, or trim. Other unifying architectural elements should be used, such as common sill or header lines.
 2. **Framing and Window Inset** – Built-up sills and trim should be used to frame openings. Glass should be inset a minimum of three inches (3”) from the exterior wall and/or frame surface to add relief to the wall surface; this is especially important for stucco buildings.
 3. **Special Windows** – such as bays or dormers should be used to add interest and a domestic character to the facade.

- J. PLANT MATERIALS—See “Site Improvements and Landscaping” section for guidelines on Page 40.
- K. OUTBUILDINGS
1. **General**—Outbuildings of all types should have architectural treatments derived from the main building in terms of surface materials, trim, fenestration, roof materials, and color.
 2. **Freestanding Garages**—should be unobtrusive, preferably located at the rear of properties to minimize visual impact.
 - a. **Single-car garage doors**—are strongly recommended, with windows, surface panels, and other forms of architectural detailing to reduce their impact and scale.
 - b. **A maximum of five (5) garage doors**—may be lined up consecutively; a space of five feet (5′) shall be provided between each garage or group of doors.
- L. PUBLICLY ACCESSIBLE OPEN SPACE—that is unlocked during daylight hours should be provided as part of all new multi-unit development (e.g., malls, courtyards, etc.).
1. **Spatial Definition**—Spaces should be defined by buildings or landscape elements on a minimum of two sides.
2. **Linkage**—Spaces should be linked to adjacent public streets and sidewalks.
 3. **Sequence**—Ornamental gates, trellises, lighting, plant materials, etc., should be used to create a sequence for pedestrians; for example, an ornamental gate at the sidewalk leading to a passage lined with columns, then arrival at a courtyard.
- M. SOLAR ACCESS—Solar exposure should be considered in the design of new housing developments. Designs that keep buildings cool in summer and warm in winter are encouraged.

SUPPORT COMMERCIAL AREA

Description. The *Evelyn Corridor Support Commercial Area* is located along the northerly frontage of Evelyn Avenue. Standards and guidelines promote land uses and forms of development that are sensitive to and serve the needs of Downtown businesses, local residents, and transit users. They provide for commercial uses, such as office, R&D, auto services, building supply, hardware, and printing, which will not compete with Downtown’s specialty, restaurant, and convenience base, as well as other uses that may not be appropriate for Downtown.

New buildings will be designed to face Evelyn Avenue. The intent is that they will have an attractive “industrial/railroad” style, with metal seam roofs, large roof overhangs, monitors and other industrial roof forms, that reflect the Support Commercial Area’s use mix and location. Signs will be integrated within the overall building design. Surface parking areas will be located to the side or rear of buildings, instead of along the street frontage, with shade trees in an “orchard” planting arrangement. A gracious sidewalk and parkway strip, combined with street tree plantings and ornamental streetlights, will enhance Evelyn Avenue as a boulevard entrance to Downtown.

DEVELOPMENT STANDARDS

I. LAND USE

A. PERMITTED USES

1. **Indoor Wholesale and Retail Sales and Services** – including the following:
 - a. Building materials stores.
 - b. Printing and publishing.
 - c. Auto repair and maintenance – major and minor.
 - d. Repair and maintenance of consumer products.
 - e. Wholesaling and distribution.
 - f. Indoor commercial recreation and fitness.
 - g. Retail outlets.
 - h. Laundries and dry cleaning plants including personal dry cleaning and laundromats.
 - i. Handicraft industries, small-scale manufacturing.
2. Office and research and development uses, including the following:
 - a. Several start-up/incubator businesses that share secretarial and other office services;

- b. A copy center;
- c. Computer sales and repair;
- d. Accounting services;
- e. Legal services;
- f. Architectural and engineering offices;

3. Small coffee/deli shop.

B. PROVISIONAL USES

- 1. Additional Uses – determined by the Zoning Administrator to be supportive of those listed above.

C. VIBRATION SENSITIVE USES – Commercial uses, such as certain types of repair shops and computer-related technologies that are sensitive to train vibrations, are discouraged from locating in this area.

D. MINIMUM PARCEL SIZE – shall be ten thousand (10,000) square feet and one hundred (100) linear feet of frontage for permitted uses.

E. MAXIMUM DEVELOPMENT INTENSITY – for permitted uses shall be a floor area ratio (FAR) of 0.75.

II. BUILDING HEIGHT SETBACKS AND ORIENTATION

A. HEIGHT – as measured from top of existing or planned curb to top of

cornice, parapet, or midpoint of a peaked roof shall be as follows:

1. **Maximum** – three (3) floors and/or forty-eight feet ' (48') for permitted uses.

2. **Minimum** – eighteen feet (18')

3. **Exceptions** – subject to City review:

a. **Sloping portions of roofs** – may exceed height limits provided they are gable or other two-slope roofs not exceeding 6:1 slope.

b. **Special architectural features** – such as towers, monitors, and cupolas are recommended.

B. FRONT SETBACKS

1. **Minimum** – shall be zero feet (0') from back of walk per section III.C.1, below.

2. **Maximum** – shall be twenty feet (20'). Parking shall not be permitted between buildings and the street frontage.

C. SIDE AND REAR SETBACKS – minimum shall be eight feet (8').

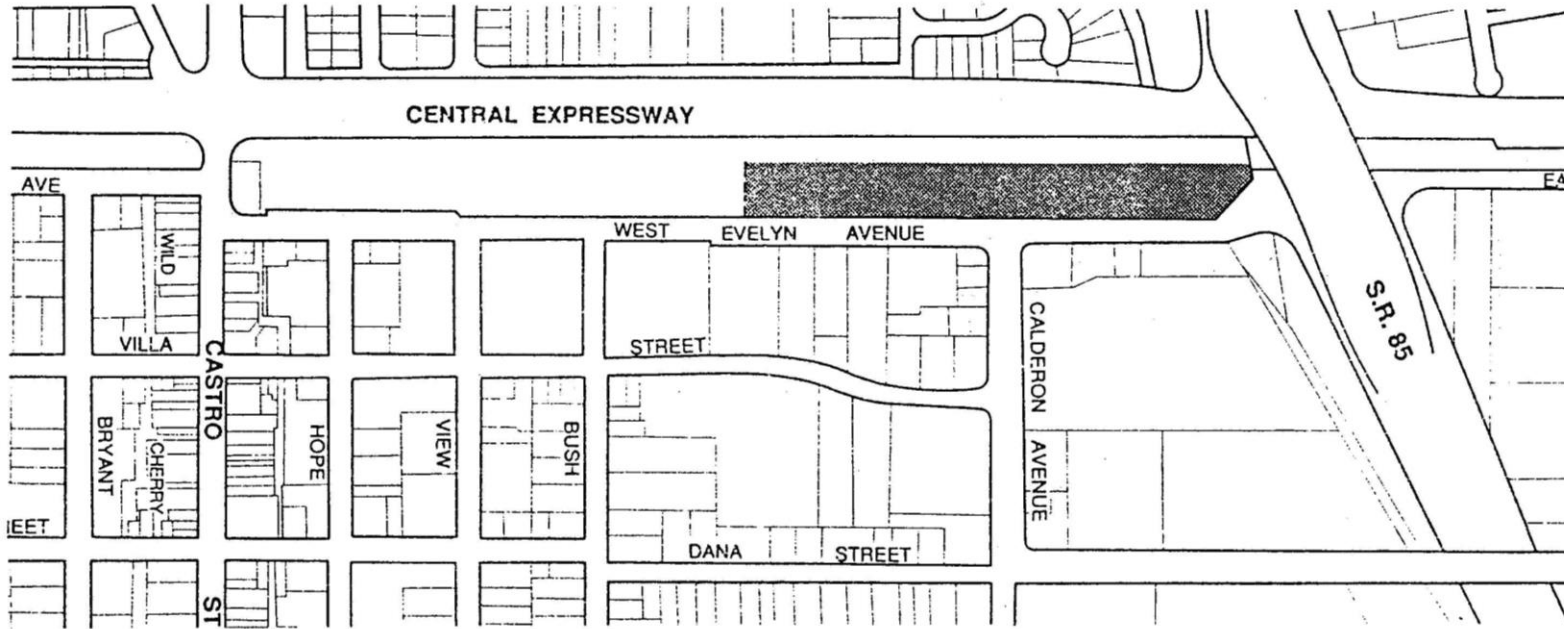
D. SPECIAL CREEKSIDE SETBACK – No development, except that associated with creek improvements, will be allowed within one hundred feet (100') of the top of the bank of Stevens Creek. See Environmental

Impact Report “Findings,”
Vegetation, in the Appendix.

E. BUILDING ORIENTATION

1. **Minimum Frontage** – for all buildings shall be one-third (1/3) the length of the parcel frontage.
2. **Relationship to Frontage** – a minimum of two-thirds (2/3) of the front building facade shall be parallel to the Evelyn Avenue right-of-way.
3. **The Main Entrance** – to all buildings shall be located on the front building facade or on a fronting building corner.

- F. SIGNS – should be in proportion to the size of building they identify. The sum total of building-mounted signs (excluding window signs) used to identify an individual use shall not exceed one (1) square foot of area for each linear foot of the building frontage occupied by that use.



Permitted Uses:

- Wholesale and Retail Sales and Services (Not Competitive with Downtown)

Minimum Parcel Size:

- 10,000 s.f.

Maximum Intensity:

- 0.75 FAR

Maximum Height:

- 3 Floors/48'

Minimum Setbacks:

- Front: 0' min./20' max.
- Side and Rear: 8' min.

Parking:

- per City Code

EVELYN AVENUE CORRIDOR

SUPPORT COMMERCIAL AREA

III. SITE DEVELOPMENT AND
PARKING

A. ACCESS

1. **Direct Pedestrian Access** – in the form of a walkway shall be provided from the Evelyn Avenue sidewalk to the main building entrance (i.e., pedestrian access to building entrances shall not require walking across parking lot surfaces).
2. **Driveways/Curb Cuts:**
 - a. **Maximum Number** – of curb cuts associated with a single building shall be one (1) two-way curb cut or two (2) one-way curb cuts.
 - b. **Maximum Width** – of curb cuts shall be twelve feet (12') for a one-way driveway and eighteen feet (18') for a two-way driveway. Driveway entrances may be flared along Evelyn Avenue to accommodate its higher speeds. However, flares shall occur within the planting strip and not extend into sidewalk areas.
 - c. **Driveway Setbacks** – shall be a minimum of five feet (5') from adjoining properties.
 - d. **Service Access** – shall be from side or rear parking areas.

B. PARKING

1. **Minimum Requirements** – per the City of Mountain View Zoning Code.
2. **Location of Surface Lots** – shall be to the side and/or rear of buildings, not in front. Broad expanses of parking along the frontage are not consistent with the overall character desired for Evelyn Avenue and shall not be permitted; the distance between frontage buildings should not exceed one hundred fifty feet (150').
3. **The Perimeter of Parking Lots and Driveways** – adjacent to streets and sidewalks shall be screened with an attractive low wall or ornamental metal fence; the perimeter of parking areas adjacent to the rear property line/railroad right-of-way shall be screened with a low wall or fence. See “Site Improvements and Landscaping” guidelines for Walls, Fences, and Piers.
4. **Parking Areas/Lots shall be Planted** – with shade trees at a ratio of one (1) tree for every three (3) spaces in an “orchard” planting arrangement. See “Site Improvements and Landscaping” section for guidelines.

C. LANDSCAPING AND SCREENING

1. **Frontage Walk and Planting Strip** – A front sidewalk eight

feet (8') wide and a curbside planting strip ten feet (10') wide shall be provided along the Evelyn Avenue frontage. Shade trees shall be planted at a spacing of approximately fifty feet (50') on center within the planting strip. A low-growing ground-cover planting shall be established within the planting strip. Ornamental streetlights shall be installed at approximately one hundred twenty five feet (125') on center. See "Prototype Illustrations" on the following pages.

2. **Trash and Service Equipment** – including satellite receiving dishes, shall be located away from streets and enclosed or screened by landscaping, fencing or architectural means.
3. **Screen Fences and Walls** – not adjacent to streets and sidewalks shall be a minimum of six feet (6') in height and a maximum of eight feet (8') in height. (See Design Guidelines for recommendations on type and materials.)
4. **Plant Materials** – See "Site Improvements and Landscaping" section on Page 40.

DESIGN GUIDELINES

A. **BUILDING INCREMENT** – Long facades should be divided into shorter segments or modules. Modules along the Evelyn Avenue frontage should be a maximum of

fifty feet (50') long, and should be separated by changes in the building mass, such as projected entrance or window volume(s), notch, or other architectural feature.

- B. **SPECIAL ARCHITECTURAL FEATURES** – such as gables, turrets, and towers should accent buildings at the main building entrance, adjacent to entrance drives, and/or at building corners.
- C. **FACADE COMPOSITION** – Every building should have a base; a clear pattern of openings and surface features; a prominent main entrance; and an attractive, visually interesting roofline.
 1. **Building Base** – This may be as simple as a visual thickening of the wall where the building touches the ground, a different surface material and/or wall color, or a different design treatment for the ground floor for a two-story building facade.
 2. **Pattern of Openings and Surface Features** – Windows, wall panels, pilasters, building bays, and storefronts should be based on a module derived from the building's structural bay spacing. Features based on this module should be carried across windowless wall areas to relieve blank, uninteresting surfaces.
 3. **Building Entrances** – should be easy to identify and

distinguished from the rest of the building.

