

CITY OF MOUNTAIN VIEW  
1101 GRANT  
ROAD  
PRECISE  
PLAN

1101 GRANT ROAD PRECISE PLAN

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

FEBRUARY 14, 1977

RESOLUTION NO. 11371

<u>AMENDED</u>	<u>RESOLUTION NO.</u>	<u>SUMMARY</u>
March 28, 1977	11437	1101 Grant Road (Monte Vista Site) – secondary emergency access and a water line loop.

1101 GRANT ROAD PRECISE PLAN  
MARCH 1977

Guidelines for Property  
Development Under the P (Planned Community) District

- I. Property Description: The site consists of approximately 13.2 acres of land (after Grant Road dedication) located on the east side of Grant Road, approximately 400' south of El Camino Real. Surrounding uses include the Mountain View Shopping Center to the north, the PayLess-Handyman complex to the west, a mobile home park to the east and single-family homes to the south. The General Plan designates the area for mixed-density residential use. Development constraints consist of:
  1. The potential for traffic congestion along Grant Road.
  2. Noise from traffic and commercial uses.
  3. The need for careful design to achieve a proper transition between the various commercial and residential uses.
  
- II. Development Concept: The area should accommodate a low-density, owner-occupied, single-family subdivision and a higher density area of senior citizen housing. There is to be no commercial development of the site. The Planned Community District procedures shall be utilized to ensure a high-quality, well-designed merger of uses. The developer shall follow the criteria listed below in preparing a plan for City review.
  
- III. Land Use and Development Criteria:
  - A. Senior Citizen Housing
    1. Not more than four acres of the site may be used for senior citizen housing. Location of such housing adjacent to Grant Road is encouraged since it is near commercial uses. The higher density development can be an effective visual transition, and building mass can screen noise from the site. Special design consideration should be given to facilitating convenient, safe pedestrian access to adjacent commercial resources.
    2. Up to 250 units of multiple, senior housing may be developed. The special nature of senior citizen housing, (e.g., small units, common

facilities, small family size, need for low cost and low automobile use) justifies development at substantially higher than normal densities. A maximum of 80 dwelling units per acre may be considered, depending on specific design of the site plan and buildings.

3. Housing must be available at substantially below-market rates. Federal, State or private assistance programs, alone or in combination, will be pursued to ensure such affordable housing for senior citizens.
4. The minimum parking ratio shall be .35 cars per unit, commensurate with low automobile ownership for senior citizens. Special attention shall be given to providing guest parking and transit facilities.
5. Should an acceptable senior housing program not materialize after demonstrated property owner effort, the City Council shall review the progress within 18 months of adoption of this plan and may proceed to either landbank the property or allow single-family development of the entire site. The initial R1 subdivision shall show how the subdivision may be extended into the senior citizens area, if ultimately necessary.

B. Single-Family Housing

1. The density shall not exceed five (5) dwelling units per gross acre of land devoted to single-family use.
2. Provisions for common lot line development shall be encouraged to create usable open space.