4. **Rooflines** – should be simple, changing shape to reflect important building masses below and/or internal building functions.

D. **WINDOWS** – are an important element of facade composition and an indicator of overall building quality:

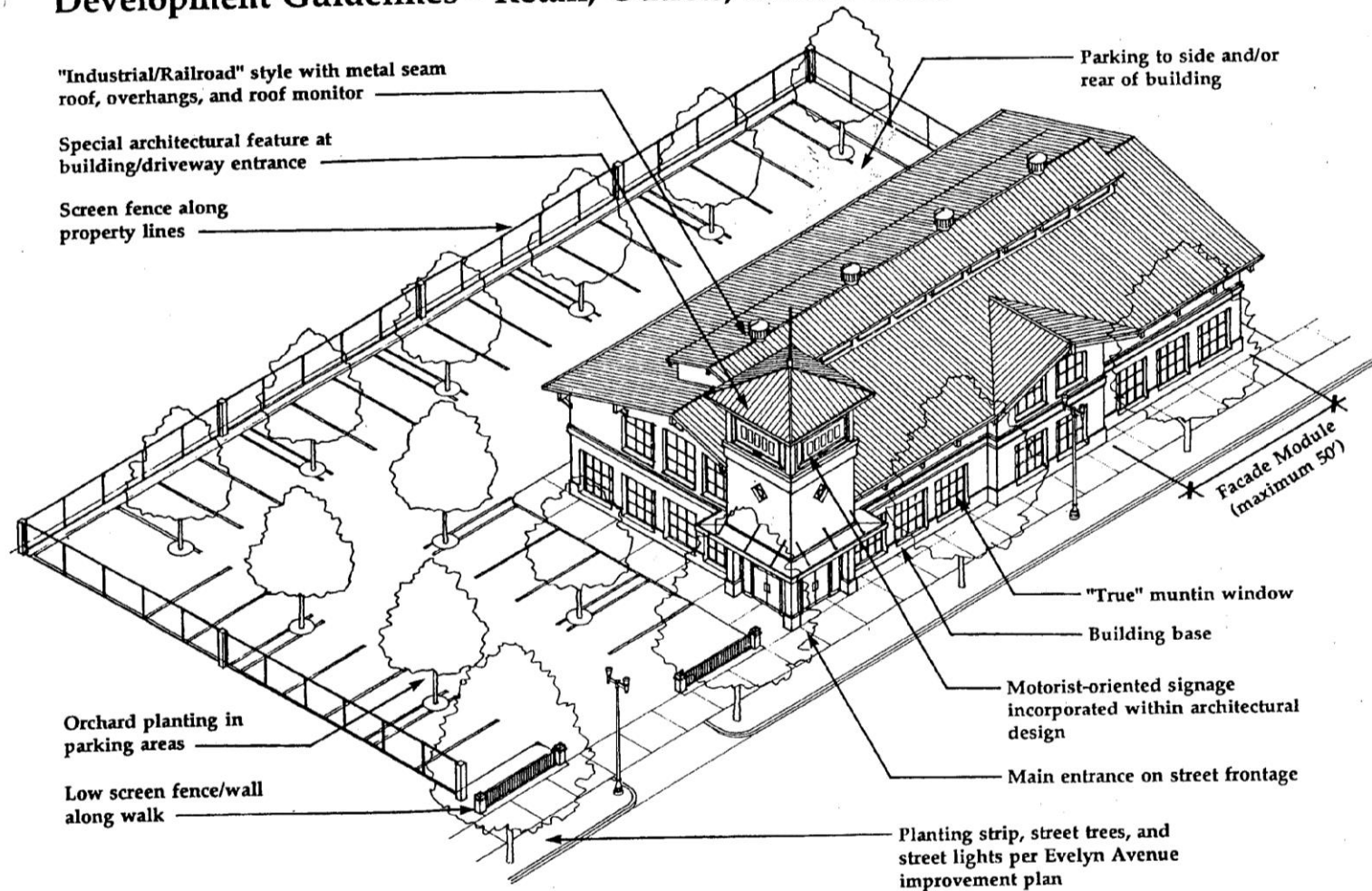
1. **Window/Wall Proportion** – In general, upper stories should have a window-to-wall area proportion that is smaller than that of the ground floor.
2. **Window Openings** – should generally be vertical or square in shape. Horizontally oriented openings generally make buildings appear squat and massive.
3. **Window Inset** – Glass should be inset a minimum of three inches (3") from the window frame or from the exterior wall surface to add relief to building surfaces; this is especially important for stucco buildings.
4. **Shaped Frames and Sills** – should be used to enhance openings and add relief to wall surfaces.

E. **ROOFS** – Shallow gable, hip, or other two-slope roofs are recommended for all buildings (see

illustrative Prototypes); parapets in combination with and/or incorporating sloped roofs may be appropriate, subject to City review.

1. **Roof Slope** – should be between 3:1 and 6:1.
2. **Roofs Should Extend** – across a minimum of seventy-five percent (75%) of the building frontage.
3. **Roof Ridges** – should be aligned to be parallel and/or perpendicular to the street frontage.
4. **Roof Overhangs** – are strongly recommended for design and solar reasons. Overhangs should be a minimum of three feet (3'), with additional articulation in the form of support struts, gutters and gutter fascia, and/or exposed beams/rafter ends.
5. **Materials** – Metal seam roofing is recommended as typical for the district. For aluminum, galvanized steel and other coated steel, recommended finishes are anodized, fluorocoated or painted. For copper and lead, recommended finishes are natural or oxidized. Clay, ceramic or concrete tile may also be appropriate if consistent with the desired building character. Tar and gravel, composition, or elastomeric roofs should be screened by roofed parapets. Asphalt shingle roofs are not recommended.

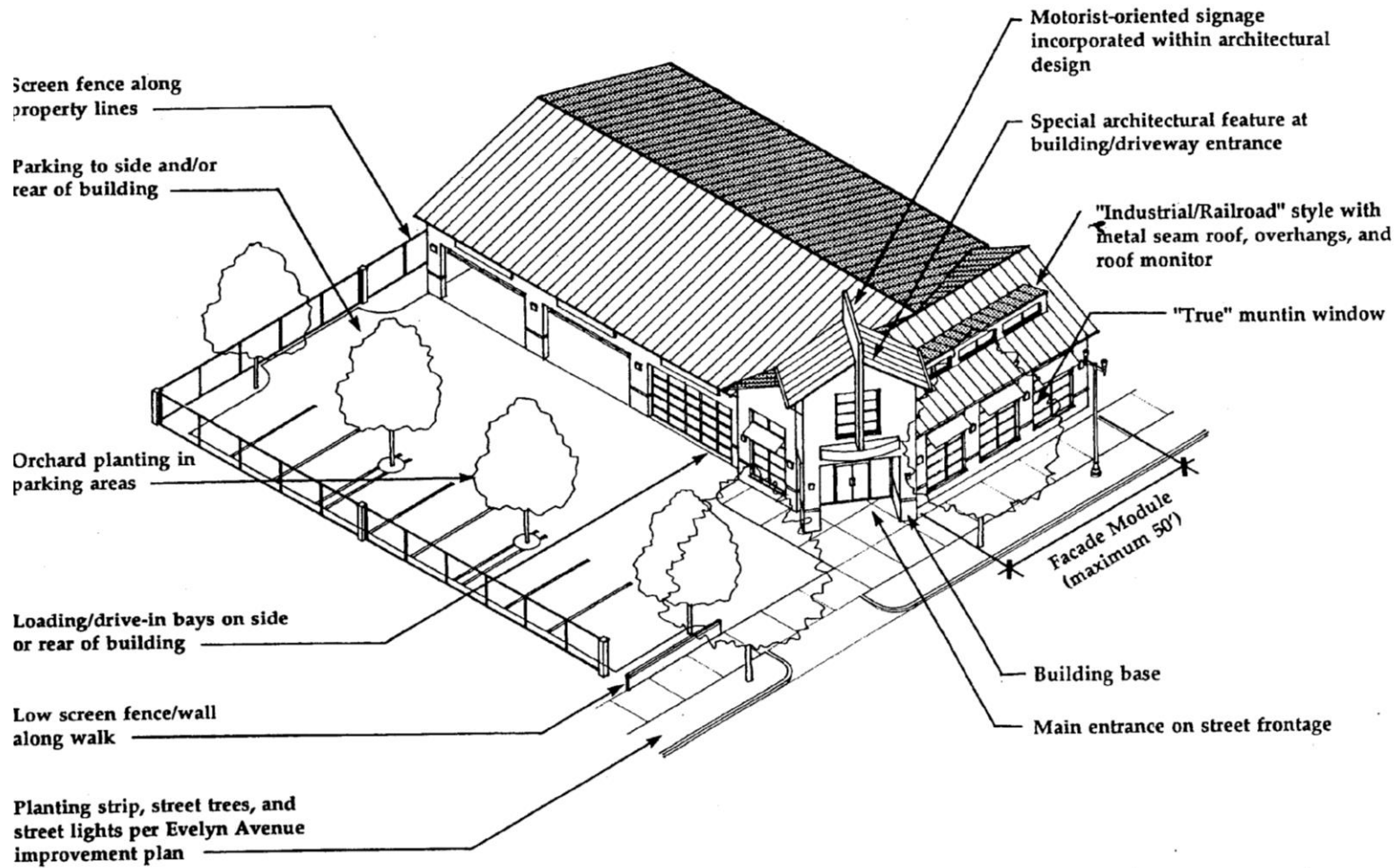
Development Guidelines - Retail, Outlets, Health Clubs



PROTOTYPE ILLUSTRATION

SUPPORT COMMERCIAL AREA

Development Guidelines - Auto Services, Retail



PROTOTYPE ILLUSTRATION

SUPPORT COMMERCIAL AREA

F. SIGNS

1. **Sign Location** – Signs should be mounted on parapets, towers, turrets, recessed wall areas, and other architectural features specifically designed for them. Flush-mounted and painted wall signs should align with major architectural elements, such as doors and windows. Ornamental elements, such as moldings, pilasters, arches, clerestory windows, roof eaves, or cornice lines should be used as a frame.
2. **Relationship to Cornice or Eave Lines** – Signs should not span cornice or eave lines. However, signs designed as an extension of the architectural form of the building may be appropriate. For example, projecting signs, sign boards or neon signs may be designed to look like a marquee, parapet, or accent to a parapet or sloped roof.
3. **Architectural Style** – Sign shapes, type styles, and color combinations should complement building styles. In the Support Commercial Area, it is recommended that buildings have an attractive “industrial/railroad” character, with overhanging shed roofs, metal struts and awnings, etc. Signs should project a similar “working district” look, rather than the specialty “main street” look associated with the Downtown commercial district, overall

design of the sign and/or building. Ornamental metal is strongly recommended.

4. **Structural Supports** – should be attractive. They should complement the overall design of the sign and/or the building. Ornamental metal is strongly recommended.
5. **Awning and Canopy Signs** – are recommended. Awning signs should appear and function primarily as awnings, however. Awnings should reflect the buildings module and should not extend for more than twenty-five (25) linear feet without a break. Signs on canopies should be integrated with the canopy fascia, or be in the form of freestanding letters mounted on top and extending above the fascia.
6. **Projecting Signs** – are recommended if designed as architectural features (see F.2., above) and/or located primarily for pedestrian visibility; minimum sidewalk clearance should be seven feet (7'). An encroachment permit will be required and is subject to Public Works Director’s approval.
7. **Internally Illuminated “Canned” Signs** – should not be used. Canned signs look and often are mass-produced, making businesses look generic.

8. **Materials** – should be attractive and long-lasting. Recommended materials are:

- a. **Signboards** – of wood or metal, with painted, engraved or routed letters, or mounted letters of wood or metal.
- b. **Silhouette or figurative signs** – three-dimensional letters, symbols, and/or ornamental figures made of wood or metal.
- c. **Custom neon** – exterior-mounted on a sign board or metal support frame or enclosure, or interior-mounted behind clerestory or display windows.
- d. **Fabric awnings** – such as canvas or nylon, with painted or applied lettering; plastic awnings should not be used.

G. **LIGHTING** – should be used to enhance both signs and buildings. When possible, sign illumination should be coordinated with an overall building lighting scheme. Recommended lighting approaches are:

1. **Backlit** – with lighting inside and behind projecting lettering and/or awnings.
2. **Floodlit** – with single or multiple spotlights, provided light sources are shielded to protect motorists,

pedestrians, and adjacent properties.

3. **Color and Lamp Type** – Light sources providing the most pleasing and accurate color rendering are metal halide, incandescent, and color-corrected fluorescent. Other lamp types, such as cool white fluorescent, mercury vapor, and high and low pressure sodium may distort sign colors and should be used according to advice from a lighting professional; these lamp types are not appropriate for area lighting.

H. **SOLAR ACCESS** – Solar exposure should be considered in the design of new buildings. Designs that keep buildings cool in summer and warm in winter are encouraged.

TRANSIT SERVICES AREA

Description. The Transit Services Area is bounded by Central Expressway on the north, Evelyn Avenue on the south and Castro Street on the west. It extends east four hundred feet (400') of the easterly right-of-way line of Bush Street. It includes properties owned by the City of Mountain View, CalTrain, and Southern Pacific Railroad. The majority of the Transit Services Area is currently dedicated to parking for the CalTrain station.

A preferred Concept Plan for improvements to this area has been developed by the City of Mountain View in consultation with CalTrain, the Joint Powers Board, and Santa Clara County Transit. The preferred plan, "Station Plaza," is illustrated in Chapter IV. In the first phase of development, new bus and light rail facilities and associated replacement parking would be constructed. In the second phase, parking facilities would be expanded. Development of the City-owned site at the corner of Castro Street and Evelyn Avenue would occur in the long term. A principal City goal is to concentrate facilities as close as possible to Castro Street, to make them a part of Downtown and to encourage transit riders to take advantage of the Station's proximity to Downtown's shops, restaurants, and services.

A "Transit Services Expansion Area" is identified on the *Transit Services Area* map on the following page. This area may be used for expansion of parking and/or other transit-related uses subject

to City review. It is preferable, however, that such uses not extend into this area unless absolutely necessary (i.e., that feasible alternatives are not available), and that the area be developed with *Support Commercial* uses per the Plan's development standards and design guidelines.

Development standards and design guidelines for the *Transit Services Area* promote high quality design for the new facilities associated with the Downtown Station. The standards and guidelines also accommodate targeted commercial development. Overall, they ensure that the *Transit Services Area* will be an attractive gateway to and extension of the Downtown commercial district, and a "good neighbor" to nearby residential development.

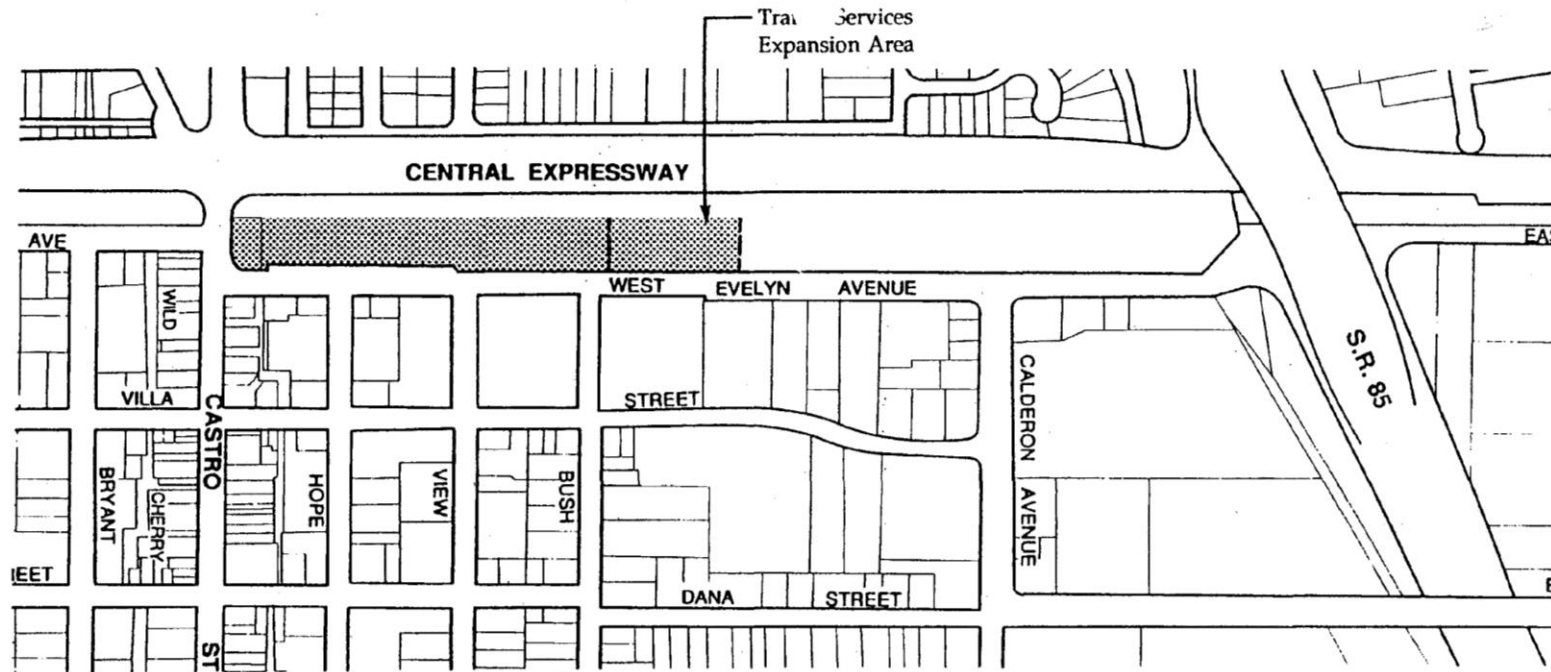
DEVELOPMENT STANDARDS

I. LAND USE

A. PERMITTED USES

1. **Railroad Passenger Stations.**
2. **Bus Passenger Transfer Stations.**
3. **Stations for Other Transit Modes** – for local or regional service.
4. **Parking Lots, Garages, and Passenger Loading Areas** – to serve transit facilities listed above.

5. **Transit Support Services** – including ticket sales, limited maintenance equipment storage, and public and/or transit operator rest rooms.
 6. **Retail Commercial and Office Uses** – limited to the Castro Street/Evelyn Avenue corner frontage in accordance with the Train Station and Transit Center Concept Plan contained in Chapter IV Development shall be limited to a maximum of thirty-six thousand (36,000) square feet of combined retail and office space.
- B. **PROVISIONAL USES** – limited to the easterly “Expansion Area” portion of the Transit Services Area per the Precise Plan Map:
1. **Indoor Wholesale and Retail Sales and Services** – per standards and guidelines for the Support Commercial Area.
-
- II. **BUILDING HEIGHT, SETBACKS AND ORIENTATION**
-
- A. **HEIGHT** – as measured from mid-point of existing or planned or curb to top of cornice, parapet, or mid-point of a peaked roof shall be as follows:
1. **Maximum** – three (3) floors and/or thirty-six feet (36’) for permitted uses.
 2. **Minimum** – eighteen feet (18’)
3. **Exceptions** – subject to City review:
 - a. **Sloping portions of roofs** – may exceed height limits provided they are gable, hip, or other two-slope roofs not exceeding 6:1 slope.
 - b. **Special architectural features** – such as towers, monitors, and cupolas are recommended.
- B. **FRONT SETBACKS** – Minimum from Castro Street and Evelyn Avenue curblines shall be fifteen feet (15’).
- C. **REAR SETBACKS** – Minimum from the centerline of the southernmost railroad track shall be twenty feet (20’) to accommodate outside boarding platforms planned for CalTrain.
- D. **SIDE SETBACKS** – between properties, buildings, and the adjacent Support Commercial Area shall be determined subject to City review.
- E. **BUILDING ORIENTATION**
1. **General Relationship to Frontages** – Building facades shall be parallel and perpendicular to the Evelyn Avenue and Castro Street rights-of-way.



Permitted Uses:

- Transit Stations, Parking Lots, Garages and Passenger Loading Areas
- Transit Support Services Limited Retail and Office

Maximum Height:

- 3 Floors/36'

Minimum Setbacks:

- Front and Rear: 15'
- Side: per City Review

EVELYN AVENUE CORRIDOR

TRANSIT SERVICES AREA

2. **At the Castro Street/Evelyn Avenue Corner** – a south-facing corner plaza, terrace, or other form of active pedestrian space shall be provided as part of new commercial development.

III. SITE DEVELOPMENT AND PARKING

- A. **VEHICULAR ACCESS** – to parking areas and to the bus transfer crescent shall be configured to minimize the disruption of traffic movements on Evelyn Avenue and adjacent streets. To the extent feasible, parking lot entrances and pedestrian crosswalks shall be coordinated with street intersections.

- B. **PARKING**

1. **Minimum Requirements:**

- a. **Retail and Office at the Castro Street\Evelyn Avenue Corner** – Consistent with the provisions of the Downtown Precise Plan, and the site’s proximity to and use by transit, parking requirements shall be waived for the entire ground level. For the portion of the site in the Downtown Parking Assessment District, a contribution to the City’s in-lieu Downtown parking fund shall be required for additional floor area (i.e., upper levels). Parking for the remainder of the site shall be provided either by annexation

to the assessment district or by providing parking on-site consistent with Section 36.27 of the Zoning Ordinance.

- b. **Other Uses** – per the City of Mountain View Zoning Ordinance.

2. **Direct Pedestrian Access** – shall be provided in the form of a designated walkway(s) across parking lots to transit passenger loading platforms.

3. **The Perimeter of Parking Lots and Driveways** – adjacent to streets and sidewalks shall be screened with an attractive low wall or ornamental metal fence. See “Site Improvements and Landscaping” for wall, fence and pier guidelines.

4. **Parking Lot Entrances** – Attractively designed masonry and/or ornamental metal gateways shall be located to flank lot entrances. Gateways shall complement the perimeter screen materials required above, and may incorporate signage and/or lighting.

5. **Parking Lots Shall Be Planted** – with shade trees at a ratio of one (1) tree for every five (5) parking spaces; trees shall be evenly placed throughout the parking lot.

6. **Handicapped Accessibility Standards** – Refer to *California State Accessibility Standards* –

Interpretive Manual, latest edition, and the requirements of the *Americans with Disabilities Act*.

C. LANDSCAPING AND SCREENING

1. **Frontage Walk and Street**

Trees – A front sidewalk a minimum of ten feet (10') in width (with a width of fifteen feet (15') preferred), curbside street trees at approximately thirty feet (30') on center, and pedestrian-scale streetlights at approximately sixty feet (60') on center shall be provided along the Evelyn Avenue frontage.

2. **Service Equipment** – including satellite receiving dishes, dumpsters, mechanical ventilation units, and dumpsters shall be located away from streets and enclosed or screened by landscaping, fencing or architectural means.

3. **Plant Materials** – See “Site Improvements and Landscaping” section.

DESIGN GUIDELINES

A. **PROVISIONAL USES** – Design Guidelines for the Provisional Uses established above are contained in this Precise Plan and shall apply.

B. **CASTRO STREET/EVELYN AVENUE CORNER** – Development Requirements and Design Guidelines contained in the Downtown Precise Plan for “Area

1/Historic Retail District” shall apply, with the exception of guidelines for “Roof Treatment.” The “Roof” design guidelines for Support Commercial Area buildings in this Precise Plan shall apply. These reflect the special character desired for the Train Station and Transit Center and for Support Commercial development east along the Evelyn Corridor. The following guidelines shall also apply:

1. **Active Frontages** – To the extent feasible, all sides of the building should contain activity-generating first floor uses, such as vendors, restaurants, related food services, and/or prominent entrances to such uses.

2. **Special Architectural Feature(s)** – The building should provide one or more landmark architectural features, such as a tower, turret, gable, roof monitor, or cupola, that enhances its role as a gateway to Downtown and anchor for the Train Station and Transit Center. This feature(s) should complement, yet be subordinate in size and/or height to, the clock tower recommended for the center of the bus transfer crescent; see Train Station concept illustrations in Chapter IV.

3. **General Building Character** – The building should combine the formal civic characteristics of a railroad station with the informal “industrial” character envisioned for the Support Commercial

Area. Roofs should overhang main building masses, with exposed supports, rafters, braces, etc. The first floor should have graciously scaled pedestrian-oriented entrances and window openings and an open quality overall.

C. **STRUCTURED PARKING** – A structure is recommended to accommodate additional CalTrain parking, consistent with policy recommendations for development of the Downtown Train Station and Transit Center in Chapter IV. The guidelines listed below shall also apply. The City-owned structure on Bryant Street is a facility that is attractive, supports adjacent property values, and is a model for the guidelines.

1. **Automobile and Pedestrian Entrances** – should be designed as discrete, highly visible architectural elements, with accenting roof forms, shaped openings, and/or special surface treatments that help to make the structure appear more like a building than a garage.
2. **Openings** – The large-span openings typical of parking structures should be subdivided and designed as windows, rather than leftover space.
3. **Stair and Elevator Cores** – should project or recess to help break up large, massive surfaces.

4. **Facades** – should have the surface design elements common to Downtown’s buildings (i.e., base, cornice(s), roofline, articulated columns). The facade facing the bus transfer crescent and the Castro Street/Evelyn Avenue corner building will be highly visible to transit users and should receive special design attention.

5. **Roofline** – An edge treatment, such as a shaped parapet and/or ornamental railing, should be provided. The top of stair and elevator cores should have peaked roofs to enhance their visibility and the form of the structure overall.

6. **Rooftop Screening** – If the top parking level is three stories or less above grade, ornamental trellises should be provided within the parking area to screen parked cars from adjacent office and residential buildings.

D. **PEDESTRIAN AMENITIES** – Paving, lighting, and bus shelters used along Castro Street should be extended throughout the more intensively developed westerly portion of the Transit Services Area, including the frontages of Castro Street, Evelyn Avenue, the bus transfer crescent, and the corner plaza required for the Castro Street/Evelyn Avenue corner development. The type and extent of design materials are described in more detail in Chapter IV.

SITE IMPROVEMENTS AND LANDSCAPING

The following Design Guidelines for Site Improvements and Landscaping apply to all Evelyn Avenue Corridor Plan Areas unless otherwise indicated.