C. General Criteria

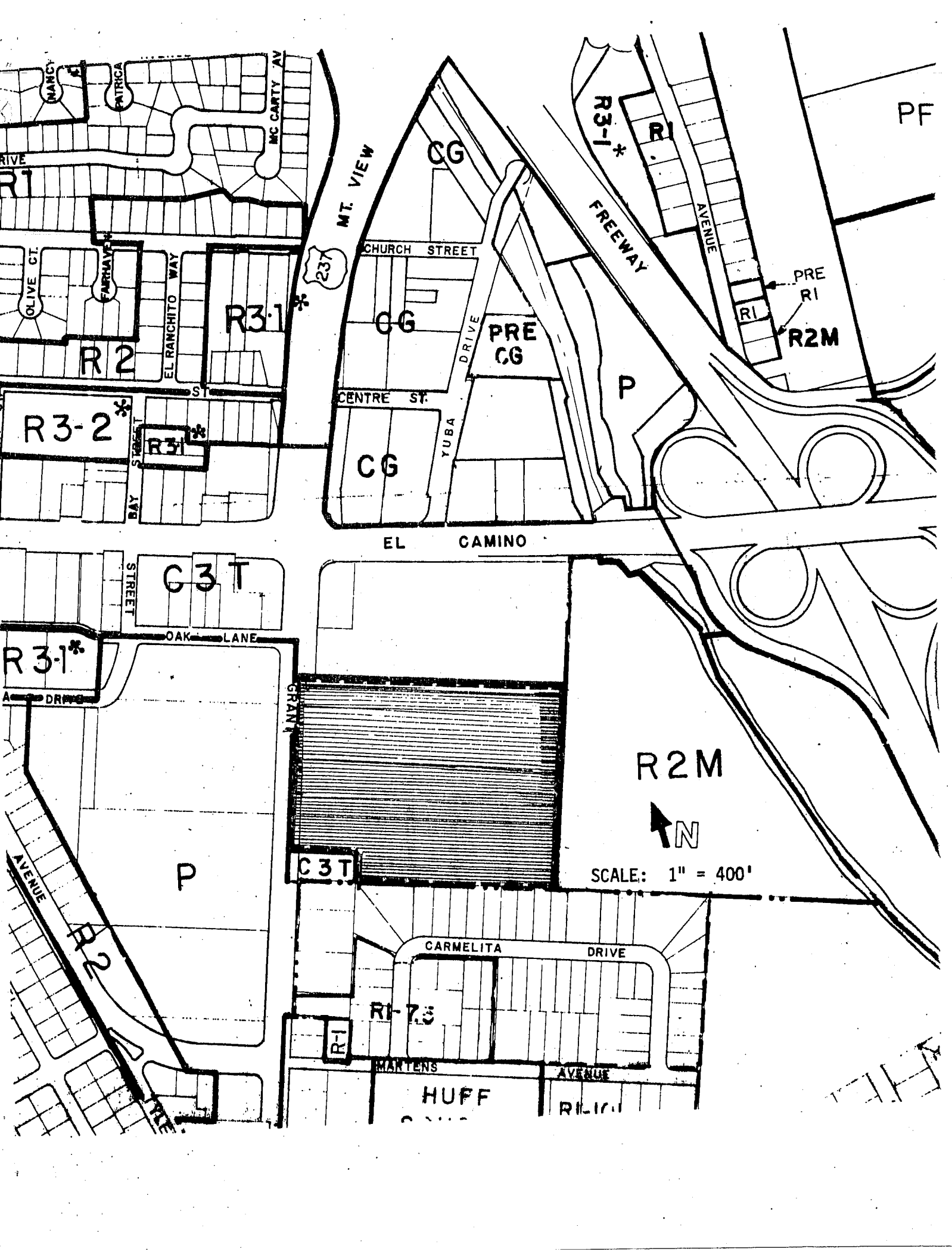
1. The site plan, building orientation and structural designs shall seek to avoid or screen noise from the commercial uses and Grant Road.
2. The site plan must provide for gradual, well-designed transitions between Grant Road, the commercial uses and the two densities on the site. Development (i.e., low and high density) may be phased.
3. Innovative roadway and driveway design shall be encouraged to minimize the area devoted to paving and encourage landscaping.
4. Innovative R1 subdivision street patterns and lot layout shall be encouraged.

5. There may be no more than one new public street opening onto Grant Road. Consideration shall also be given to the need for a Grant Road pedestrian crossing.
6. A secondary, emergency vehicle access shall be considered during the subdivision design and PC permit review. A loop water system beginning and ending at Grant Road shall be included in the project design.

IV. Administration

1. The City Council shall act upon the initial PC permit for the subdivision and development concept of this site. Said permit may occur concurrent with subdivision consideration. Said permit may specifically authorize subsequent specified reviews to be acted upon by the Zoning Administrator.

PREPLN-1  
1101GrantRd-PP^



PF

R3-1\*

R1

MT. VIEW

CG

FREWAY

AVENUE

PRE R1

R3-1\*

CG

PRE CG

R2M

R2

EL RANCHITO WAY

CENTRE ST.

YUBA DRIVE

P

R3-2\*

R3\*

CG

BAY STREET

EL CAMINO

C3T

STREET

OAK LANE

R3-1\*

R2M



SCALE: 1" = 400'

P

C3T

CARMELITA DRIVE

R1-73

R1

MARTENS

AVENUE

HUFF

RILIC

AVENUE