A. PAVING MATERIALS—recommended for pedestrian surfaces are listed below. In general, a maximum of two materials should be combined in a single application:

1. **Stone**—such as slate or granite.
2. **Brick Pavers.**
3. **Concrete Unit Pavers.**
4. **Poured-in-Place Concrete**—with any of the following treatments: integral pigment color; special aggregate; special scoring pattern; ornamental insets, such as tile; pattern stamped. All concrete walks should be tinted to reduce glare.
5. **Special Condition: Train Station and Transit Center**—Paving should be the same as it is along Castro Street, so that the Station functions as an extension of Downtown.

B. WALLS, FENCES, AND PIERS—should be used to define public and private boundaries and/or spaces and screen parking areas.

1. **Design**—Walls, fences, and piers should be designed to reflect the

architectural style and materials of the principal building(s).

- a. **Along streets and walks**—walls and fences should be low and open to maintain an open character and retain visibility. Walls and fences should be setback from the back of sidewalk a sufficient distance to provide for landscaping and for safe sight distance for vehicles entering and exiting driveways. Maximum height for wall and fence panels should be forty-two inches (42"). Maximum height for columns and piers should be fifty-four inches (54"), excluding luminaires, signs, and other appurtenances.
- b. **Fence and wall panels**—should be divided into regular modules that relate to the architectural module of the principal building(s).
- c. **A combination of thick and thin structural elements**—should be used, with thicker elements for supports and/or panel divisions. Fence posts and/or support columns may be built up with additional trim, cornices, and/or moldings for this purpose.
- d. **Walls and piers**—should have a base and coping. See Wall and Fence Composition diagram.

- e. **Piers** – A row of freestanding piers can be effective as an open screen between parking areas and streets or walks. A continuous chain or an open metal fence attached between piers can be an attractive device for creating a stronger separation.
 - (i) **Spacing:** no more than ten feet (10') on center.
 - (ii) **Thickness:** at least eighteen inches (18") per side or diameter.
 - (iii) **Height:** at least twenty-four inches (24") and no taller than fifty-four inches (54").
 - 2. **Materials** – should be the same as or compatible with those of the principal building(s). Support post or pier materials may differ from fence materials (e.g., metal fence panels combined with masonry piers).
 - a. **Fences** – Recommended materials are wrought iron, cast iron, and welded steel for commercial applications. Metal fences may be mounted on a low masonry wall, and/or spanning masonry piers. Wood fences are appropriate in residential Plan Areas only. They should be substantial in design and painted a light color.
 - b. **Walls and piers** – recommended materials are precast concrete and/or stucco-faced concrete or concrete block, brick, or stone.
 - c. **Not recommended:**
 - (i) **Chain link fences** – If used, chain link should be coated with vinyl, preferably of a dark color, and used in combination with heavy masonry piers or ornamental metal posts. Barbed wire is not permitted.
 - (ii) **Unfinished or un surfaced concrete block walls** – are strongly discouraged. Block walls should be coated with cement stucco or similar surface. Split-face block walls may be appropriate along side or rear property lines in the Support Commercial Area only.
 - (iii) Rustic wood fences.
- C. PLANT MATERIALS AND LANDSCAPE TREATMENTS
- 1. **Plant Materials Along Streets** – should create an attractive and harmonious character, in keeping with the Downtown location.
 - a. **Street trees** – should be planted between sidewalks

Chapter III. Development Standards and Design Guidelines – Site Improvements and Landscaping Area

- and roadways to create a buffer between pedestrians and automobiles. Consistency in tree species, tree size, and spacing should be used to reinforce a strong street identity and character. Trees should be selected from the City’s Official Street Tree List. Street trees and streetlights should alternate to reduce screening of luminaires when tree canopies reach maturity.
- b. **Trees with open branching structures** – should be used. Deciduous trees are recommended.
 - c. **Planting/landscaped areas** – should have a simple palette of plant species.
 - d. **Complex planting schemes** – should not be used in front yards.
 - e. **Plant materials that exhibit annual or seasonal color** – are recommended to highlight special locations, such as main building entrances and entrance walks.
2. **Plant Materials in Other Locations** – should be selected and placed to reflect both ornamental and functional characteristics.
 - a. **Deciduous trees** – should be the predominant large plant material used. They should be located adjacent to buildings and within parking areas to provide shade in summer and allow sun in winter. Species should be selected to provide fall color, and to minimize litter and other maintenance problems.
 - b. **Evergreen shrubs and trees** – should be used as a screening device along rear property lines (not directly adjacent to residences), around mechanical appurtenances, and to obscure grillwork and fencing associated with subsurface parking garages.
 - c. **Flowering shrubs and trees** – should be used where they can be most appreciated, adjacent to walks and recreational areas, or as a frame for building entrances, stairs, and walks.
 - d. **Flowers with annual or seasonal color** – are recommended to highlight special locations, such as courtyards, building entrances, or access drives.
 - e. **The use of drought tolerant plants** and the installation of automated, efficient irrigation systems are encouraged.
 3. **Special Standard: Heritage Trees** – Heritage Trees shall be preserved if feasible per City policy. If Heritage Trees need to be removed, they shall be

Chapter III. Development Standards and Design Guidelines – Site Improvements and Landscaping Area

replaced with 24" box trees (or acceptable substitutes) at a ratio of three (3) new trees for each Heritage Tree removed.

4. **Fountains** – are recommended in residential hardscape open spaces to provide relief in hot weather. The design and materials should be related to the principal building(s) and/or other on-site furnishings.
5. **Surface Parking Lots** – utilize a significant amount of site area and should be designed as an integral feature of the overall site development plan.
 - a. **Space-defining elements** – such as trellises, columns, walls, arbors, and hedges should be provided to enhance the appearance of lots. These elements should be consistent in design and materials with the principal building(s) and other site features.
 - b. **“Orchard Parking”** – should be employed in all surface lots. The “orchard” tree placement provides better shade on the passenger compartment and more even shade and vegetation throughout the parking area. As illustrated by the diagram following Page 21, trees shall be planted toward the rear of parking stalls to create a grid rather than rows.

D. **SURFACE GRADING** – should be minimized to maintain a formal and traditional character of development throughout the Evelyn Avenue Corridor Plan Area. The following guidelines are strongly recommended:

1. **Sheet Drainage** – from buildings to parking areas and perimeter roadways.
2. **No Cross Slopes in Excess of Two Percent (2%)** – for landscaped or walk areas. Optimum slope for paved areas is one and one-half percent (1.5%), depending on roughness of paving surface.
3. **Mounding Earth** – to elevate buildings, or “berming” earth against the side of buildings, is not recommended.

Chapter IV

CAPITAL IMPROVEMENTS

CAPITAL IMPROVEMENTS

CIRCULATION PLAN AND TRAFFIC IMPROVEMENTS

Overview

A set of circulation improvements has been identified to accommodate various transportation needs affecting the Evelyn Avenue Corridor Precise Plan Area. These improvements include:

- Provision of additional through lanes on Evelyn Avenue by widening.
- Provision of a redesigned Bush Street between Evelyn Avenue and Villa Street to facilitate through traffic movement (referred to as an “S”-Curve).
- Signalization at intersections with higher levels of traffic; and
- Roadway striping to provide turning pockets at key locations.

Context

Circulation Patterns

Various circulation patterns affect traffic in the vicinity of the Evelyn Avenue Corridor Precise Plan Area. These include traffic going to and from land uses within the Precise Plan Area, as well as various through traffic movements (refer to Evelyn Avenue Corridor Phase I Report for additional information). The proposed Circulation Plan

has been designed to accommodate the following transportation needs:

- Auto and truck access to residential and commercial land uses within the Precise Plan Area;
- Access to the Downtown Train Station and Transit Center site using the plan developed by the City of Mountain View, Santa Clara County and the Peninsula Corridor Joint Powers Board (CalTrain) (see next section), including:
 - Feeder Bus service
 - Auto Parking
 - “Kiss and Ride”
 - Walk trips;
- Circulation within the Precise Plan Area including drop-off, parking and loading movements as well as pedestrian needs;
- Bicycle travel along Evelyn Avenue between Hope Street and points east of the Precise Plan boundary;
- East-west through trips between SR-237, SR-85 and East Evelyn Avenue and destinations along Castro Street or west of Castro Street;
- Downtown access from areas served via Evelyn Avenue.

Existing Roadway Configuration

Key components of the existing roadway configuration within the Precise Plan vicinity include:

- Traditional grid system with small blocks and narrow roadways with north-south roadways leading into residential neighborhood south of Precise Plan Area;
- Connections to the regional system via Castro Street and Villa Street to the north, west and south, and via Evelyn Avenue, Calderon Avenue and East Dana Street to the east and south;
- Discontinuity of Evelyn Avenue at Castro Street resulting in only right-turn-in/ right-turn-out access to Evelyn Avenue from Castro Street and need for traffic to shift to Villa Street to continue west.

Travel Demand

The proposed Circulation Plan has been developed to accommodate projected cumulative traffic volumes as defined by the Build-Out Scenario for the Mountain View General Plan. The City of Mountain View's General Plan traffic model, with localized adjustments to account for traffic from the Downtown Train Station and Transit Center, was used to generate cumulative traffic volumes in the area.

Circulation Plan

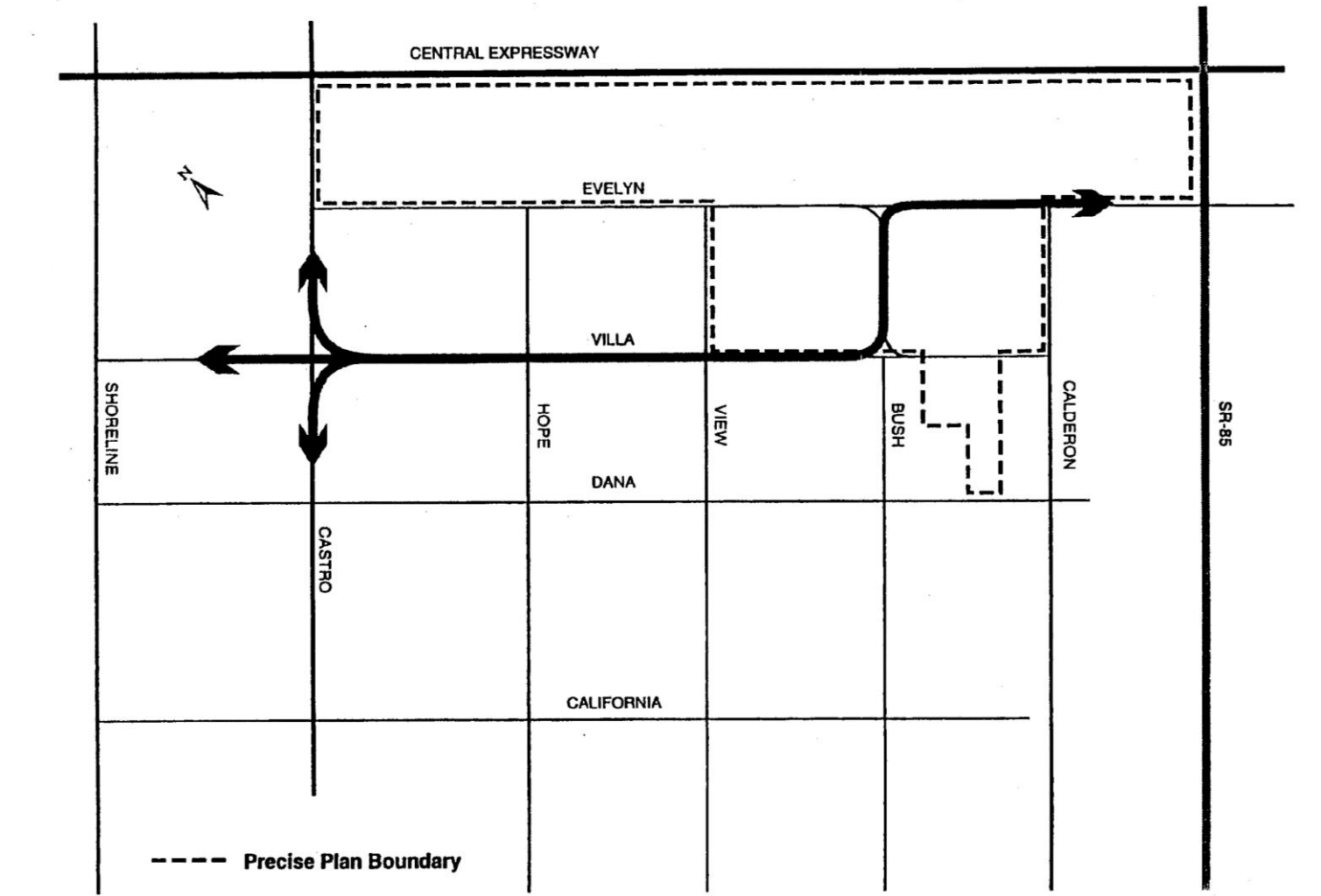
A major element of the proposed Circulation Plan is a new connector road

between Evelyn Avenue and Villa Street along Bush Street. This connector is described as an "S-Curve" because its ultimate configuration is similar in shape to the letter "S." The Bush Street connector will be located along the current Bush Street alignment between Evelyn Avenue and Villa Street. The S-Curve connector plan includes a diverter or island on Villa Street at Bush Street. Key indicator intersections are to be monitored for at least four years after implementation of the S-Curve (see "Implementation" below) to assess whether there is traffic intrusion into the Old Mountain View Neighborhood. If there are significant increases in traffic, it may be necessary to reconfigure the Villa Street/View Street intersection to prohibit certain turning movements. The circulation plan also includes specific capacity enhancements to carry east-west through trips and serve the proposed Transit Center.

Provisions

Key provisions of the plan are:

- Progressive widening of Evelyn Avenue from Castro Street to the eastern boundary of the Precise Plan Area
 - Two through lanes and a turning lane from Castro Street to Bush Street;
 - Four through lanes east of Bush Street;



EVELYN AVENUE CORRIDOR PRECISE PLAN
THROUGH TRAFFIC FLOW

Chapter IV. Capital Improvements

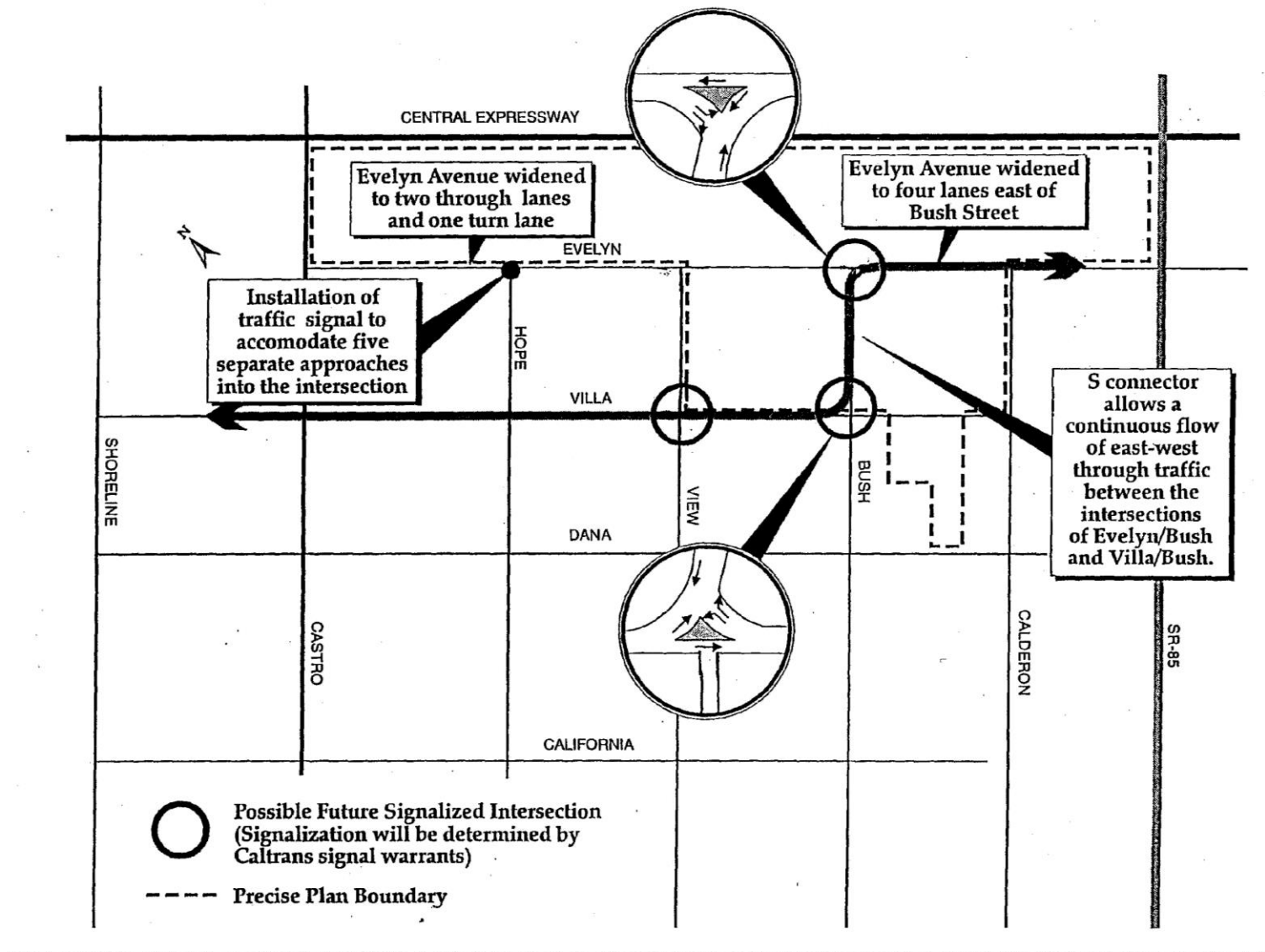
- Continuous flow of through traffic between Evelyn Avenue/Bush Street and Villa Street/Bush Street through the S-Curve connector roadway that favors the crosstown movement at these locations.
- Provision of left-turn lanes along Evelyn Avenue and signalization of the Evelyn Avenue/Hope Street intersection (including separate bus and auto exits into the intersection from the Train Station) to allow access to the train station.
- Provision of a continuous bicycle lane along Evelyn Avenue between the Hope Street/Transit Center intersection and points east of the Precise Plan boundary (including the future Stevens Creek Trail), and a bicycle route on Hope Street to Villa Street, connecting the Evelyn Avenue bicycle lane to Castro Street at the Castro Street/Villa Street intersection. This will provide access between Downtown and East Evelyn Avenue and the planned Stevens Creek Trail for bicycles;
- Provision of sidewalks along all block faces and crosswalks at appropriate locations for complete pedestrian access;
- Provision of on-street parking where feasible within existing street cross-sections or within widened portions of Evelyn Avenue;
- Signalization of the Evelyn Avenue/Calderon Avenue intersection;
- Future signalization, if warranted by traffic volumes, of the following intersections to accommodate minor street left-turn movements:
 - Evelyn Avenue/SR-85 northbound Off-Ramp
 - Villa Street/View Street;
 - Evelyn Avenue/Bush Street;
 - Villa Street/Bush Street;

The following two figures indicate in concept how various traffic movements would be accommodated within the Precise Plan Area and the immediate vicinity:

- **Through-Traffic Flow** – this figure shows east-west through-traffic movements;
- **Bus Access To CalTrain Station** – this figure shows bus access to the Train Station/Transit Center.

Traffic Operations

Capacity calculations were prepared for all key intersections in the Precise Plan Area as part of the Evelyn Avenue Corridor Environmental Impact Report. With the proposed redevelopment of the Precise Plan area, the intersection of Evelyn Avenue/Calderon Avenue would drop to a Level of Service (LOS) E (PM Peak Hour) without signalization, which is not acceptable. With signalization, it would operate at LOS A/B, which is a smoothly operating intersection. Signalization of this intersection is recommended to alleviate the added delay caused by the project.



EVELYN AVENUE CORRIDOR PRECISE PLAN
CIRCULATION PLAN ILLUSTRATION

LOS D is the threshold set by the City of Mountain View General Plan as acceptable. With cumulative traffic volumes as defined by the build-out scenario for the General Plan, the following intersections would drop below LOS D in the AM and/or PM peak hours without signalization:

- Evelyn Avenue/SR-85 northbound Off-Ramp;
- Evelyn Avenue/Bush Street;
Villa Street/Bush Street
- Villa Street/View Street; (refer to Evelyn Avenue Corridor Environmental Impact Report for additional information).

Signalization of these intersections is recommended if the level of traffic growth forecast for General Plan build-out is attained and the appropriate Caltrans signal warrants are met. Coordination of the signals is also recommended to facilitate the through volumes for which the S-Curve improvement is designed. If the signalization system was coordinated (i.e., timed), all of these intersections may not need to be signalized. Signals at some of the intersections create gaps in through traffic which allow the minor street left turns at the unsignalized intersections to access the traffic stream on the major street.

Implementation

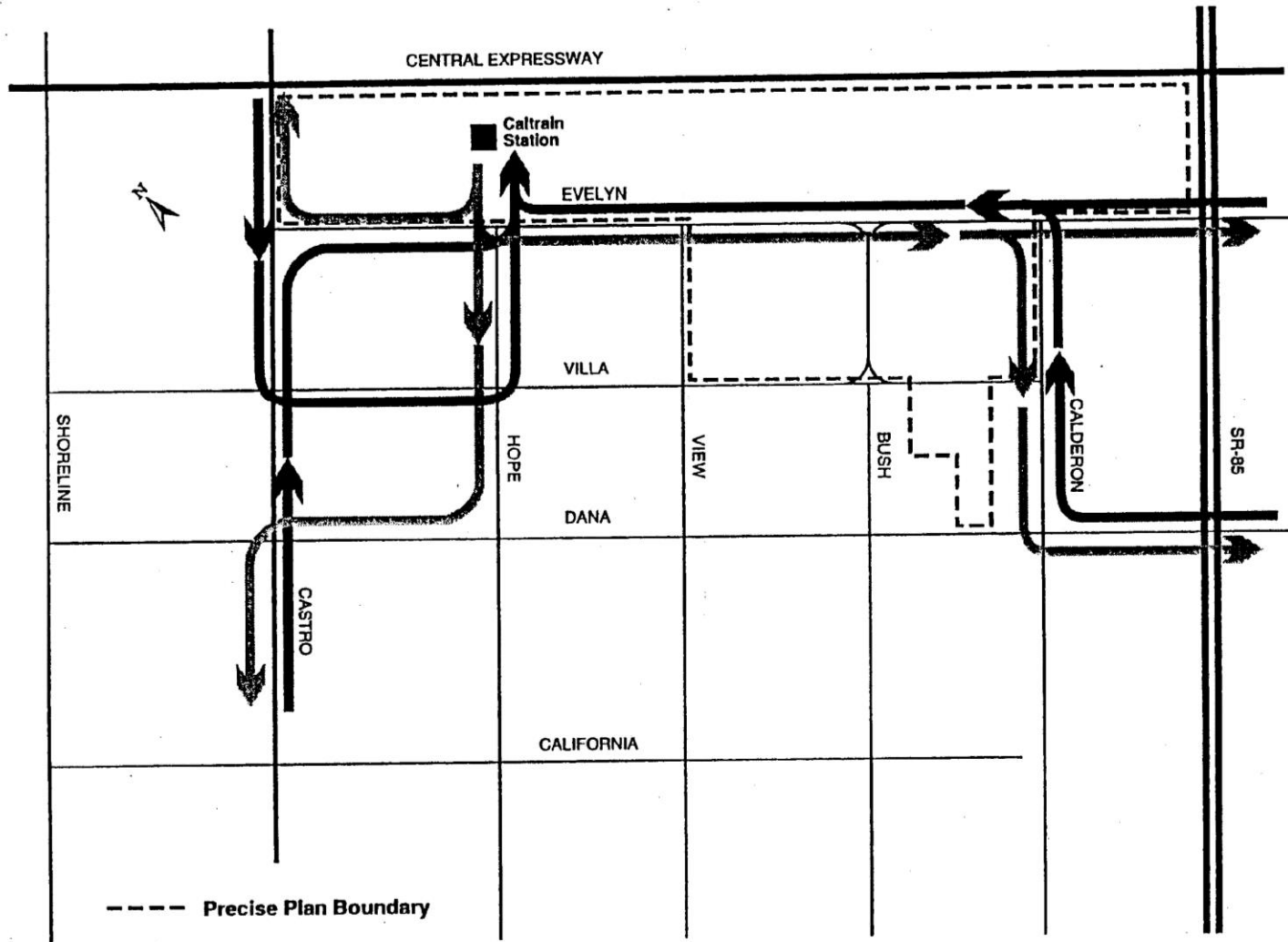
The nature of the Plan will allow for implementation in two stages. The improvements are linked to the anticipated staging of development and to traffic growth along Evelyn Avenue,

which is below the 15,000 ADT threshold.

Stage One

The major component of Stage One will be construction of the S-Curve connector on Bush Street. The Villa Street/Bush Street intersection will be reconstructed to its ultimate configuration (see Figure 4). This design will give preference to vehicles travelling from eastbound Villa Street to northbound Bush Street, and vehicles travelling from southbound Bush Street to westbound Villa Street. The ultimate width of the S-Curve connector is shown in the Typical Cross-Sections figure. The intersection detail in Circulation Plan Illustration figure shows that the proposed design will also act as diverter for the south leg of Bush Street.

Stage One will also include temporary improvements to the Evelyn Avenue/Bush Street intersection in order to accommodate “Existing” plus “Approved Projects” plus “Precise Plan” project traffic. The interim improvements to Evelyn Avenue/Bush Street will include a westbound left-turn lane which will require the elimination of parking along Evelyn Avenue for two hundred feet (200') to the east of the Bush Street intersection, and a short northbound right turn lane which will require the elimination of parking along the east side of Bush Street for one hundred feet (100') south of the Evelyn Avenue/Bush Street intersection.



EVELYN AVENUE CORRIDOR PRECISE PLAN
BUS ACCESS TO CALTRAIN STATION

Stage Two

The second stage of implementation will include ultimate improvements to the Evelyn Avenue/Bush Street intersection, and the widening of Evelyn Avenue. The Evelyn Avenue/Bush Street intersection will be reconstructed similar to the Villa Street/Bush Street intersection (see the Circulation Plan Illustration for the ultimate configuration of the Evelyn Avenue/Bush Street intersection). The ultimate width of the S-Curve connector is shown in the Typical Cross-Sections figure.

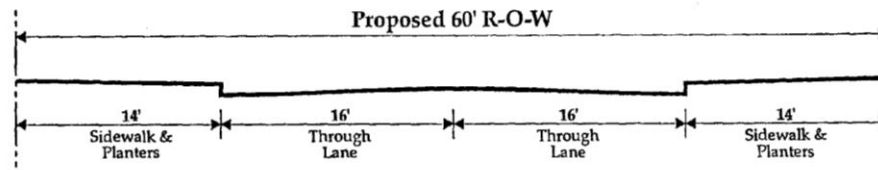
If the Precise Plan project reaches build-out in the near term, and forecast growth in the surrounding area does not increase in the near term, the improvements of Stage Two will not be immediately required. However, if the Precise Plan project does not build out in the near term, but is delayed and coincides with forecast growth in the surrounding area, Stage Two improvements will need to be implemented in conjunction with the development of the Project land uses.

The Precise Plan calls for Evelyn Avenue to have a broad boulevard appearance with wide sidewalks and generous landscape strips. The boulevard would extend from Calderon Avenue to Bush Street where traffic is directed into the S-Curve. Within this street section, the goal is to have bike lanes and parallel parking on both sides of Evelyn Avenue, as well as four travel lanes. The width of the right-of-way needed to accommodate all of these elements is one hundred four (104').

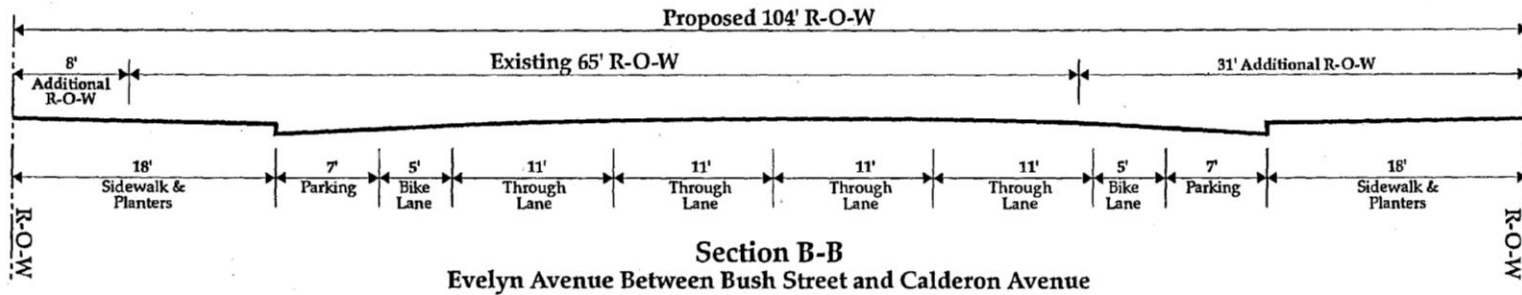
Between Calderon Avenue and Bush Street, the existing right-of-way is about sixty-five feet (65') wide. To implement the plan, about eight feet (8') of additional right-of-way will be needed on the south and thirty-one feet (31') needed on the north side of Evelyn. The acquisition of the required right-of-way will be keyed to development of adjoining parcels. Consideration will be given to obtaining easements in lieu of land acquisition to achieve the desired boulevard effect. In addition, the need for parking on both sides of the street will be evaluated at the time of implementation.

Between Bush and View Streets, the streetscape will be somewhat different because a parking structure is proposed for the north side of the street. Rather than a landscape strip between the curb and the sidewalk on the north side, street trees would be planted in a wide sidewalk ten to fifteen feet (10'-15') in front of the garage. In this section, the existing right-of-way is only fifty feet (50') wide. About five to ten feet (5-10') of right-of-way will be needed on the south side of the street. The amount of land needed on the north side will vary depending on whether there is on-street parking in this section. Without on-street parking, about eighteen feet (18') of right-of-way will be needed on the north side.

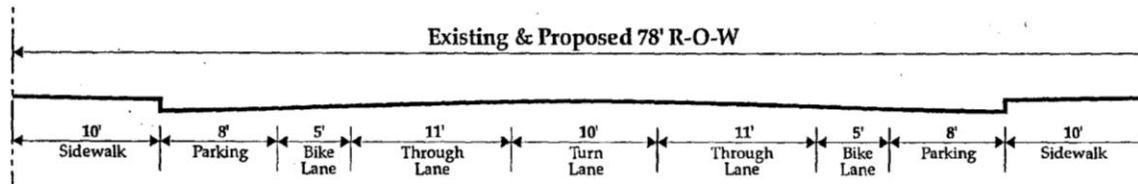
Between Hope and View Streets, Evelyn Avenue will have two through lanes, a turn lane, bike lanes and if feasible, parallel parking on both sides of the street. The existing right-of-way in this section is seventy-three feet (73').



Section A-A
 Bush Street Between Villa Street and Evelyn Avenue (Curve)



Section B-B
 Evelyn Avenue Between Bush Street and Calderon Avenue



Section C-C
 Evelyn Avenue Between Hope Street and Bush Street

EVELYN AVENUE CORRIDOR
TYPICAL CROSS SECTIONS

About five feet (5') of new right-of-way will be needed in this section. However, the paved width will need to be increased by approximately twenty-three feet (23') at the narrowest point. The paved width may be less depending on whether there is on-street parking in this section.

Representative cross sections of the proposed Evelyn Avenue design are shown on the Typical Cross Sections figure. The location of the cross sections is shown on the Circulation Plan Illustration figures.

Transit Center

A final improvement will be the redesign of the Evelyn Avenue/Hope Street intersection. Improvements to this intersection will be in conjunction with the upgrade of the Transit Center, including bus and auto access. The intersection will be signalized, and left-turn lanes will be added in the eastbound, westbound, and northbound directions. The intersection will also be widened east/west in order to accommodate the two concentric drop-off loops for the CalTrain station.

THE DOWNTOWN TRAIN STATION AND TRANSIT CENTER

Over the next 5 to 10 years, the CalTrain station area will be improved to include a new platform and pedestrian access for the Tasman Corridor Light Rail line extension, improvements to the existing CalTrain platform, an upgraded bus

transfer and layover facility, and expanded parking facilities.

Alternative development concepts for the CalTrain station and parking area were evaluated by representatives of the City of Mountain View, Santa Clara County Transportation Agency (SCCTA), State Department of Transportation (Caltrans and CalTrain), and the Peninsula Corridor Joint Powers Board (JPB). The concepts illustrated different ways to combine expanded bus access and layover facilities, drop-off areas, light rail and CalTrain platform access and existing and future parking requirements. The preferred Concept Plan is illustrated on the following pages. Policy recommendations for the principal elements of the Plan are described below. Station-related traffic improvements are described in the previous section.

Transit Facilities

The platform and track for the SCCTA Tasman Corridor Light Rail Line will be located between Central Expressway and the existing CalTrain track. The platform should be located to the east of Castro Street, with a sidewalk connection to Castro Street. The CalTrain track will remain in its present location. However, the CalTrain platform will be reconfigured for "outside" boarding, with platforms on either side of the tracks rather than in between them.

Two concentric bus and shuttle/"kiss-and-ride" access lanes are recommended to create a semicircular "crescent" centered on Hope Street. Six

bus bays should be provided; five would be located along the outside lane of the crescent, with a sixth located off Evelyn Avenue.

Buses would move clockwise around the crescent, with passenger pickup and drop-off along a platform on the inside of the curve. Shuttle bus and “kiss-and-ride” access would be located along the inside lane of the crescent.

Shuttles and cars would move counterclockwise, sharing the bus platform for passenger pickup and drop-off. Light rail- and CalTrain-oriented pedestrians cross the bus lane to the rail platforms at one of two radial crosswalks.

Parking

To accommodate the bus transfer facility and redevelopment at the Castro Street/Evelyn Avenue corner (see next section), CalTrain station parking should be shifted eastward approximately three hundred sixty feet (360') from its present location. In Phase I of the improvements, the existing 246 improved surface parking spaces would be replaced and increased to approximately 300 spaces, with a new access drive added at the Bush Street intersection.

In Phase II, a parking deck would be added over the surface parking area to accommodate up to a total of 600 cars. Access drives would be located in the vicinity of the View Street and Bush Street intersections. Trellises are recommended on the deck to screen parking from adjacent commercial

and/or residential structures and to provide shade for parked cars.

An option to be considered is a taller parking structure that occupies less frontage. This structure would be more expensive to construct. However, it would free land in the “Transit Services Expansion Area” for income-generating development. For example, if parking were on three levels instead of two, approximately 0.9 additional acres, or 260 linear feet of Evelyn Avenue frontage, could be available for development.

Transit-Related Commercial Development

The City-owned property at the corner of Evelyn Avenue and Castro Street should be merged with a portion of the adjacent CalTrain-owned property to support development of an attractive “Downtown gateway” commercial project. (The City-owned property currently contains a grass area, retaining wall, and the concrete “cube” Downtown entrance sign.) Income from the project could be used to fund maintenance of the Station area and/or a share of the cost for Station amenities.

As depicted by the Concept Plan, development should consist of a mixed retail and office building and a south-facing plaza. On the station-facing sides, the building should include public and transit operator rest rooms and other facilities, as well as a newsstand, flower stand, and other vendors typically associated with downtown train stations. On the Castro Street and plaza-facing sides, the building could

include restaurants, shops, and services. Space on upper floor(s) could be leased for private and/or nonprofit office space. The building would be sited to allow for direct pedestrian access along the northerly and southerly facades to the CalTrain platform and bus transfer facility.

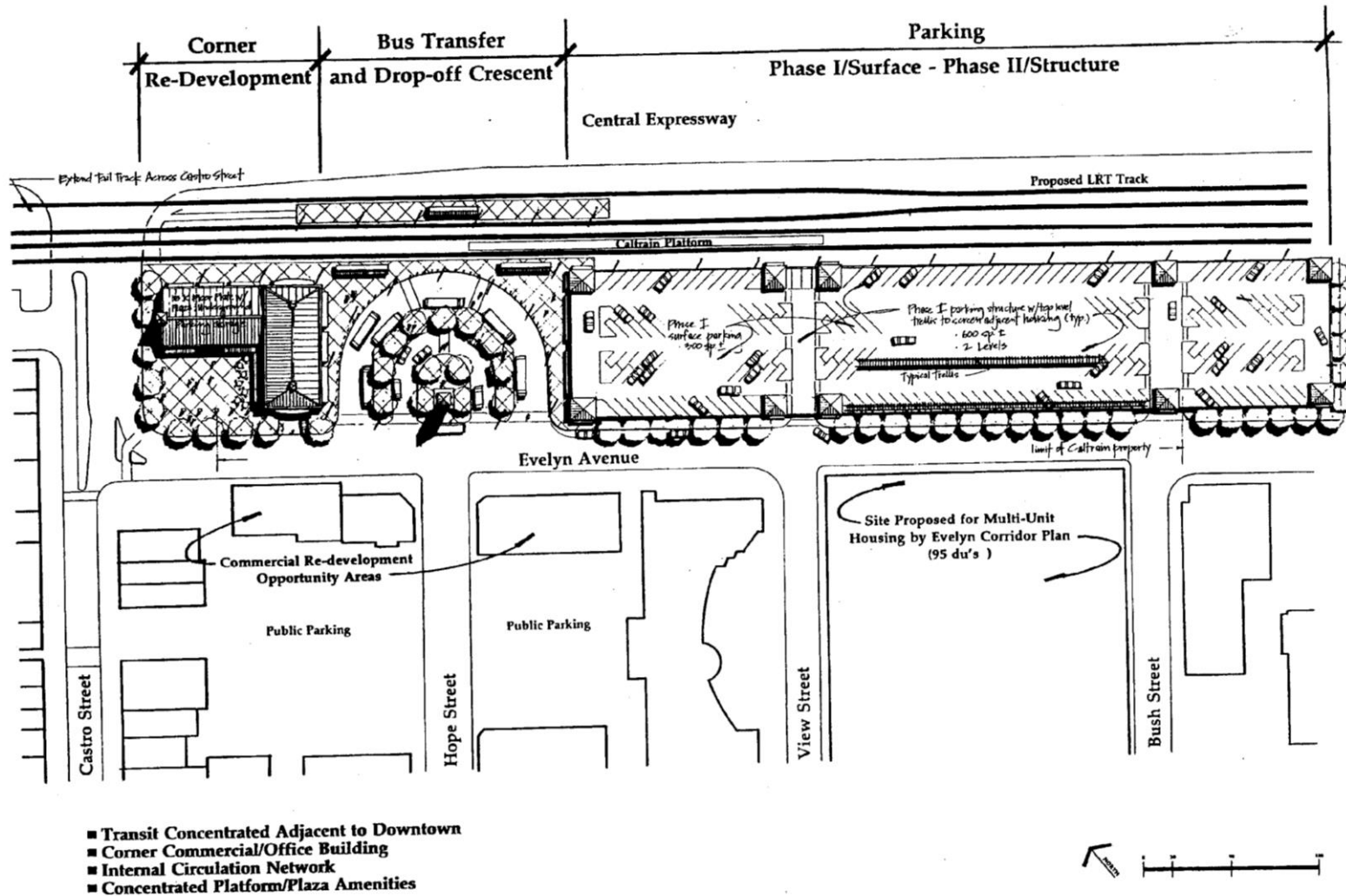
Design Amenities and Improvements

A landmark clock tower is recommended at the center of the crescent to provide a visual focus for the station and to create an attractive terminus for the view south on Hope Street. The clock tower should be traditional in design, in keeping with the forms of historic older buildings along Castro Street. The base of the clock tower could accommodate a ticket center and/or concession. The surrounding paved area should be designed as an attractive waiting area, with benches, lighting, and shade trees. Shade trees should also be extended along the inside of the crescent to screen trains and buses from views along Hope Street and provide a backdrop for the clock tower.

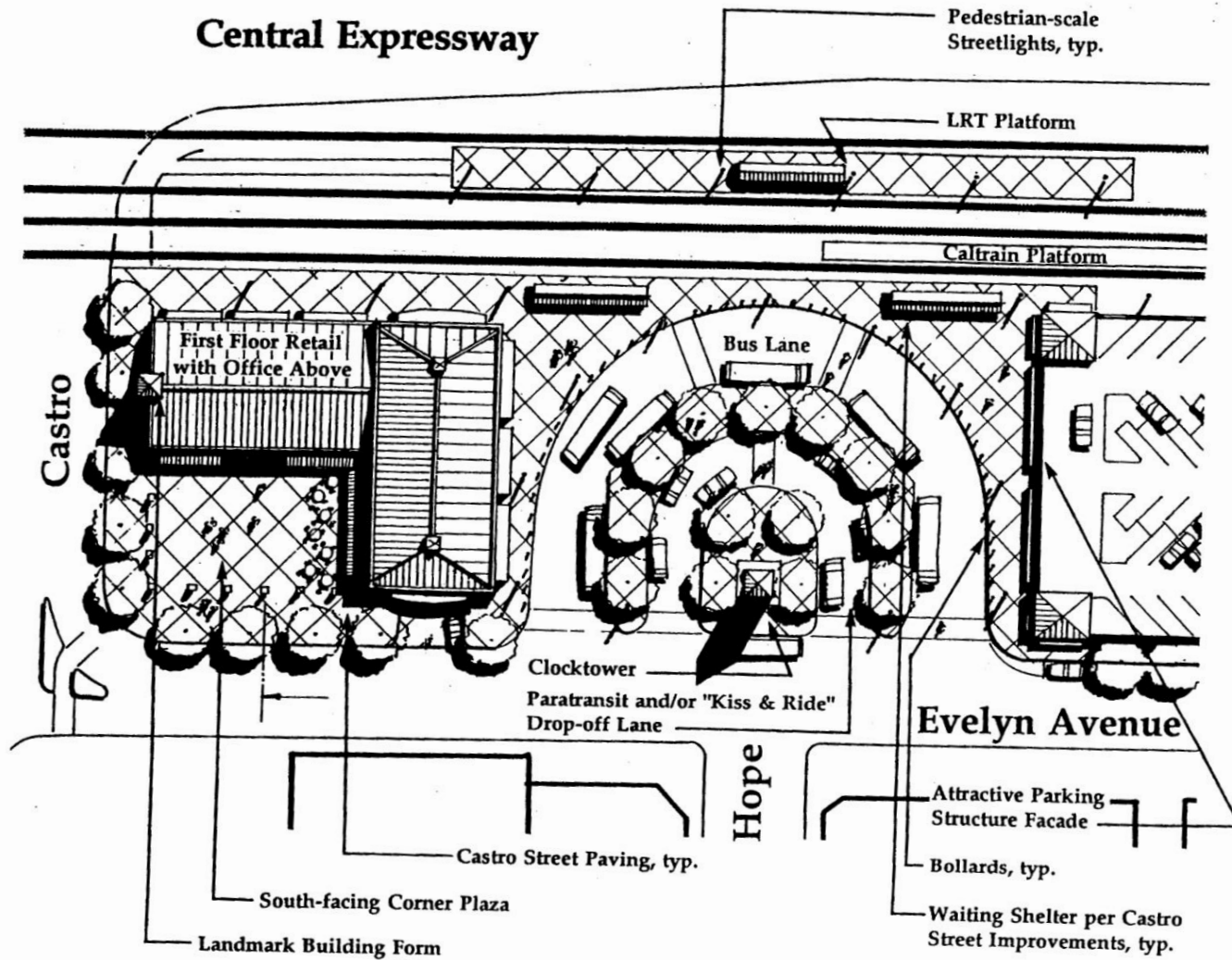
Paving, lights, and other furnishings within the Station area should be the same as those employed along Castro Street, so that the station functions as an extension of Downtown. Castro Street-type paving should extend throughout the pedestrian areas in the bus transfer facility, and pedestrian-scale streetlights should be extended along the Evelyn Avenue and railroad platform frontages of the Station, parking area, and around the crescent.

Lights should be placed at approximately sixty feet (60') on center. Waiting shelters should be modelled on the bus shelters designed for Castro Street. Bollards with connecting chains or some other form of pedestrian barrier should be installed along the perimeter of the crescent to discourage pedestrians from crossing the bus lane at points other than designated crosswalks.

Bicycle storage lockers could be located along the western side of the crescent in Phase I, adjacent to the existing City-owned retaining wall and turf area. In Phase II, they would be located along the perimeter of the parking structure.



STATION PLAZA CONCEPT
TRAIN STATION & TRANSIT CENTER



STATION PLAZA CONCEPT
TRAIN STATION & TRANSIT CENTER

Chapter V

IMPLEMENTATION

IMPLEMENTATION

The Evelyn Avenue Corridor Precise Plan contains both policy and capital improvements elements. This Chapter describes the actions and/or legal mechanisms required to put these elements into effect. Policy-related actions include amendments to the City of Mountain View General Plan, Zoning Map, and Zoning Ordinance, and establishment of street plan lines.

Capital improvement-related actions include establishing the public-private financing mechanisms needed for widening and landscaping Evelyn Avenue, constructing street modifications and traffic control measures throughout the Plan Area, and improving the Downtown Train Station and Transit Center.

These actions are separate from adoption of the Precise Plan.

POLICY-RELATED ACTIONS

To have the legal authority required to guide development and capital improvements in the Plan Area, the Evelyn Avenue Corridor Precise Plan must be integrated with both the General Plan and the Zoning Ordinance. Once this is accomplished, the Precise Plan will be the primary regulatory tool for the Evelyn Avenue Corridor Plan Area.

General Plan Consistency

The Precise Plan is generally consistent with both the General Plan goals and

policies. When the General Plan is next updated, the Circulation Chapter should be revised to incorporate the Evelyn Avenue/Villa Street east-west corridor through this area.

Zoning Consistency

The Precise Plan's detailed development standards and design guidelines are implemented by rezoning the area to the Planned Community (P) District. For any issue not addressed in the Precise Plan relevant sections of the Zoning Ordinance would apply. If there is a conflict with the regulations of the Zoning Ordinance or with other City standards, such as the City's "Design Guidelines for Single Family Homes," the Precise Plan shall apply.

This Precise Plan supersedes the following zoning designations:

- The Evelyn Avenue Precise Plan (P(18)) zone which applies to the northerly frontage of Evelyn Avenue.
- The Commercial Service (CS) zone, which applies to the blocks bounded by Evelyn Avenue on the north, Villa Street on the south, Calderon Avenue on the east and View Street on the west.
- The 451 Villa Precise Plan zoning which applies to four parcels along the south side of Villa Street east of Bush Street.
- The R3-1 zoning which applies to three parcels along the south side of Villa Street.

Status of Commercial Uses

Most of the uses existing in the Evelyn Corridor Precise Plan Area in 1994 are commercial uses. Upon adoption of the Precise Plan, new commercial development can occur only in the Support Commercial and Transit Services Areas.

Mixed-Unit Residential Area

All existing commercial buildings and uses in the Mixed-Unit Area can continue indefinitely. Buildings can be repaired, maintained and upgraded to keep them in safe condition and to improve their appearance. However, they cannot be expanded and only those structural alterations or replacements necessary to meet current requirements of the City or other agencies are allowed. If an entire commercial building or a portion of a building is damaged or destroyed by natural disaster or accident, the building may be restored or rebuilt and used as before.

In the event of permitted reconstruction arising from natural disaster or accident, undamaged structures or parts thereof on the same property may be demolished and reconstructed or the area thereof may be added to or incorporated into other permissible reconstruction when the Zoning Administrator determines, through the public hearing process, that it is necessary or desirable to facilitate street improvements or other public improvement contemplated in the Precise Plan.

If an existing use is terminated, it may be replaced as follows:

- a. With a new use, listed as a permitted use in the General Commercial or Service Commercial District, of the exact type as the previous use upon the administrative finding by the Zoning Administrator that the new use matches the specific type of business of the previous use as categorized by the business license of the previous uses.
- b. With a new use, listed as a permitted or conditional use in the General Commercial or Service Commercial District (except for office and R&D uses listed in Subsection d), different from the previous use upon determination by the Zoning Administrator through a public hearing process conducted in accordance with Section A36.43 that:
 1. The proposed use is of the same type of business (as determined by business license classification) and same Zoning Ordinance parking category as the former use or, if changing business type, will not, as proposed and conditioned to be operated, generate the demand for more parking than can be provided for and assigned to the proposed use.
 2. In making the determination whether the proposed use will generate more parking demand than the proposed parking space supply, the Zoning Administrator shall consider the

Zoning Ordinance parking requirements contained in Section 36.37.040, the proximity of the site to transit and the potential for business occupants to use transit services, any traffic/parking control measures proposed and funded by the applicant, and specific operations of the proposed use.

3. Upgrades to the appearance of the building and property are proposed including, but not limited to, installation of new landscaping; painting and repair of building; removal or screening of outside features like storage, refuse or equipment areas, installation of facade treatments that update the building appearance but do not alter the structural life of the building and resurfacing and restriping parking areas.
 4. The proposed use will involve use of quantities or types of hazardous materials that could create risk to adjoining properties or people unless materials are stored and handled in a manner acceptable to the Fire Department.
- c. New office, R&D, software development, light product assembly or testing operations are prohibited.

Small-Lot R-1 Area

In the *Small-Lot R-1 Area*, the auto repair/towing use at 365 Villa Street can continue indefinitely. The building can

be repaired, maintained and upgraded to keep it in safe condition and to improve its appearance. However, it cannot be expanded and only those structural alterations or replacements necessary to meet current requirements of the City or other agencies are allowed.

If the entire commercial building or a portion of the building is damaged or destroyed by natural disaster or accident, the building may be restored or rebuilt and used as before.

If the existing use terminates, it can only be replaced with a general commercial use upon determination by the Zoning Administrator through a public hearing process conducted in accordance with Section A36.43 that:

1. The proposed use is of the same type of business (as determined by business license classification) and same Zoning Ordinance parking category as the former use or, if changing business type, will not, as proposed and conditioned to be operated, generate the demand for more parking than can be provided for and assigned to the proposed use.
2. In making the determination whether the proposed use will generate more parking demand than the proposed parking space supply, the Zoning Administrator shall consider the Zoning Ordinance parking requirements contained in Section 36.37.040, the proximity of the site to transit and the potential for business occupants to use transit

services, any traffic/parking control measures proposed and funded by the applicant, and specific operations of the proposed use.

3. Upgrades to the appearance of the building and property are proposed including, but not limited to, installation of new landscaping; painting and repair of building; removal or screening of outside features like storage, refuse or equipment areas, installation of facade treatments that update the building appearance but do not alter the structural life of the building and resurfacing and restriping parking areas.
4. The proposed use will involve use of quantities or types of hazardous materials that could create risk to adjoining properties or people unless materials are stored and handled in a manner acceptable to the Fire Department.

Unless specifically addressed above, the provisions of Sections 36.29 through 36.29.3 of the Zoning Ordinance (“Nonconforming Uses and Structures”) shall apply to commercial buildings in the *Small Lot R-1 Area* and the *Mixed-Unit Areas*.

To facilitate residential redevelopment to the extent possible, the City will assist existing businesses in finding other areas in the City in which to locate including possible relocation to the Support Commercial Area. Assistance will be in the form of providing real estate and business contacts, facilitating review and approval of required City

planning approvals needed for relocation and ensuring that there are enough areas in Mountain View that are zoned to accommodate the displaced businesses.

Street Plan Lines and Centerline Setbacks

The Precise Plan proposes to widen Evelyn Avenue between Bush Street and the easterly boundary of the Plan Area, and to alter the intersections of Evelyn Avenue and Bush Street and Villa Street and Bush Street. It also proposes new north/south streets in several locations. In order to provide for coordinated redevelopment of this area, plan lines for these new or widened streets and intersections are to be adopted. In addition, the Zoning Ordinance should be revised so that street centerline setbacks are consistent with the setbacks established in this Precise Plan.

ADMINISTRATION

All major developments within the Precise Plan Area except for those in the Transit Services Area shall be subject to approval by the City Zoning Administrator per Sections 36.22.6 through 36.22.8 of the Zoning Ordinance. Developments within the Transit Services Area shall be subject to approval by the City Council per Section 36.22.6 of the Zoning Ordinance.

Once a major project has been approved, uses which are identified as provisional uses within the Plan, building expansion and modifications

and sign program changes may be granted by the Zoning Administrator after appropriate public hearings per Sections 36.22.6 through 36.22.8.

Upon granting of the Planned Community Permit, the approval of minor sign programs, specific signs, minor site changes and building alterations, including building material changes and changes in use which are in conformity with the Precise Plan may be authorized through the Site Plan and Architectural Review (SPAR) process.

Fees

The City of Mountain View has prepared a Precise Plan and an Environmental Impact Report that contain the major planning and environmental reviews necessary for private development to occur in the Evelyn Corridor Precise Plan Area. The \$198,000 cost of these planning documents will be prorated over all new development at a rate of \$750 per dwelling unit and 50 cents per square foot of commercial development. These application fees apply to all new residential and commercial development within the Evelyn Corridor Precise Plan Area. They are in addition to normal planning and building fees (e.g., Planned Community permits, SPAR processing, Negative Declarations, and building permits). In the event that changed conditions require the preparation of a new Environmental Impact Report, the special fee will be waived and the applicant will pay the usual fees for EIRs.

Appendix

SUMMARY OF IMPACTS AND REQUIRED MITIGATIONS FROM ENVIRONMENTAL IMPACT REPORT

APPENDIX A

EVELYN AVENUE CORRIDOR PRECISE PLAN ENVIRONMENTAL IMPACT REPORT

FINDINGS

The following discussion of the project Findings complies with Section 15091 of the California Environmental Quality Act (CEQA). This Section states that, "No public agency shall approve or carry out a project for which an EIR has been completed which identifies one or more significant environmental effects of the project, unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding." These Findings are contained in Resolution No. 15780, certifying the Final Environmental Impact Report (EIR), which was adopted by the Mountain View City Council on December 13, 1994.

The City of Mountain View, as Lead Agency under CEQA, prepared and certified a Final EIR for the Evelyn Avenue Corridor Precise Plan and related General Plan land use map amendments and zone changes in the area generally bounded by the CalTrain tracks, Calderon Avenue, Villa/Dana Streets and View Street. These approvals allow redevelopment of the area with a mix of support commercial, medium-high density residential, medium-low density residential and transit-related uses. The Final EIR identified 19 significant environmental effects resulting from the proposed project, and determined that each of them can be mitigated to less than significant levels. All of the significant environmental effects are listed below, with an explanation of how each will be mitigated, and a finding as to the significance of the effect after mitigation. These findings are supported by substantial evidence provided in the Evelyn Avenue Corridor Precise Plan Environmental Impact Report.

A. LAND USE

No significant impacts found.

B. HAZARDOUS MATERIALS

B.1 **Effect:** The project could expose future residents to existing hazardous materials contamination.

Mitigation: Applicants for development on properties identified or suspected of containing hazardous materials contamination shall prepare environmental hazardous materials assessments to determine the extent of contamination and recommend mediation. All environmental assessments shall incorporate the

requirements of the California Department of Toxic Substances Control, as outlined in the Department's Preliminary Endangerment Assessment (PEA) Guidelines.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because it would identify the extent of contamination and, where necessary, require its mediation under State regulations.

C. JOBS/HOUSING/POPULATION

No significant impacts were found.

D. GEOLOGY

D.1 **Effect:** Strong groundshaking during an earthquake could threaten future structures and residents on the site.

Mitigation: Applicants for all proposed structures shall build them in accordance with Seismic Zone 4 building criteria in the Uniform Building Code.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because Zone 4 criteria enables structures to resist minor earthquakes without damage and major earthquakes without collapse.

D.2 **Effect:** The project area may contain soil conditions that could impact future structures on the site.

Mitigation: Applicants for specific development proposals shall prepare soils investigations as part of the building permit process to identify soil hazards and provide mitigation.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level, because the soils investigations would identify specific engineering techniques needed to minimize the impacts.

E. WATER QUALITY

- E.1 **Effect:** The project would result in potential water quality impacts associated with construction activities and increased pollutants in urban runoff from the site.

Mitigation: Applicants for projects within the area shall conform to the requirements of the Regional Water Quality Control Board and the National Pollution Discharge Elimination System (NDPES).

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because it would require implementation of structural and nonstructural control measures and management practices to control the release of pollutants to the stormwater drainage system.

F. VEGETATION AND WILDLIFE

- F.1 **Effect:** The project would result in potential impacts upon the riparian habitat of Stevens Creek.

Mitigation: No development, except that associated with creek improvements, will be allowed within one hundred feet (100') of the top of the bank of Stevens Creek. Development associated with the creek (e.g., trail staging areas, picnic facilities, parking) shall conduct additional environmental review to determine potential impacts upon the riparian habitat and establish mitigation as necessary.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because it would establish a buffer zone between development and the creek.

- F.2 **Effect:** The project would result in potential locally significant impacts to Heritage trees.

Mitigation: Proposed building projects will be subject to Site Plan and Architectural Review and the City's Heritage Tree Preservation Ordinance to assure retention of Heritage trees, or, if that is unavoidable, replacement of Heritage trees per the City's requirements. Where Heritage trees are identified, applicants for development must develop and implement protective measures for the trees during and after construction.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because it would protect Heritage trees during and after construction, and allow removal of Heritage trees only with the approval of the Parks and Recreation Commission and the Parks Manager.

G. TRANSPORTATION

- G.1 **Effect:** Build-out under the Precise Plan Area will cause the intersection of Evelyn and Calderon Avenues to operate at Level of Service (LOS) E during the afternoon peak hour. (At an unsignalized intersection, LOS refers to the minor street left-turn.)

Mitigation: The City of Mountain View shall install a traffic signal at Evelyn and Calderon Avenues at such time as the signal is warranted. The costs of the traffic signal will be shared by new development in the Precise Plan area in proportion to the impact each project has on the intersection.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because it would improve operation of the intersection to LOS A in the afternoon peak hour.

- G.2 **Effect:** Cumulative development will cause the intersection of Evelyn Avenue at the State Route 85 northbound off-ramp to operate at LOS F in the afternoon peak hour.

Mitigation: The City of Mountain View shall install a traffic signal at Evelyn Avenue and the State Route 85 northbound off-ramp at such time as the signal is warranted.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because it would improve operation of the intersection to LOS B in the afternoon peak hour.

- G.3 **Effect:** Cumulative development will cause the intersection of Villa and View Streets to operate at LOS E in the afternoon peak hour.

Mitigation: The City of Mountain View shall install a traffic signal at Evelyn Avenue and View Street at such time as the signal is warranted.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because it would improve operation of the intersection to LOS B in the afternoon peak hour.

G.4 **Effect:** Cumulative development will cause the intersection of Evelyn Avenue and Bush Streets to operate at LOS F in the afternoon peak hour.

Mitigation: The City of Mountain View shall install a traffic signal at Evelyn Avenue and Bush Street at such time as the signal is warranted.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because it would improve operation of the intersection to LOS B in the afternoon peak hour.

G.5 **Effect:** Cumulative development will cause the intersection of Villa and Bush Streets to operate at LOS E in the morning peak hour.

Mitigation: The City of Mountain View shall install a traffic signal at Evelyn Avenue and Bush Street at such time as the signal is warranted.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because it would improve operation of the intersection to LOS B in the morning peak hour.

G.6 **Effect:** Cumulative development may cause the traffic volume on View Street between Villa and Dana Streets to increase by two hundred percent (200%).

Mitigation: The City of Mountain View shall monitor traffic volumes on View Street and key indicator intersections in the area for at least four years after implementation of the S-Curve to keep track of any significant increases over baseline conditions (existing plus approved in 1994). If monitoring finds significant increases, the reconfiguration of the Villa Street/View Street intersection to prohibit certain turning movements should be implemented in conjunction with an area wide neighborhood traffic plan.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because it would reduce the volume of through traffic from using this and other neighborhood streets.

H. AIR QUALITY

H.1 **Effect:** The project would result in short-term air quality impacts (dust) during construction.

Mitigation: During construction, the applicants for development projects, or their contractors, shall: (1) water exposed surfaces at least twice daily,

including holidays and weekends; (2) cover and anchor stockpiles of debris, soil, sand and other materials that may be blown by the wind; (3) sweep the construction area and adjacent streets of mud and debris; (4) limit the speed of construction vehicles to 15 mph within construction areas; and (5) clean construction vehicles before leaving the site. These conditions and considerations shall be stated on any building construction plans and contractor documents.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because these measures would reduce the amount of dust in the air.

I. NOISE

- I.1 **Effect:** The proposed residential and commercial uses may be exposed to excessive noise levels in some areas from train, traffic and activities at the Portuguese Lodge at 361 Villa Street.

Mitigation: Applicants for new residential and commercial development shall prepare noise studies to determine specific types of standard noise attenuation methods for reducing interior noise levels to 45 dBA for residential development and 55 dBA for commercial development.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because specific noise attenuation measures, such as sound barriers, building orientation, mechanical ventilation and structural design features, will be incorporated into the building design and construction.

- I.2: **Effect:** The project would result in noise impacts during construction.

Mitigation: During construction, the applicants for development projects, or their contractors, shall be required to: (1) limit construction hours to weekdays from 7:00 a.m. (7:30 a.m. if next to residential) to 6:00 p.m.; (2) use construction equipment with proper muffling equipment; (3) implement idling prohibitions; (4) provide equipment shielding; (5) notify neighbors; and (6) select quieter equipment where possible.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because these measures will reduce the period of noise exposure of neighboring residents and generally reduce construction-related noise levels.

J. VISUAL

- J.1 **Effect:** The two new north-south streets between Villa and Dana Streets proposed in the Precise Plan would result in potential glare impacts upon existing residences on Dana Street.

Mitigation: The glare impacts would be mitigated by designing the streets with a slight curve and providing screening landscaping.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because the glare would be directed away from existing residences and reduced by a landscape screen.

K. CULTURAL RESOURCES

- K.1 **Effect:** Cultural resources may be uncovered during construction activities, although this likelihood is low.

Mitigation: In the event that cultural resources are discovered during construction, the applicant, or contractor, will halt all work within ten feet (10') of the find until a qualified archaeologist is retained to evaluate the find, devise a plan for further investigation, and make recommendations for any required mitigation.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because any cultural resource that is uncovered will be assessed by a qualified archaeologist who will make recommendations for mitigation.

L. SERVICES AND UTILITIES

- L.1 **Effect:** The project may result in potential impacts upon Police services because of additional people and property requiring services.

Mitigation: Property and other taxes generated by the proposed development will help pay for any required expansions of Police services.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because property values and sales tax are both expected to increase thereby contributing funds to the expansion of police services.

L.2 **Effect:** The project would result in potentially significant impacts upon schools in the area.

Mitigation: Applicants for future development projects shall pay State-mandated school impact fees for capital facilities in the Mountain View School District and the Mountain View-Los Altos High School District. Revenues obtained from property taxes from future project development will help pay for the operation of the schools.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because the additional school impact fees and property taxes will pay for the additional students.

L.3 **Effect:** The project would result in potentially significant impacts upon park services.

Mitigation: Applicants for future development projects shall dedicate park land or pay in-lieu fees in proportion to the number of units as required by Chapter 28, Article V, Division 4, "Provision for Park Land Dedication or Fees In Lieu Thereof," of the City Code.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because there would be additional parkland and/or money to meet the park needs of new residents.

M. TRANSPORTATION – (View Street Location)

M.1 **Effect:** Build-out under the Precise Plan Area will cause the intersection of Evelyn and Calderon Avenues to operate at Level of Service (LOS) E during the afternoon peak hour. (At an unsignalized intersection, LOS refers to the minor street left-turn.)

Mitigation: The City of Mountain View shall install a traffic signal at Evelyn and Calderon Avenues at such time as the signal is warranted. The costs of the traffic signal will be shared by new development in the Precise Plan area in proportion to the impact each project has on the intersection.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because it would improve operation of the intersection to LOS A in the afternoon peak hour.

M.2 **Effect:** Cumulative development will cause the intersection of Evelyn Avenue at the State Route 85 northbound off-ramp to operate at LOS F.

Mitigation: The City of Mountain View shall install a traffic signal at Evelyn Avenue and the State Route 85 northbound off-ramp at such time as the signal is warranted.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because it would improve operation of the intersection to LOS B in the afternoon peak hour.

M.3 **Effect:** Cumulative development will cause the intersection of Evelyn Avenue and View Street to operate at LOS F.

Mitigation: The City of Mountain View shall install a traffic signal at Evelyn Avenue and View Street at such time as the signal is warranted.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because it would improve operation of the intersection to LOS C in the afternoon peak hour.

M.4 **Effect:** Cumulative development will cause the intersection of Evelyn and Bush Streets to operate at LOS E.

Mitigation: The City of Mountain View shall install a traffic signal at Evelyn Avenue and Bush Street at such time as the signal is warranted.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because it would improve operation of the intersection to LOS B in the afternoon peak hour.

M.5 **Effect:** Cumulative development will cause the traffic volume on Bush Street between Villa and Dana Streets to increase by two hundred twenty-five percent (225%) to three hundred percent (300%).

Mitigation: The City of Mountain View shall construct traffic diverters at appropriate locations as part of a neighborhood traffic protection plan, and/or the City of Mountain View shall realign the southern leg of the Villa Street/View Street intersection to allow right turns to occur to and from the south leg, in conjunction with the S-Curve. This may require acquisition of right-of-way in the southeast quadrant of the Villa Street/View Street intersection. A determination of which measure to implement will be made at the time of implementation of the View Street S-Curve.

Finding: Implementation of the Mitigation Measure described above would reduce this effect to a less than significant level because it would reduce the volume of through traffic from using this and other neighborhood streets.

NH/9/PrePlan
Evelyn Avenue-PP^

ACKNOWLEDGMENTS

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